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

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

CONCEPTUAL SITE PLAN CSP-03002
DETAILED SITE PLAN DSP-03012

Application	**General Data**	
Project Name: Aldi, Inc., Lots, 3, 6 and 7 of Queens Chapel Triangle	Date Accepted:	3/18/2003
	Planning Board Action Limit:	5/26/2003
	Plan Acreage:	2.292
Location: 400' east of the intersection of Queens Chapel Road and Hamilton Street	Zone:	M-X-T/TDOZ
	Dwelling Units:	0
	Square Footage:	17,700 square feet total
Applicant/Address: Aldi, Inc. C/o Will Carpenter 2700 Saucon Valley Road Center Valley, PA 18034	Planning Area:	68
	Council District:	2
	Municipality:	Hyattsville
	200-Scale Base Map:	206NE03

Purpose of Application	**Notice Dates**	
Request for 16,400-square-foot Food and Beverage Store and future office pad site.	Adjoining Property Owners: (CB-15-1998)	3/20/03
	Previous Parties of Record: (CB-13-1997)	06/3/03
	Sign(s) Posted on Site:	06/25/03
	Variance(s): Adjoining Property Owners:	N/A

Staff Recommendation		**Staff Reviewer: Lareuse**	
APPROVAL	**APPROVAL WITH CONDITIONS**	**DISAPPROVAL**	**DISCUSSION**
	X		

July 30, 2009

MEMORANDUM

TO: Prince George•s County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Susan Lareuse, Planner Coordinator

SUBJECT: Aldi Inc., Lots 3, 6, and 7 of Queens Chapel Triangle
CSP-03002 and DSP- 03012

The Urban Design staff has reviewed Conceptual Site Plan CSP-03002 and Detailed Site Plan DSP-03012 for the proposed grocery store and future office building and presents the following evaluation and findings leading to a recommendation of Approval with conditions.

EVALUATION

The Conceptual Site Plan was reviewed and evaluated for compliance with the following criteria:

a. The requirements of the West Hyattsville Transit District Development Plan (WH-TDDP).

b. The requirements of Part 10A, Overlay Zones, of the Zoning Ordinance.

c. The requirements of the Zoning Ordinance regarding the M-X-T Zone (Mixed-Use Transportation-Oriented Zone).

d. The requirements of the *Landscape Manual*.

e. Referrals.

FINDINGS

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

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 Retail Office	20,716	17,700 square feet 16,400 sq. ft 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 throughway 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 Conceptual Site Plan and the Detailed Site Plan are generally consistent with and reflect 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 Conceptual Site Plan and the Detailed Site Plan generally meet 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.**

   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 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 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) and Section 27-548(c)(1)(D) of the county Code, 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.

RECOMMENDATION

Based upon the foregoing evaluation of this report, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE Conceptual Site Plan CSP-03002 with the following Condition 1.a. only, and APPROVE Detailed Site Plan DSP-03012 with all of the remaining conditions:

1. Prior to signature approval the site and landscape plans shall be revised as follows:

   a. The future office pad site shall be 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.

b. 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.

c. Provide a four-foot-high brick screen wall matching the exterior finish of the building in front of the cart storage area.

d. Show a minimum eight-foot-wide walkway along the entire streetscape at both Hamilton Street and Queens Chapel Road, beginning at the face of curb.

e. 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.

f. 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.

g. 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, determine the fixture types for wall mounted lighting, and provide cut-off lights to reduce glare.

h. 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.

i. Submit a photometric plan demonstrating a minimum level of 1.25 footcandles for all outdoor spaces.

j. 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.

k. Provide a maximum of 84 surface parking spaces.

l. Provide only one access point along Queens Chapel Road (per Maryland State Highway Administration Standards).

m. Provide parking rack(s) for seven bikes near the entrance to the store.

n. Revise the landscape plan to show the provision of 10 percent afforestation on-site.

2. Prior to signature approval of the architectural elevations, the plans shall be revised as follows:

a. Show glass windows with awnings along the entire north face (Hamilton Street) of the Aldi Food Store 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 the height of the building. 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.