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

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

Detailed Site Plan DSP-06029-02
Special Permits SP-070003-02 and SP-060001-01

Application	**General Data**	
Project Name: EYA/Arts District, East Village	Planning Board Hearing Date:	02/25/10
	Staff Report Date:	02/18/10
Location: South of Madison Street, north of Hamilton Street, east of Baltimore Avenue, and west of the Baltimore and Ohio Railroad.	Date Accepted:	01/05/10
	Planning Board Action Limit:	03/16/10
	Plan Acreage:	17.00
	Zone:	M-U-I & M-U-TC
Applicant/Address: LH East Associates, Limited Partnership c/o EYA, Inc. 4800 Hampden Lane, Suite 300 Bethesda, MD 20814	Dwelling Units:	457
	Gross Floor Area:	35,797 sq. ft.
	Planning Area:	68
	Tier:	Developed
	Council District:	2
	Election District	16
	Municipality:	Hyattsville/ Riverdale Park
	200-Scale Base Map:	207/6NE04

Purpose of Application	**Notice Dates**	
Addition of a 198 unit multifamily building, the deletion of 15 townhouse units and miscellaneous revisions to townhouse unit architecture, square footage and width.	Informational Mailing:	09/04/09
	Acceptance Mailing:	01/05/10
	Sign Posting Deadline:	01/26/10

Staff Recommendation			**Staff Reviewer:** C. Jones/J. Silor
APPROVAL	**APPROVAL WITH CONDITIONS**	**DISAPPROVAL**	**DISCUSSION**
	X		

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-06029-02
Special Permits SP-070003-02 and SP-060001-01
EYA/Arts District, East Village

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

EVALUATION

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

a. The approved plans for Detailed Site Plan DSP-06029 and Special Permits SP-070003 and SP-060001.

b. The requirements of the 2004 *Approved Sector Plan and Sectional Map Amendment for the Prince George's County Gateway Arts District* and the *Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan*, January 2004.

c. The requirements of the Zoning Ordinance in the M-U-I (Mixed Use—Infill) Zone and the M-U-TC (Mixed Use Town Center) Zone.

d. The requirements of the Development District Overlay Zone (DDOZ).

e. The requirements of the *Prince George's County Landscape Manual.*

f. The requirements of the Prince George's County Woodland Conservation and Tree Preservation Ordinance.

g. Referral comments.

FINDINGS

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

1. **Request:** The subject application requests approval of a mixed-use development including 148 townhome units, 11 live/work units, 274 multifamily units, 35,797 square feet of commercial space and attendant recreational facilities in the M-U-I Zone, and an additional 35 townhome units in the M-U-TC Zone.

2. **Development Data Summary**

	EXISTING	**PROPOSED**
Zone	M-U-I/M-U-TC	M-U-I/M-U-TC
Use(s)	Vacant/residential	Mixed-Use
Acreage	18.22 (17.01* in the M-U-I and 1.21 in the M-U-TC)	18.22 (17.01* in the M-U-I and 1.21 in the M-U-TC)
Parcels (Total)	**26**	**30**
M-U-I	24	28
M-U-TC	2	2
Lots (Total)	**195**	**183**
M-U-I	163	148
M-U-TC	32	35
Square Footage/GFA	0	35,797

*The plans incorrectly indicate that the M-U-I portion of the site is 16.99 acres. The plans should be corrected prior to signature approval to indicate that the acreage of the M-U-I-zoned portion of the site is 17.01 acres.

OTHER DEVELOPMENT DATA

Total Parking*	Required	Provided
M-U-TC Zone 35 townhomes	35	52–78 depending on the option chosen by the purchasers of the units
M-U-I Zone		
148 townhomes	148 (1 space for each townhome)	Townhomes 168–288
274 multifamily units	274 (1 space for each multifamily unit)	Multifamily 343
7 live/work multifamily units	11 (1.5 spaces for each live/work multifamily unit)	Multifamily Live/Work 11
36,864 square feet of commercial space	182 (4 spaces per 1,000 square feet of retail space)	Commercial 182
		Parallel/Visitor 102
	Total: 615	Total: 807–926

*The number of units and square footages included in the parking tabulation do not match those provided in the site tabulation table on the plans. These numbers should be clarified prior to signature approval of the plans. The plans should be revised to show the correct number of units and amount of retail square footage, and should indicate that adequate parking will be provided for all uses.

3. **Location:** The site is located in Planning Area 68. The M-U-I- zoned portion of the site is located in the City of Hyattsville, in Council District 2, and the M-U-TC-zoned portion of the site is located in the Town of Riverdale Park, in Council District 3. More specifically, it is located on the east side of Baltimore Avenue (US 1), south of its intersection with Madison Street.

4. **Surrounding Uses:** The subject property is bounded to the north by Madison Street with residential and commercial land use beyond; to the west by Baltimore Avenue with the West Village of the EYA Hyattsville development beyond; to the south by commercial land use; and to the east by the Baltimore and Ohio Railroad with industrial land use beyond.

5. **Previous Approvals:** Preliminary Plan of Subdivision 4-06050 was approved by the Planning Board on January 4, 2007 for the subject site. A resolution formalizing that approval was adopted by the Planning Board on February 22, 2001. Detailed Site Plan DSP-06029 and Special Permits SP-070003 and SP-060001 were subsequently approved by the Planning Board on November 8, 2007 for a mixed-use development within the East Village, including 162 townhome units, 5 live/work units, 76 multifamily units, 35,797 square feet of commercial space and attendant recreational facilities in the M-U-I Zone, and an additional 32 townhome units in the M-U-TC Zone. The Planning Director approved two revisions to DSP-06029 and SP-070003

to relocate parking and remove an underground stormwater management (SWM) facility (DSP-06029/01 and SP-070003/01) and to make minor modifications to the retail buildings (DSP-06029/03 and SP-070003/03). The subject applications are companions to Preliminary Plan 4-09034. The site is also the subject of approved Stormwater Management Concept Plan 14838-2006-02.

6. **Design Features:** The subject project is located between Baltimore Avenue to the west and the B & O Railroad to the east. The street network forms a block-like matrix, though not all streets traverse the site. More specifically, both Street A, on the site's northern end dividing the M-U-TC-zoned/Riverdale Park portion of the site to its north and the larger M-U-I-zoned portion to its south, and Kennedy Street, located at the southern end of the residential portion on the eastern side of the site, emanate only in an eastern direction from 45th Avenue (which roughly bisects the site in a north-south direction). Three streets provide access into the development from Baltimore Avenue, including (from south to north) Ingraham Street, Jefferson Street and Longfellow Street. A pedestrian connection is provided to Baltimore Avenue from the parking lots behind Buildings 2 and 3. Ingraham Street enters the site at the southern end of Commercial Building 1, a one-story retail building, measuring a total of 21,707 square feet. Jefferson Street enters the site at its northern side and at the southern side of Commercial Building 2, measuring 14,090 square feet. Longfellow Street provides access to the northern, more residential portion of the development. Madison Street, bordering the project at its extreme northern end, provides access to the development from 45th Avenue which reaches its northern terminus at that intersection.

With this application, the applicant is proposing to change the mix of units to provide a 198-unit multifamily building, reduce the number of townhomes by 12, and increase the number of the narrower width dwellings in the unit mix.

The materials proposed for the townhouse façades are the same materials that were previously approved, but in a different mix that results in a different architectural character. The approved architecture for the front façades was primarily brick and split-face masonry with corrugated metal accents, which created a unique mix of roughly 75 percent historic character and 25 percent industrial/arts character. A small amount of painted hardipanel with wood trim was approved for the fourth floor loft level, which is set back from the front elevation to create a terrace. The setback of the loft and the height above eye level reduced the visibility of this material. The current proposal is to increase the amount of hardipanel to roughly 50 percent and to reduce the diversity of architectural details provided. These revisions are discussed in detail in Finding 14 below.

The mix of townhouse units is proposed to be revised as follows:

M-U-I Zone

Unit Type	Unit Width	Previously Approved	Proposed
A	14'	30	49
B	16'	55	69
C& C-1	18'	65	26
E & F	24'	6	4
Total		156	148

M-U-T-C Zone:

Unit Type	Unit Width	Approved	Proposed
A	14’	6	14
B	16’	10	12
C& C-1	18’	12	7
E & F	24’	4	2
Total		32	35

The streetscape in the development is enhanced and urban in character. Specialized paving, wider sidewalks in part, street furniture, and an aesthetically pleasing mix of landscaping are utilized, most notably along Longfellow Street and the length of the project’s frontage along Baltimore Avenue. Street corner enhancements provide park-like amenities at the intersection of 45th Avenue and Longfellow Street at the main entrance to the multifamily building and at the intersection of Jefferson Street and Baltimore Avenue. Outdoor seating is provided for commercial uses to include restaurants and coffee shops along Jefferson Street as it runs between the two commercial buildings creating a commercial center and leading up to the entrance to the multifamily building.

The residential core of the development is on its northern side, with 45th Avenue north of Kennedy Street providing frontage for many of the townhouses with more townhouse development located on Kennedy Street, Longfellow Street, Street A, Madison Street, and several private alleys. A variety of unit types have been offered and the total in the M-U-I-zoned portion of the site is 423, with 35 in the M-U-TC-zoned portion of the site. Previously approved condominiums are located in Building 3, located on Baltimore Avenue (30 units, 6 of which are live/work units) and Building 5 (46 units, one of which is a live/work unit). A single townhouse, live/work unit in the southeastern quadrant of Longfellow Road and Baltimore Avenue was also approved with DSP-06029, SP-070003, and SP-060001.

An additional 198 multifamily units are proposed with this application within Building 4, southeast of the intersection of Kennedy Street and 45th Avenue. This building replaces 21 townhouse units approved with DSP-06029 and SP-070003. The building is roughly rectangular and is situated between 45th Avenue and the master-plan trail along the B & O Railroad. The main entrance to the building is located along 45th Avenue at the terminus of Jefferson Street. The building is designed with two levels of integrated parking garage in a podium design. One level of the parking garage is completely underground, while the second is partially above grade. Where the parking garage is visible, it has been appropriately treated with the same finish materials and fenestration patterns as the main building. Four stories of residential units are proposed above the parking structure.

The building is proposed to be clad with a combination of finish materials in varying colors. The garage portion of the building features various masonry products such as face brick and manufactured stone on all four sides of the building. Above this first level of masonry on the three most visible elevations (north, west, and south), the building features alternating sections of face brick and hardipanel material with corrugated metal accents. The west elevation, which faces the master-plan trail along the B & O Railroad, is anchored at both ends by a brick-clad building section, between which are large sections of hardipanel-clad façade in various colors. This elevation features far fewer windows than the other three and a more typical garage treatment, with large openings and metal railings. The building features two internal courtyards on top of the

parking structure. The courtyard in the northern portion of the building features sitting areas, accent paving, a pergola, a fire pit, and planting areas. The second courtyard to the south includes a swimming pool, tables and chairs, chaise lounges, and landscaped areas. The courtyard elevations feature face brick at the base of the building up to the bottom of the first floor windows. The remainder of the courtyard façades is clad with hardipanel in various colors.

The following active recreational facilities for the development were approved with DSP-06029, SP-070003, and SP-060001:

- Changing house and lap pool
- Tot lot
- Multiage Playground
- Bike path

The following additional recreational facilities are proposed in association with the new multifamily building:

- Swimming pool courtyard
- Courtyard sitting area

The facilities have been reviewed for adequacy and proper siting.

Areas for public art were also approved with DSP-06029, SP-070003, and SP-060001 as follows: The landscape plan in the DSP submission depicts several areas that will contain a focal feature, sculpture, or specimen tree. The locations include the corner plaza on the south side of the intersection of Baltimore Avenue and Jefferson Street, the two corner plazas at Jefferson Street and 45th Avenue, the plaza at the terminus of Kennedy Street, and the plaza on the north side of the intersection of Longfellow Street and 45th Avenue.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Detailed Site Plan DSP-06029 and Special Permit SP-070003:** Detailed Site Plan DSP-06029 and Special Permit SP-070003 were approved by the Planning Board on November 8, 2007 subject to 14 conditions, of which the following are applicable to the review of this application and warrant discussion as follows:

1. Prior to certificate approval of this detailed site plan, the applicant shall revise the plans as follows:

a. The applicant shall provide 5-foot standard sidewalks along the following internal streets: (1) both sides of 45th Avenue, south of Kennedy Street to its intersection with Ingraham Street; (2) on one or both sides of Ingraham Street between 45th Avenue and Route 1; (3) along the perimeter of Building No. 3 (the condominium building south of Sudsville); and (4) along the east side of 45th Place, from the crosswalk at its intersection with Street A, south to its intersection with Kennedy Street, then following along the south side of Kennedy Street to its intersection with 45th Avenue. All other internal streets shall have sidewalks on both sides of at least 4-feet in width.

Comment: According to the Transportation Planning Section's trails planner, the plans reflect wider sidewalks called for in the above condition along the appropriate roads.

b. The applicant shall provide striped or decorative crosswalks across US 1 at Madison Street, across US 1 at Longfellow Street, and across US 1 at Jefferson Street, unless modified by SHA. Such design modification shall be approved by the Urban Design Section as designee of the Planning Board.

c. The applicant shall provide striped or decorative crosswalks across 45th Avenue on the south side of Jefferson Street, across 45th Avenue at Street A, and across Ingraham Street at US 1, unless modified by either DPW&T or the City of Hyattsville. Such design modification shall be approved by the Urban Design Section as designee of the Planning Board.

Comment: According to the Transportation Planning Section's trails planner, the plans show crosswalks at the required locations.

i. The applicant shall include a note on the plans stating that all portions of the buildings represented in the subject approval as commercial shall remain commercial in perpetuity, with the exception of those potentially converted to residential pursuant to Condition 1k below.

Comment: The note required by the above condition is included on the plans.

k. The space currently proposed as five (5) live/work units in the rear of the building identified on the plans as "Building 3" shall be marketed in good faith as five live/work condominiums for a period of nine (9) months from the date of the resolution approving this detailed site plan (or from the date of the District Council resolution, (if reviewed by that body). A sixth unit on the rear of the building shall remain residential to meet ADA, or other applicable accessibility requirements. At the conclusion of that nine-month marketing period, the applicant shall report back to the Planning Board (without being required to do so as a request for reconsideration) as to the efforts made and results achieved in the marketing of those units. If the marketing effort fails to result in the sale or lease of all five (5) of the live/work units, the applicant may then request that those which have not been sold or leased of all five (5) proposed live/work condominiums be allowed to be marketed solely as residential units, and the applicant may then also present a redesign of the rear of all or a portion of Building 3 in that event.

Comment: The plans incorrectly indicate that Building 3 contains 11 live/work condominium units. Prior to certification, the plans should be revised to correctly indicate that five live/work units are proposed in the rear of Building 3 in accordance with the above condition. The plans should be revised to indicate that the sixth unit in the rear of Building 3 will be residential in accordance with the above condition. To date, the applicant has not reported back to the Planning Board as to the efforts made and results achieved in the marketing of the five live/work units in the rear of Building 3 and a redesign of Building 3 has not been proposed with this application. This condition should be carried forward in modified form as a condition of approval of this detailed site plan

so that the applicant may convert the five live/work units to residential units if evidence of failed marketing attempts is provided to the Planning Board.

l. Applicant shall submit detailed construction drawings for the master planned trail to the Department of Parks and Recreation for review and approval. Requirements for this trail include the following:

(i) The applicant shall revise the plans to show a twenty-foot-wide public-use easement along the trail alignment shown in the detailed site plan.

(ii) Plans shall be revised to show a two-foot shoulder on both sides of the ten-foot-wide master planned trail throughout the entire length of the trail. This shoulder may be paved or natural surface and shall be cleared of all obstructions.

(iii) The trails shall be designed in accordance with the applicable standards in the *Parks and Recreation Facilities Guidelines.* The construction drawings for the hiker/biker trails shall include typical sections and details for any structures necessary to assure dry passage such as a bridge, boardwalk or retaining wall.

(iv) When trails are constructed through wooded areas, all trees shall be removed that are within two feet of the edge of the trail. Within 20 feet of the trail, 1) All trees shall be cleared of branches to allow 12-foot clearance; and 2) Other vegetation obstructing the view from the trail shall be removed (e.g. shrubs, fallen trees).

(v) Shallow rooted species (e.g. maples) shall be located a minimum of 10 feet from the edge of the pavement.

(vi) The location of the trail shall be staked in the field and approved by the Department of Parks and Recreation prior to its construction.

(vii) The trail shall be designed to meet handicapped accessibility design standards. The Department of Parks and Recreation shall review and approve the trail layout and slopes to ensure it meets recommended design standards prior to certification of the detailed site plan.

(viii) In addition to the trail alignment shown on the current detailed site plan, the applicant shall include an additional ten-foot-wide trail alignment, as an alternative in case that Parcel 108 cannot be acquired as shown in the Department of Public Works and Recreation Exhibit "A". This trail shall include a public-use easement along the trail right-of-way in the event that it is built.

Comment: The Department of Parks and Recreation (DPR) has indicated that all portions of the above condition, with the exception of l(vi), have been addressed. DPR recommends that Condition 1(vi) be carried forward as a condition of approval of this detailed site plan.

m. The applicant shall revise the rear elevations of the townhome sticks visible from parking lots and streets (Buildings 6, 7, 8, and 28) to include carriage style garage doors, or other alternative styles, to be mutually agreed upon by the applicant and the Urban Design Section, for all garage doors for the residential units. Such design modification shall be reviewed and approved by the Urban Design section as designee of the Planning Board.

Comment: The plans are not in conformance with this condition. Upgraded garage doors with recessed panels are shown on the certified plans for DSP-06029 and SP-070003. The revised elevation drawings for Buildings 6, 7, 8, and 28 show downgraded, plain doors. The plans should be revised to show garage doors as approved with DSP-06029 and SP-070003 on Buildings 6, 7, 8, and 28 prior to signature approval.

n. Where the rears of buildings are visible from an adjacent street or parking lot, their design shall be enhanced utilizing high quality, architecturally distinct features, as follows:

The entire rear façades of Buildings 1 and 2 (both of the L-shaped commercial buildings at Route 1 and Jefferson Street) will be revised to ensure that such rear façades are architecturally distinct second entrances (the primary entrances being on Route 1 and Jefferson Street) for the retail tenants. The elevations will include varying heights, cornice details, signage, metal and fabric canopies, and corrugated metal accents. The façade materials of the same buildings will be a diverse and rich mix of brick, split-face masonry, corrugated metal, commercial grade glass storefronts (subject to landlord and tenant agreement), and windows. The variety of the materials and color palette will provide an eclectic, diverse architectural style in keeping with the Arts District. Commercial bays shall be differentiated by massing of the buildings, as well as variations in roofline, color and signage.

Comment: This portion of the condition was addressed prior to signature approval of DSP-06029 and SP-070003. No revisions to the elevations for Buildings 1 and 2 are proposed with this application.

The rear façades of Mixed-Use Building 3, visible from the parking lot to its rear, 45th Avenue and beyond, shall be revised to reduce the preponderance of hardi-panel, and to include a combination of brick, corrugated metal, pre-cast stone, and hardi-panel. The first floor of the live/work condominiums on the rear of the building will utilize more storefront glass and colorful canopies, with colors coordinated to the chosen architectural materials as evidenced on Buildings 1 and 2. If, however, one or more of the units proposed as live/work condominiums in the rear of this building can not be sold or leased as such (after a good faith marketing effort to do so for nine months, as set forth in Condition 1k), the applicant may then request that the Planning Board approve a redesign of the rear of this building.

Comment: This portion of the condition was addressed prior to signature approval of DSP-06029 and SP-070003. No revisions to the elevations for Building 3 are proposed with this application.

The rear elevations of the townhome sticks visible from adjacent parking lots and streets (Buildings 6, 7, 8 and 28) shall utilize as sheathing material a combination of brick, corrugated metal and siding, resulting in a high quality architecture that is both diverse and cohesive.

Comment: The plans are not in conformance with this portion of the condition. During the certification process for DSP-06029 and SP-070003, the applicant and Urban Design staff worked to design enhanced architectural treatments for the rear of Buildings 6, 7, 8, and 28, which included brick on the first floor on all units, full brick rear façades on several units within each building, corrugated metal elements and upgraded, raised-panel garage doors. The rear elevations proposed with this application are a substantial downgrade from the previous approval. Brick is no longer proposed on the first floor and the number of units with full brick rears has decreased. Third-floor projections previously clad with corrugated metal are now proposed to be siding, and plain garage doors are proposed to replace the upgraded, recessed-panel style shown on the previously approved plans. Given the high visibility of the rears of these buildings, upgraded treatment is appropriate. The rear elevations should be revised to incorporate brick on the first floor and upgraded garage doors as approved with DSP-06029 and SP-070003 on all units. In addition, corrugated metal should be reintroduced as a finish material.

Final design of the rear elevation of the above-described buildings facing parking lots and streets shall be reviewed and approved by the Urban Design Section as designee of the Planning Board.

Comment: The redesign discussed above should be reviewed and approved by the Urban Design Section as designee of the Planning Board prior to signature approval of the detailed site plan.

q. Applicant shall revise the plans so that access to the project at the Baltimore Avenue, Ingraham Street intersection is designed as a right-in/right-out access only with the physical triangular barrier included in the design. Final design shall be approved by the Transportation Planning Section as designee of the Planning Board and conditioned on State Highway Administration's approval.

Comment: The Transportation Planning Section indicated that all transportation-related concerns are addressed on the plans.

2. Prior to approval of the final plat for the project, applicant shall:

a. Place a note on the plat that prior to the issuance of the first building permit, appropriate bikeway signage shall be placed along Baltimore Avenue (US 1) as described in Condition 3 below.

Comment: According to the Transportation Planning Section's trails planner, the above condition is applicable to the subject applications.

b. Mark and label on the final plat a 20-foot-wide public use easement over that portion of the abandoned trolley right-of-way (Parcel 108) adjacent to the subject property that is now or will be owned by the applicant.

Comment: The record plats show a 20-foot-wide public use easement in accordance with this condition. The applicant will be required to file new final plats for the development to reflect the revisions proposed with this application. The 20-foot-wide public use easement should be shown on any new final plats within the land area encumbered by this easement.

3. Prior to issuance of the first building permit:

a. Due to its designation as a Class II bikeway, the applicant, and the applicant's heirs, successors, and/or assignees shall provide for the installation of one "Share the Road with a Bike" sign in accordance with state requirements, if the location of such signage is found acceptable to SHA. The developer shall then purchase the signs from the state and install them in accordance with the state's Manual on Uniform Traffic Control Devices dealing with the section on bicycle facilities.

Comment: According to the Transportation Planning Section's trails planner, the above condition is applicable to the subject applications.

d. The applicant shall, for that portion of the abandoned trolley right-of-way (Parcel 108) adjacent to the subject property that is now or will be owned by the applicant, have placed it within a 20-foot-wide public use easement. Such easement shall be marked and labeled on the detailed site plan.

Comment: According to the Transportation Planning Section's trails planner, the companion Preliminary Plan 4-09034 includes a public use easement along the entire trail corridor in accordance with the above condition.

5. Prior to the issuance of the first grading permit for the project, the applicant shall photographically document those buildings identified as contributing resources to the Hyattsville National Register Historic District within the subject property prior to their demolition.

6. Applicant shall make a good-faith effort to salvage any significant materials and details from the buildings to be demolished on the site for reuse elsewhere within the developing property, or for donation to the Newel Post, the architectural salvage depot operated by the Prince George's County Historical and Cultural Trust, a countywide, nonprofit historic preservation organization.

Comment: The Historic Preservation Section has indicated that Conditions 5 and 6 have been met.

8. Three original, executed Recreational Facilities Agreements (RFA) shall be submitted to the DRD for their approval, three weeks prior to a submission of a final plat. Upon approval by the DRD, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland.

Comment: This condition was satisfied prior to the recordation of the final plats associated with DSP-06029, SP-060001, and SP-070003. A revised recreational facilities agreement (RFA) will be required to be recorded to include the recreational facilities associated with the new multifamily building.

9. A performance bond, letter of credit or other suitable financial guarantee (for the proposed private recreational facilities), shall be submitted to DRD in an amount to be determined by the DRD, within at least two weeks prior to applying for building permits.

Comment: This condition remains valid and should be carried forward to the subject applications.

11. Prior to final plat of subdivision of building block 24, the applicant, his heirs, successors and/or assignees shall acquire title and site control over Parcel 108. In the event that the applicant, his heirs, successors and/or assignees cannot acquire Parcel 108:

a. The layout of block 24 shall be revised to remove Lot 194 from the plan.

b. The applicant shall file a revision to DSP-06029 to incorporate the ten-foot-wide master-planned trail on-site and any changes necessary as a result of incorporating the trail on the plan.

Comment: The applicant has acquired title and site control over Parcel 108.

13. Recreational Amenities for the development shall be completed in accordance with a schedule setting forth the triggers for bonding and completion of the various amenities, said schedule to be reviewed and approved prior to signature approval by the Urban Design Section as designee of the Planning Board. Should the applicant and staff be unable to agree on such schedule, the matter will be returned to the Planning Board for resolution.

Comment: A schedule setting forth the triggers for bonding and completion of the various amenities approved with DSP-06029, SP-070003, and SP-060001 was reviewed and approved prior to signature approval of the original site plan. The schedule should be revised to include triggers for bonding and completion of the recreational facilities associated with the new multifamily building proposed as part of this application (Building 4). Specifically, the schedule should be revised to indicate that the pool plaza and courtyard amenities will be completed prior to the issuance of the final use and occupancy permit for Building 4.

14. Should multifamily units be built on the Robles and/or Brown properties the proposed building shall include structured parking sufficient to serve the new residential units in addition to providing a 1:1 replacement of the surface parking displaced by the new multifamily housing structure.

Comment: This application is proposing the addition of a multifamily building, which will be located on the Robles and/or Brown properties referenced in the above condition. The proposed multifamily building includes two levels of underground parking, which will be sufficient to meet the needs of the residents of the multifamily building. The surface parking lot referenced in the

above condition was relocated through DSP-06029/01 and will not be impacted by the proposed multifamily building.

8. **The requirements of the approved sector plan and sectional map amendment for the 2004 Gateway Arts District and the Town of Riverdale Park Mixed-Use Town Center Zone Development Plan:**

   a. **The Gateway Arts District Sector Plan and Sectional Map Amendment—**The sector plan and sectional map amendment superimpose a Development District Overlay Zone over designated subareas called "character areas" to ensure that the development of the land meets the sector plan goals. The development district standards follow and implement the recommendations in the sector plan and sectional map amendment. The proposed project falls within the "town center" character area under the sector plan. The development district standards are organized in three parts to address site design, building design, and public space.

   Section 27-548.25(b) of the Zoning Ordinance requires that in approving the detailed site plan, the Planning Board shall find that the site plan meets applicable development district standards. The subject detailed site plan meets the applicable development district standards as explained below in the point-by-point response to the applicable development district standards. If the applicant intends to deviate from the development district standards, the Planning Board must find that the alternative development district standards will benefit the development and the development district, and will not substantially impair implementation of the sector plan.

   b. **The Town of Riverdale Park Mixed-Use Town Center Zone Development Plan—**The Town of Riverdale Park Mixed-Use Town Center Development Plan was approved in January 2004 and established development standards and land use recommendations for the M-U-TC-zoned portion of the site. Specifically, the plan recommends residential infill development with 4- to 5-story buildings. In a memorandum dated July 25, 2007, the Community Planning Division stated that the 35 townhomes proposed for the M-U-TC-zoned portion of the site conform to the plan's recommendation.

   The M-U-TC Zone permits dwelling units in a building containing commercial uses on the first floor as a by-right use, whereas all other residential uses must request that a special permit be granted. The intent is to encourage a vertical mix of uses in town centers where a concentration of commercial and retail establishments will activate the street level and encourage pedestrian movement. The subject portion of Madison Street, however, was particularly identified as appropriate for residential infill, thus the use, though requiring a special permit, fulfills the intent of the plan.

   The Town of Riverdale Park M-U-TC Design Review Committee met for the second time with the applicant on February 3, 2010. The Design Review Committee determined that they would like to meet with the City of Hyattsville, the Maryland-National Capital Park and Planning Commission (M-NCPPC), and the applicant, EYA, before making recommendations for the application. Following the Town of Riverdale Park M-U-TC Design Review Committee's recommendation, the Town of Riverdale Park's mayor and town council will also make a recommendation for the development and submit comments to Maryland-National Capital Park and Planning Commission for consideration.

The following variations from mandatory standards have been approved previously or are currently proposed:

A variation from mandatory Standard 2 of the Plan (p 35), which requires that appropriate screening materials shall be limited to wood, brick, stone, masonry, stucco, or any combination thereof that complements the main structure, was approved with DSP-06029, SP-070003, and SP-060001 to allow landscaping to be included as an appropriate screening measure, particularly in the bioretention area between the existing auto repair and the internal guest parking lot for Building 9.

A variation from mandatory Standard 7 of the Plan (p 36), which requires that decorative fencing and gates (3–4 feet high) shall enclose residential terraces, courtyards, and gardens adjacent to a public street sidewalk, was also approved with DSP-06029, SP-070003, and SP-060001. Standard 7 indicates that if a residential yard is less than seven feet in depth or contains a porch, no fence is required. In the subject case, most of the yards are less than seven feet deep, and for those that are more than seven feet deep, the previously approved variation allows those yards to not be fenced or gated to create a uniform appearance along the street.

The applicant has requested a variation from mandatory Standard 5 (p 60), which requires that all landscaping and tree boxes have a low-impact stormwater system that stores or redirects sidewalk or building stormwater for reuse as irrigation. The applicant has indicated that the proposed stormwater management control will adhere to the approved stormwater management concept plan and that stormwater will be directed appropriately as approved under that concept, but that water collected on-site will not be reused as irrigation.

Comment: Although stormwater collected on-site is not proposed to be reused as irrigation, 10,000 square feet of green roof is proposed which will involve the reuse of some stormwater as irrigation for the green roof plant material. While this controls only some of the sidewalk and building runoff, it is sufficient for this type of intense development for the site. Therefore, staff supports the applicant's request for a variation from Standard 5.

9. **Development District Standards of the Development District Overlay Zone (DDOZ):** Overall, the application meets the development standards pertinent to achieving the town center character area in Hyattsville. The following deviations from the standards do not impair the integrity of the sector plan and, nevertheless, implement the vision of the town center character area.

Building and Streetscape Siting (Table 1, p 135)—The intent of the development standards for a build-to line rather than a setback is to create a consistent street wall and a pleasant, inviting streetscape along commercial and mixed-use streets and a coherent visual appearance along neighborhood residential streets.

The preliminary sector plan established a development standard of 20 feet from the face of curb as a minimum build-to line along US 1. In approving the sector plan, the District Council amended the standard to acknowledge the build-to line from the edge of the ultimate 60- to 80-foot right-of-way along US 1 could be reduced to 10–12 feet, with an allowable variation of +/- four feet. The applicant notes that Buildings 1, 5A, and 14 are located approximately 15.5 feet from the US 1 right-of-way and are in compliance with the revised standard.

Residential dwelling units 4, 6, 8, 9, 10, 13, 14, 16, 17, 19, 20, and 22 vary from 12.77 to 14.84 feet from the face of the curb, which meet the 15-foot build-to line for residential uses along all streets other than US 1.

Access and Circulation—A variation from Standard 6 (p 138), which requires that alleys shall be a maximum of 18 feet wide, was approved with DSP-06029 and SP-070003 to allow alleys that are 20 feet wide.

Siting and Access—The applicant has requested a variation from Standard 2 (p 149), which requires that residential garages be located at the rear of the property and accessed from a side street or alley. The applicant has indicated that units 201, 185, 147, 62, and 51 are side loaded and are not accessed via a side street or alley. This appears to be a mistake as units 201 and 185 do not exist and units 147, 62, and 51 are served by alleys. Units 154, 53, 32, and 14 are side loaded and are accessed via 45th Avenue. This orientation is consistent with the previously approved plans and is supported by staff; however, the plans should be revised prior to signature approval to indicate the correct unit numbers in the Applicant Response chart on sheet C1.02 of the plans.

Landscaping—The plans are not in conformance with Standard 3 (p 151), which requires that parking lots be planted with a minimum of one shade tree per every ten spaces in the provided corners, bump-outs, or islands. The surface parking lot south of the proposed multifamily building (Building 4) does not meet this standard. The parking lot contains 94 spaces and only three trees are provided in the corners and no internal planting islands are proposed. A request for an amendment to this standard has not been reviewed by the Planning Board with previous approvals, nor did the applicant include such a request with this application. Therefore, the plans should be revised prior to signature approval to demonstrate conformance with this standard.

Architecture—Standard 12 (p 154) requires that new buildings be faced on any façade fronting a public street with quality materials such as brick, stone, wood, masonry, or stucco compatible with the character of the surrounding neighborhoods. Staff finds that the cementitious hardipanel proposed meets this requirement; however, the use of this material should be limited in order to maintain the overall level of architectural quality that was previously approved. It should be noted that there is a significant reduction of architectural detailing throughout the East Village in comparison to the West Village. Additional details such as cornices, lintels, and transoms should be reincorporated to enhance the architecture of the project. These issues are discussed in more detail in Finding 14.

10. **Requirements of the Zoning Ordinance**

a. **In the M-U-I (Mixed-Use Infill) Zone:** The M-U-I Zone was introduced in May 2001. The general purpose of the M-U-I Zone is to permit, where recommended in applicable plans (in this case the sector plan), a mix of residential and commercial uses as infill development in areas that are already substantially developed.

The proposed development includes a mix of residential, commercial, and recreational uses and allows staff to conclude that the proposed project meets the purpose and intent of the M-U-I Zone as defined in the Prince George's County Zoning Ordinance.

b. **In the M-U-TC (Mixed-Use Town Center Zone):** Staff has reviewed the project with respect to the general purposes specified for the M-U-TC Zone and finds it to be substantially in compliance.

11. **Preliminary Plan of Subdivision 4-09034:** Preliminary Plan of Subdivision 4-09034 is a companion to and must be heard and approved prior to approval of the subject application. The Subdivision Section is recommending approval of 4-09034, subject to numerous conditions, of which the following are applicable to the review of this application:

4. At time of detailed site plan review, the landscape plan shall provide a chart using the 10-year tree canopy coverage calculations to state the percentage of tree cover proposed. If the 20 percent tree cover requirement cannot be met, a letter of justification must be provided stating why it cannot be met.

Comment: Conformance to this condition is discussed below in Finding 15 within the Environmental Planning Section's analysis of the subject application.

7. At the time of detailed site plan, the applicant shall provide an illustrative detail of the proposed green roof areas. A planting detail for the green roofs shall also be submitted.

Comment: An illustrative detail of the green roof and planting details was not submitted with the detailed site plan application. These details should be submitted prior to signature approval of the plans.

8. Prior to the approval of building permits for lots containing residential units, certification by a professional engineer with competency in acoustical analysis shall be submitted to M-NCPPC as part of the building permit package. The certificate shall verify that noise mitigation methods have been incorporated in the architectural plans to reduce interior noise levels to 45 dBA Ldn or less.

Comment: This condition remains valid and should be carried forward as a condition of approval of this application.

9. The applicant shall allocate appropriate developable areas for the private recreational facilities on open space land.

12. The private recreational facilities shall be reviewed by the Urban Design Review Section of DRD for adequacy and proper siting prior to approval of the detailed site plan.

Comment: As discussed in Finding 6 above, the application includes adequate private recreational facilities.

13. Consistent with previously approved 4-06050, the applicant and the applicant's heirs, successors, and/or assigns shall provide the following:

a. Provide 5-foot standard sidewalks along the following internal streets: (1) both sides of 45th Avenue, south of Kennedy Street to its intersection with Ingraham Street; (2) on one or both sides of Ingraham Street between 45th Avenue and Route 1; (3) along the perimeter of Building No. 3 (the condominium building south of Sudsville); and (4) along the east side of 45th Place, from the crosswalk at its intersection with Street A, south to its intersection with Kennedy Street, then following along the south side of

Kennedy Street to its intersection with 45th Avenue. All other internal streets shall have sidewalks on both sides of at least 4-feet in width.

Comment: According to the Transportation Planning Section's trails planner, the submitted plans reflect wider sidewalks along the appropriate roads.

b. Provide striped or decorative crosswalks across US 1 at Madison Street, across US 1 at Longfellow Street, and across US 1 at Jefferson Street, unless modified by SHA. Such design modification shall be approved by the Urban Design Section as designee of the Planning Board.

c. Provide striped or decorative crosswalks across 45th Avenue on the south side of Jefferson Street, across 45thAvenue at Street A, and across Ingraham Street at US 1, unless modified by either DPW&T or the City of Hyattsville. Such design modification shall be approved by the Urban Design Section as designee of the Planning Board.

Comment: According to the Transportation Planning Section's trails planner, the plans show crosswalks at the required locations.

d. Indicate ramps or depressed curbing at all parking for the physically handicapped.

e. The adopted and approved Gateway Arts District Sector Plan recommends that Baltimore Avenue (US 1) be designated as a Class III bikeway with appropriate signage. Because US 1 is a state right-of-way, the applicant and the applicant's heirs, successors, and/or assignees shall provide the installation of one "Share the Road with a Bike" sign in accordance with state requirements. SHA shall have the opportunity to review the proposed locations to ensure they are acceptable. The developer shall purchase the signs from the state and install them in accordance with the state's *Manual on Uniform Traffic Control Device*s dealing with the section on bicycle facilities. A note shall be placed on the final plat that installation will take place prior to the issuance of the first building permit.

Comment: This condition remains valid and should be carried forward as a condition of this approval.

f. Provide a wide sidewalk along the entire length of the subject site's frontage of US 1. This sidewalk should be at least six feet wide in all areas, including additional width for those areas with street furniture, planters, and street trees.

Comment: According to the Transportation Planning Section's trails planner, the plans show a wide sidewalk along the subject site's frontage of US 1.

g. Appropriate pedestrian safety measures will be incorporated into the development at the time of detailed site plan.

Comment: According to the Transportation Planning Section's trails planner, the plans show crosswalks at intersections with wide and enhanced crosswalks in several key, high-pedestrian areas.

14. Total development of the subject property shall be limited to uses which would generate no more than 311AM and 506 PM weekday peak hour vehicle trips. Any development generating an impact greater than that identified herein above shall require an additional Preliminary Plan of Subdivision with a new determination of the adequacy of transportation facilities.

Comment: The Transportation Planning Section indicated that all transportation-related concerns are addressed by this application and that the above condition is applicable to this property.

16. The applicant shall provide for a ten-foot public utility easement or an alternative easement acceptable to all applicable utilities, prior to final plat approval.

Comment: Prior to signature approval of the detailed site plan, the applicant should provide evidence from all affected utility companies indicating that the public utility easements shown on the plans are acceptable.

17. At the time of Detailed Site Plan the condominium building south of Sudsville and north of Jefferson will consider retail condominiums along the full length of the front of the first floor with condominiums above and behind.

Comment: The front of the building referenced above (Building 3) is shown as retail.

18. At time of final plat there shall be a public use easement to ensure full public access to streets, alleys, walkways, plazas, and parks within the proposed redevelopment that are normally public, but will be privately owned for the proposed redevelopment.

Comment: This condition remains valid and should be carried forward as a condition of this approval.

19. The developer must obtain approval for street standards from the City of Hyattsville.

Comment: This condition remains valid and should be carried forward as a condition of this approval.

12. ***Prince George's County Landscape Manual:*** The proposed development is subject to the requirements of Sections 4.1, 4.3, 4.4, and 4.6 of the Landscape Manual. Staff has reviewed the submitted plans against the requirements of these sections and found them to be in conformance.

13. **Woodland Conservation and Tree Preservation Ordinance:** The property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the site has previously approved tree conservation plans. A revised Tree Conservation Plan, TCPII/063/07-01, has been submitted.

The current zoning (M-U-I) of the subject property has a woodland conservation threshold of 15 percent. A Type II tree conservation plan (TCP) was submitted for review and was found to require minor revisions to conform to the requirements of the Woodland Conservation Ordinance.

The woodland conservation threshold for the site is 2.73 acres. The total requirement based on the proposed clearing is 5.06 acres. The TCPII proposes to meet the requirement with 1.86 acres of afforestation and 3.20 acres of fee-in-lieu. Fee-in-lieu should only be considered when the remaining requirement is less than one acre. Because the previously approved TCP was approved in error for fee-in-lieu for 3.01 acres, no additional fee-in-lieu can be approved for this site. Any additional woodland conservation requirement above what was previously approved must be provided on-site, or in an off-site woodland conservation bank. The proposed afforestation will be met through the use of street trees and landscaping.

Prior to certification of the DSP, the worksheet on the TCPII shall be revised to show any additional woodland conservation that cannot be provided on-site, as off-site woodland conservation, and remove any fee-in-lieu above the previously approved 3.01 acres.

14. **Urban Design Analysis:** The applicant is proposing to change the mix of units to provide a 198-unit multifamily building, reduce the number of townhomes by 12, and increase the number of the narrower width dwellings in the unit mix. Staff agrees with the applicant's justification that demand for the narrower units in the developed phase of the project, west of Baltimore Avenue, has been high. The 14- and 16-foot-wide units on the east side of Baltimore Avenue have sold out. Staff can support this request based on current market trends in the Gateway Arts Town Center if the architecture proposed is of equal or better quality than was previously approved.

Staff has attempted to provide an analysis of the percentages of change in materials and details for evaluation purposes. However, the elevations submitted are not labeled clearly enough to allow staff to make concrete conclusions on precise percentages for all evaluation criteria. A condition has been included below to require the applicant to submit new elevations with a clear legend, labels, and details so that the architecture may be evaluated precisely by staff prior to signature approval of the subject detailed site plan and special permits.

The above condition should also address the oversight in the labeling of the lofts on the proposed elevations prior to signature approval. The loft level was optional on the previously approved elevations. This feature has been very popular in the portion of this development west of Baltimore Avenue. The applicant has indicated that they would like to offer the loft level as a standard feature, but it is labeled as optional on the submitted elevations. In addition, the optional/standard status of the rear balconies needs to be clarified on several elevations. This should be addressed prior to signature approval as part of the condition requiring clear and correct labeling and material legends.

The proposed change to the mix of materials and architectural details of the units represents an overall reduction in design quality from what was previously approved. The applicant has also proposed changes to the layout as a result of the increase in the number of narrower units. These two issues will be discussed in further detail below.

The materials proposed are the same materials that were previously approved, but in a different mix that results in a different architectural character. The approved architecture for the front façades was primarily brick and split-face masonry with corrugated metal accents, which created a unique and appealing mix of roughly 75 percent historic character and 25 percent industrial/arts character. A small amount of painted hardipanel with wood trim was approved for the fourth floor

loft level, which is set back from the front elevation to create a terrace. The setback of the loft and the height above eye level reduced the visibility of this material. The current proposal to increase the amount of hardipanel to roughly 50 percent and to reduce the diversity of architectural details provided changes the mix of architectural styles to a less compatible blend.

A notable change that is not evident looking at the provided color illustrations is that the large percentage of the color shown in the brick veneer and split-face masonry façades of the previously approved architectural façades is variation in the color of the natural materials. The masonry is painted on only a small percentage of units. The painted masonry reinforces the historic character of the façades. The current proposal replaces large portions of the façade with a concrete-based panel material that has been painted to match the brick veneer or rock-face masonry units. This replaces large portions of the historic character with an almost contemporary style created by the rectangular panels and unadorned, rectangular windows and doors. The new character mix represents roughly 50 percent of this "contemporary" style, while reducing the historic character to less than 25 percent. Staff finds that the introduction of this "contemporary" style as a dominant feature of the proposed façades is incompatible with the quality and character of the previously approved architecture.

While hardipanel and other fiber-cement products are considered high-quality building materials that are supported by the sector plan, staff contends that altering such a high percentage of these façades to this style of construction represents a downgrade in architectural character from what was previously approved. As such, staff recommends that the front elevations of all townhouse sticks, excluding the fourth floor loft level, be revised to include no more than 33 percent hardipanel.

The applicant is also requesting a reduction in architectural details on the proposed buildings. The previously approved elevations provided diversity of styles of windows, doors, and accents that supported the historic/industrial character of the buildings. The masonry façades had substantial headers and sills that have been eliminated in favor of wood trim and plain, rectangular windows on the portions of the elevations that are proposed to be hardipanel. The proposed changes to the architectural details for windows and doors include elimination of the following:

Colonial style windows and doors—The previously approved elevations had a small percentage of single pane windows, which supported the roughly 25 percent industrial/arts character and a large number of colonial windows, which added to the historic architectural character of the façade. The previously approved architecture also includes two styles of colonial windows, one four-light style, and one eight-light style. Only the plain, single panel is currently proposed. Similarly, for doors, the removal of the colonial style represents a reduction from three styles of door panel proposed to two. Overall, this represents a loss of diversity in the architectural features that had formerly contributed to the individualized appearance of each building, which is in itself characteristic of historic communities. Staff recommends that four- and eight-light style windows be reincorporated in the design of the façades. A minimum of 33 percent of all windows should be four- or eight-light style to enhance the historic architectural character of the townhouse façades.

Transom lights above windows and doors—The transom or crossbeam over a door that separates the door from the window, or light, above the door is a detail with historic significance that adds to the character of the buildings. Prior to the advent of air conditioning, these windows were once functional and could be opened to provide cross-ventilation. In modern times, they are typically nonfunctional windows that provide a certain character and style to the façade. Transom lights were provided for a large percentage of the entryways on the previously approved

elevations. These have been eliminated entirely from most elevations and are sparsely represented on the remaining elevations. In some cases, only one transom is provided throughout the stick creating a lack of repetition and design consistency. Overall, the loss of the transoms over windows and doors reduces the architectural quality and character of the proposed façades from what was previously approved. Staff recommends that the architectural elevations be revised to incorporate transom windows over each front door to enhance the historic architectural character of the townhouse façades.

One of two arched window styles and reduction in percentage of arched windows—The previously approved façades included a half-round and segmental-arch transom light window over single and double windows and doors. The half-round window, sometimes called a fanlight, has been eliminated entirely in the current proposal. The number of segmental arches is greatly reduced so that some façades have only one arched window, which lacks the repetition required for a balanced design, or none at all. This also reduces the individual character of each unit, a design choice that reduces the historic character and interest of the dwellings, and replaces it with a homogeneous, contemporary appearance. The plans should be revised to reincorporate arched windows. At a minimum, 20 percent of all front façade windows should be arched on each townhouse stick.

Two of four decorative cornice styles—The previously approved elevations included four styles of cornice, each with slightly different, but compatible molding and details: one, which will be referred to as 'standard,' a cornice with a wood/Fypon parapet, a cornice with decorative brackets, and a cornice with ornamental dentil molding. The dentil molding and bracket style cornices have been eliminated in the current proposal. The majority of the units offer the standard cornice with the parapet cornice used to accent corners. This reduction creates homogeneous stretches where the dwellings have the same style cornice and reduces the individual character of each unit. The plans should be revised to indicate that three of the four cornice styles will be incorporated into the design of each townhouse stick.

Juliette balconies—The previously approved elevations provided a Juliette balcony in place of windows on some units. These balconies have been eliminated entirely from the current proposal. The balconies added to the individual and historic character of each building and to the safety and lively character of the streetscape, which is a desirable feature for a historic, arts and entertainment district.

The rear elevations were relatively unadorned and unimpressive by comparison to the front and side elevations in the previous approval. The proposed changes include an increase in siding and a reduction in masonry façade and corrugated metal accents. Several windows which were standard have been replaced by smaller windows, with the larger size window as previously approved now proposed as an option. The decorative garage door style has been replaced by one with less detail on all units. It is not clearly described, by the labels on several elevations, if the rear balconies are standard or optional. A condition has been included to require the applicant to submit elevations with clear labels and a material legend to address the issue with evaluating the balconies on the rear elevations. As discussed in Finding 7 above, staff recommends that the highly visible rear elevations of Buildings 6, 7, 8, and 28 incorporate brick on the first floor and upgraded garage doors on all units consistent with the rear elevations approved with DSP-06029 and SP-070003.

Building 4 is designed with two levels of integrated parking garage in a podium design. One level of the parking garage is completely underground, while the second is partially above grade. Where the parking garage is visible, it has been appropriately treated with the same finish

materials and fenestration patterns as the main building. Four stories of residential units are proposed above the parking structure. The building is proposed to be clad with a combination of finish materials in varying colors. The garage portion of the building features various masonry products such as face brick and manufactured stone on all four sides of the building. Above this first level of masonry on the three most visible elevations (north, west, and south), the building features alternating sections of face brick and hardipanel material with corrugated metal accents. The west elevation, which faces 45th Avenue, features two stories of masonry on the southern portion of the façade. This two-story element does not relate to the rest of the façade as the remaining portions feature either one story or a full façade of brick. Staff recommends that this two-story masonry element be mimicked on the northern end of the building, on the projected portion of the façade shown as HardiPanel 3 (dark red finish).

The multifamily building also includes large garage openings on the south and east elevations at the ground level. Although railing is provided in these openings, it is difficult to determine whether or not it will be sufficient in deterring potential criminals from entering the garage. More detailed drawings should be provided prior to signature approval of the plans, which indicate the height of the railings and the distance from grade to the garage openings. The railing height should be increased if necessary to prevent unauthorized access to the parking garage.

The parking garage portion of the building features large roll-up access doors on the north elevation where the main garage entrance and loading entrances are located. Although the garage door material is not labeled on the plans, the doors appear to be unfinished metal. The doors should be enhanced so as to add to rather than detract from the overall design of the building. Specifically, staff recommends that the doors feature an enhanced design in a color that relates to the rest of the façade.

The east elevation, which faces the master-plan trail along the B & O Railroad, is anchored at both ends by a brick-clad building section, between which are large sections of hardipanel-clad façade in various colors. This elevation features far fewer windows than the other three and a more typical garage treatment, with large openings and metal railings. Although the preponderance of hardipanel can be considered appropriate given that the east elevation will only be visible from the railroad and master-plan trail, the large segments of single-color façade are uninteresting and monotonous. Variation in the façade could easily be achieved by alternating vertical sections of hardipanel in contrasting colors. Therefore, staff recommends that the east elevation be revised accordingly.

The site tabulation on the plans indicates that Building 7 contains one live/work unit. The plan and associated architecture shows the deletion of this unit along US 1. As a result of this deletion, the storefront portion of Building 7 that was previously approved facing US 1 is no longer proposed. Instead, the side elevation of the end townhouse unit within Building 7 lines the streetscape. Staff does not support this revision as it results in a deadening of the streetscape in this location. The plans should be revised to reincorporate the live/work storefront previously proposed along US 1 within Building 7.

15. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

Historic Preservation—The Historic Preservation Section indicated that the subject property lies within the Hyattsville National Register District 68-10 and stated that DSP-06029-02 and SP-070003-02 would have no effect on historic resources in the vicinity of the subject site.

With respect to SP-060001-01, they noted that the subject property lies within the Riverdale Park National Historic District, and that the special permit for 35 townhouse units would have no effect on historic resources in the vicinity of the subject site.

Archeological Review—The staff archeologist stated that a Phase I archeological survey would not be required with respect to the property covered by DSP-06029-02 and SP-070003-02 because a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the boundaries of the subject property is low as modern construction on the site has likely destroyed any archeological sites that may have been present on the property. Additionally, they stated that the applicant should be aware that the Hyattsville Armory (68-041-09), a property listed in the National Register of Historic Places, and a Baltimore and Ohio Switching Tower (68-008), a county historic site, are located adjacent to the property and there are 11 other county historic sites and one National Register property within a one-mile radius of the subject property.

In closing, the staff archeologist stated that Section 106 review may require archeological survey for state or federal agencies as Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties to include archeological sites when state or federal monies, or federal permits are required for a project.

With respect to SP-060001-01 for the M-U-I-zoned portion of the property, the staff archeologist had substantially similar comments.

Community Planning—With respect to DSP-06029-02 and SP-070003-02, the Community Planning North Division stated that the application conforms to the 2002 *Prince George's County Approved General Plan* Development Pattern policies for the Developed Tier and that it conforms to the mixed-use infill land use recommendations of the 2004 Gateway Arts District sector plan and sectional map amendment. An analysis of the application's conformance to the development standards of the Gateway Arts District Development District Overlay Zone was also provided and is discussed in detail above in Finding 8.

With respect to SP-060001, the Community Planning North Division likewise said it conformed to the 2002 General Plan development pattern policies for the Developed Tier, but due to its slightly different location, noted that it conformed to the mixed-use infill land use recommendations of the *Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan.*

See Finding 8 above for a more detailed discussion of conformance with the applicable sector plans.

Transportation—The Transportation Planning Section indicated that all transportation-related concerns have been addressed on the plans.

Subdivision—The Subdivision Section indicated that the property is the subject of Preliminary Plan 4-09034, which is being reviewed concurrently with this application. The Subdivision Section offered the following analysis of the site plan's conformance to Preliminary Plan 4-09034:

The property has been through a preliminary plan of subdivision. Preliminary Plan of Subdivision 4-06050 is for EYA/Arts District Hyattsville East Village and was originally approved by the Prince George's County Planning Board on February 22, 2007 (PGCPB Resolution No. 07-01). The owner requested a reconsideration of the resolution to reallocate the type of dwelling units, but not an increase in the number of units. The resolution was reconsidered and approved by the Planning Board on July 12, 2007. The amended resolution (PGCPB No. 07-01(A)) approved a preliminary subdivision plan for 232 lots and 10 parcels and contains 31 conditions. These conditions were reviewed for conformance under DSP-06029-01 and SP-070003-01 and most have been completed. Where the conditions have not been fulfilled already (i.e. bike lane, trail conveyance to HOA) they will be carried over to Preliminary Plan 4-09034. The site has been recorded into 9 plats with 201 lots and 26 parcels as listed below:

Parcels/Lot	Record Plat
Lot 3 and Parcel B	Plat Book PM 226 @ 92, June 19, 2008
Lots 4, 5,192 thru 201 and Parcels A-1, C-1, D	Plat Book PM 226 @ 93, June 19, 2008
Lots 7 thru 21 and Parcels A-3, E	Plat Book PM 226 @ 94, June 19, 2008
Lots 6, 22 thru 41 and Parcels A-5, F, G	Plat Book PM 226 @ 95, June 19, 2008
Lots 42 thru 73 and Parcels H and A-7	Plat Book PM226 @ 96, June 16, 2008
Lots 74 thru 121 and Parcels A-6, I, K-6	Plat Book PM 227 @ 97, July 31, 2008
Lots 122 thru 170 and Parcels A-4, J, K-1, K-5	Plat Book PM 227 @ 96, July 31, 2008
Lots 2, 171 thru 191 and Parcels A-2, L, M, K-3, K-4	Plat Book PM 227 @ 95, July 31, 2008
Lot 1 and Parcels K-2, N	Plat Book PM 227 @ 94, July 31, 2008

The property is currently in the process of resubdivision under a new Preliminary Plan, 4-09034, which must be approved prior to the approval of this Detailed Site Plan, DSP-06029-02, and Special Permits SP-070003-02 and SP-060001-01. Preliminary Plan of Subdivision 4-09034 is resubdividing and consolidating 201 lots, 26 parcels, and adding two new lots (Lots 2 and 3, Plat Book LIB A @ 15) to create 30 parcels and 183 lots. The site plan for DSP-06029-02, SP-070003-02, and SP-060001-01 shows the proposed lot and parcel layout of Preliminary Plan 4-09034, however there are some inconsistencies.

Based on DSP-06029-02, the area of this property within the M-U-I Zone is 16.99 acres. Based on the SP-060001-01, the area of this property within the M-U-TC Zone is 1.21 acres, with a total acreage of 18.20 acres for the entire site. The engineer of Preliminary Plan 4-09034 certified that the area of the property within the M-U-I Zone is 17.01 acres and the area of the property within the M-U-TC Zone is 1.21 acres, with a total acreage of 18.22 acres. The acreage calculation on DSP-06029-02, SP-070003-02, and SP-060001-01 should be revised to reflect the correct acreage as shown on Preliminary Plan 4-09034.

The overall layout of the site as shown on DSP-06029-02, SP-070003-02, and SP-060001-01 is not inconsistent with Preliminary Plan 4-09034. However, the bearings and distances of the property lines within the site are not clear and are difficult to confirm with Preliminary Plan 4-09034. The applicant should revise the layout, bearings, and distances of the property lines on the site plans of DSP-06029-02, SP-070003-02, and SP-060001-01 to reflect the correct layout, bearings, and distances of the property lines on Preliminary Plan 4-09034, if there are any inconsistencies.

The townhouse unit mix for the site ranges from 14 feet wide to 24 feet wide. The unit mix on SP-060001-01 does match Preliminary Plan 4-09034; however, the unit mix on DSP-06029-02 and SP-070003-02 does not match Preliminary Plan 4-09034. The applicant should revise the unit mix on DSP-06029-02 and SP-070003-02 to reflect the correct unit mix as shown on Preliminary Plan 4-09034.

Comment: More specifically, the unit count should be revised to reflect the following:

Unit Type	Unit Width	**Number of Units**
A	14’	**49**
B	16’	**69**
C & C-1	18’	**26**
E & F	24’	**4**
Total		**148**

The site will be subject to the conditions set forth in Preliminary Plan 4-09034. Detailed Site Plan DSP-06029-02, SP-070003-02, and SP-060001-01 must be in conformance with the conditions set forth in Preliminary Plan 4-09034.

Comment: The Subdivision Section is recommending approval of Preliminary Plan 4-09034 subject to numerous conditions. This application’s conformance to these conditions is discussed in detail in Finding 11 above.

Trails—The Transportation Planning Section’s trails planner provided a detailed analysis of the application’s conformance to the recommendations of the applicable sector plans and previous approvals. The trails planner indicated that the submitted plans meet the intent of the previous conditions of approval, several of which are recommended to be carried forward as conditions of approval of this detailed site plan.

Parks—Department of Parks and Recreation (DPR) indicated that it had no comment except that Condition 1.l(iv) should be carried forward as a condition of approval of this detailed site plan.

Permits—The Permit Review Section offered several comments with respect to DSP-06029-02 and SP-070003-02. The comments have been addressed by revisions to the plans or in the recommended conditions below. With regard to SP-060001-01, which covers the M-U-TC-zoned portion of the site, the Permit Review Section indicated that the proposal meets all zoning standards.

Environmental Planning—The Environmental Planning Section offered the following specific recommendations pertaining to the environmental elements of the sector plan that relate to the subject property:

1c. Stormwater Management: Existing regulations require adequate control of stormwater runoff (Subtitle 4, Division 2, Prince George’s County Code)

A Stormwater Management Concept Approval Letter (14838-2006-02) has been submitted with the application. The subject property involves the redevelopment of an existing developed site. According to the letter, the stormwater management requirement will be met with a series of dry swales combined with bioretention, roof top disconnection, and 10,000 square feet of green roof area.

Condition 6 of the approval letter states the following:

> "Please revise to comply with the new SWM ordinance that will take effect on May 4, 2010, unless both storm drain technical plan and sediment erosion control plans are approved prior to that date."

It should be noted that a change in the proposed stormwater management to meet conformance with the new SWM ordinance may result in changes to the proposed layout, and possibly the reduction of lots.

At the time of permit issuance, if conformance with the new stormwater management requirements results in the need to revise the layout of the site shown on the detailed site plan and/or TCPII, revised plans will be required and may, as appropriate, be reviewed at staff level.

1g. Protection and Restoration of Woodlands: The Woodland Conservation Ordinance requires the conservation of woodlands through preservation, reforestation and afforestation of woodland and specimen trees by meeting minimum woodland conservation thresholds (Subtitle 25, Prince George's County Code).

The subject property is approximately 11 percent wooded by fragmented areas of forest. The property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the site has previously approved Tree Conservation Plans (TCPI/034/06 and TCPII/063/07). A revised Type II tree conservation plan has been submitted with the application. The TCPII has been revised to add 1.70 acres of land containing 0.76 acre of woodland, increasing the total net tract to 18.22 acres, and the total on-site woodland to 2.17 acres. The site is located in the Developed Tier at a location where development potential should be maximized. In addition, the woodlands that do exist on-site are of low-retention priority because of the high percentage of invasive plant species and low species diversity. The emphasis on this site should be placed on the provision of extensive streetscapes and the planting of shade trees throughout the site. Street trees and other landscaped areas may be used to meet the requirements if certain design parameters are met. Comments on the TCPII are provided in the Environmental Review section below.

2. Incorporate low-impact development design features and implement green building techniques that include the latest environmental technologies.

As previously discussed, the site proposes to provide green-roof bioretention, rooftop disconnection, and dry swales combined with bioretention. The proposed techniques are considered the latest environmental technologies addressing environmental site design and are appropriate for this type of development.

3. Affirm county and state Smart Growth initiatives and the policies and strategies of the General Plan. New development and redevelopment should enhance existing green infrastructure elements such as wetlands. woodlands, open space, landscaped areas, street tree corridors, and sensitive species habitats. It should also establish open space linkages where they do not currently exist.

The site does not contain any green infrastructure elements and it is not located within the designated green infrastructure network of the *Approved Countywide Green Infrastructure Plan.*

4. Seek opportunities to create new connected green infrastructure elements. New development or redevelopment project proposals should establish landscaped areas and open space connections, wherever possible.

The subject property is not adjacent to a designated green corridor and does not contain woodlands, wetlands, or sensitive species habitat. The tree cover requirements will serve to address the landscaping provisions above.

5. Require the following tree cover areas based on ten-year tree canopies: 10 percent tree cover on all properties not in the CBCA I-D-O overlay and within the industrial areas, 15 percent tree cover on property containing an L-D-O (limited development overlay), 20 percent tree cover within mixed-use or commercial areas, and 26 percent tree cover within residential areas. Establish street trees along main transportation corridors. Count trees planted in the public right-of-way but within 16 feet of a property line toward a development's tree coverage.

The gross tract area of the detailed site plan is 18.22 acres. The afforestation/tree cover requirement for the site is a minimum of 3.64 acres. The plan submitted proposes 1.86 acres (10.2 percent) of tree cover which is substantially less than the 20 percent as required by the above standard.

A justification statement dated June 25, 2007 was previously submitted for this site with the review of DSP-06029. The statement acknowledges the 20 percent tree canopy cover requirement. It goes on to explain that this requirement "cannot be fulfilled without imperiling other development objectives of interest," such as the recreational areas required on the site. Providing 20 percent tree canopy on the site would require inadequate spacing of trees and the loss of useable open space recommended by the sector plan.

A waiver for meeting the 20 percent tree canopy cover requirement was granted by the Planning Board for DSP-06029; however, this current application contains additional land that was not approved with DSP-06029 and is thus not subject to the approved waiver. A revised letter of justification must be provided if the 20 percent tree canopy coverage cannot be met on the site as a whole, considering the additional land proposed in this application.

Prior to certification of the DSP, the landscape plan should be revised to show how the plans address the 20 percent tree canopy cover requirement of the sector plan. If the 20 percent tree cover requirement cannot be met, a letter of justification should be provided stating why it cannot be met and the plans shall reflect the maximum amount of tree canopy that can possibly be provided.

6. Decrease impervious surfaces by sharing parking to the fullest extent, constructing green roofs, and following the county's Department of Environmental Resources requirements to the fullest extent.

The TCPII and stormwater management concept plan approval both show areas of shared parking proposed. The approved concept plan proposes the construction of a building with a green roof on Lot 3.

7. Use micromanagement stormwater treatment methods on new development or redevelopment projects.

See comments on 1c and 2 above.

The Environmental Planning Section offered the following additional analysis of noise impacts to the subject site:

The site has a Phase II noise study that was previously reviewed with DSP-06029 that is applicable to this review. The site is impacted by noise levels above 65 dBA Ldn which exceeds the limit recommended for residential uses. Noise impacts to the area of townhouse units, which have rear outdoor activity areas, were addressed with DSP-06029 and will be mitigated by a noise wall. The proposed multifamily building as shown on Parcel 5 of the detailed site plan will include two outdoor activity areas—a courtyard and pool plaza; however, both will be shielded from noise impacts by the proposed building, thus noise impacts to the outdoor activity areas for the multifamily building are not anticipated.

The only areas of concern in this application with regard to noise impacts are the interior areas of the proposed multifamily building on Parcel 5. This can be addressed through the use of building materials that will mitigate noise from exterior sources. Some of the units may be subjected to higher noise levels and will require special building materials to ensure proper mitigation.

Another concern is the potential vibration from the adjacent railroad tracks. The vibration analysis, reviewed with Preliminary Plan 4-06050, was found to be applicable for review with this application. The analysis notes that the results of measurements of current vibration levels do not exceed the residential limits established by the International Standards Organization (200 micrometers/second) or the Federal Transit Authority (143 micrometers/second). The study analyzed both freight and transit trains on both northbound and southbound tracks and the highest vibration level recorded was for a MARC southbound train (113 micrometers/second). Because all of the levels are below the industry accepted standards for residential uses, staff does not recommend any changes to the design or additional information regarding vibration.

Prior to the approval of building permits for Parcel 5, certification by a professional engineer with competency in acoustical analysis should be submitted to M-NCPPC as part of the building permit package. The certificate should verify that noise mitigation methods have been incorporated in the architectural plans to reduce interior noise levels to 45 dBA Ldn or less.

Prince George's County Fire/EMS Department—The Fire/EMS Department offered standard comments with respect to SP-060001-01 on required access for fire apparatuses from public streets, private road design, the need for the demarcation of fire lanes, and the location and performance of fire hydrants. At the time of the writing of the staff report, the Fire/EMS Department has not offered comment on DSP-06029-02 and SP-070003-02.

Department of Public Works and Transportation (DPW&T)—DPW&T noted that the subject property fronts on Baltimore Avenue. With respect to permit requirements and required frontage improvements along that project periphery, the Maryland State Highway Administration (SHA) has jurisdiction. Additionally, DPW&T noted that the remainder of the streets providing frontage to the development are maintained by the City of Hyattsville; therefore, frontage improvements and right-of-way dedication requirements will be determined by the city. Lastly, they stated that the site development has an approved Stormwater Management Concept Plan, 14838-2006-02,

dated October 27, 2009. DPW&T indicated that the proposed plans are in conformance with the approved stormwater management concept plan.

Washington Suburban Sanitary Commission (WSSC)—WSSC indicated that comments will not be provided until their required review fee is paid.

Maryland State Highway Administration (SHA)—At the time of the writing of this staff report, comments have not been received from SHA.

Public Utilities—At the time of the writing of the staff report, comments have not been received from Potomac Electric Power Company (PEPCO) or Verizon.

City of Hyattsville—The City of Hyattsville, in a formal motion, supported the change in unit mix that reduces the number of wider units and increases the 14- and 16-foot-wide units and the deletion of 12 single-family attached units to accommodate the multifamily building. The city indicated that it is not supportive of the revised design for the proposed façades. Noting that the city has worked with EYA on previous revisions to the project, Hyattsville proposes to meet with EYA to determine if façade improvements can be agreed upon prior to the Planning Board hearing.

Towns of Cottage City, North Brentwood, Bladensburg, Brentwood, Edmonston, Riverdale Park, and University Park —At the time of the writing of this staff report, staff has not received comment from these municipalities.

16. As required by Section 27-285(b) of the Zoning Ordinance, the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, if the Planning Board approves detailed site plan DSP-06029-02, and Special Permits SP-070003-02 and SP-060001-01, the Urban Design staff recommends that the Planning Board adopt the findings of this report and recommends APPROVAL of the application as follows:

A. Staff recommends APPROVAL of the following alternative development district standards for the M-U-I-zoned portion of the site that is subject to the development standards of the *2004 Approved Sector Plan and Sectional Map Amendment for the Prince George's County Gateway Arts District*:

1. P147: Access and Circulation. Standard 6. (to allow alleys to measure 20 feet instead of the 18-foot maximum specified.)

2. P149: Siting and Access. Standard 2. (to allow residential garages on units 154, 53, 32, and 14 to be accessed from 45th Avenue.)

B. Staff recommends APPROVAL of the following alternative development district standards for the M-U-TC-zoned portion of the site that is subject to the development standards of the *Approved Town of Riverdale Park Mixed-Use Town Center Zone Development Plan:*

1. P35. Standard 2. (to allow landscaping to be used as a screening material.)

2. P36. Standard 7. (to not require that front yards be fenced.)

3. P60. Standard 5. (to not require that stormwater be reused as irrigation.)

C. Staff recommends APPROVAL of Detailed Site Plan DSP-06029-02, and Special Permit SP-070003-02 for EYA Hyattsville Redevelopment, East Village, and Type II Tree Conservation Plan TCPII/063/07-01, subject to the following conditions:

1. Prior to certificate approval of this detailed site plan, the applicant shall:

    a. Revise the plans to indicate that the acreage of the M-U-I-zoned portion of the site is 17.01 acres.

    b. Revise the plans to indicate that five live/work units are proposed in the rear of Building 3. A sixth unit on the rear of the building shall remain residential to meet ADA (Americans with Disabilities Act), or other applicable accessibility requirements.

    c. Revise the plans to correctly show the five live/work units in the front of Building 3 as 4,945 square feet of retail space for a total of 40,742 square feet of retail.

    d. Report back to the Planning Board (without being required to do so as a request for reconsideration) as to the efforts made and results achieved in the nine-month marketing of the five live/work units in the rear of Building 3. If the marketing effort fails to result in the sale or lease of all five of the live/work units, the applicant may then request that those which have not been sold or leased of all five proposed live/work condominiums be allowed to be marketed solely as residential units, and the applicant may then also present a redesign of the rear of all or a portion of Building 3 in that event.

    e. Redesign the rear elevations of Buildings 6, 7, 8, and 28 to incorporate brick on the first floor and upgraded garage doors as approved with DSP-06029 and SP-070003 on all units. In addition, corrugated metal shall be reintroduced as a finish material. The redesign of these façades shall be reviewed and approved by the Urban Design Section as designee of the Planning Board.

    f. Revise the TCPII to show any additional woodland conservation that cannot be provided on-site as off-site woodland conservation and remove any fee-in-lieu above the previously approved 3.01 acres.

    g. Revise the landscape plan to show how the plans address the 20 percent tree canopy cover requirement of the sector plan. If the 20 percent tree cover requirement cannot be met, a letter of justification shall be provided stating why

it cannot be met and the plans shall reflect the maximum amount of tree canopy that can possibly be provided.

h. Revise the plans to clearly label the bearings and distances of all property lines and revise the layout, bearings, and distances of the property lines on the site plans of DSP-06029-02, SP-070003-02, and SP-060001-01 to reflect the correct layout, bearings, and distances of the property lines on Preliminary Plan 4-09034, if there are any inconsistencies.

i. Revise the unit mix on DSP-06029-02 and SP-070003-02 to reflect the correct unit mix as shown on Preliminary Plan 4-09034.

j. Revise the Applicant Response chart on Sheet C1.02 of the plans to indicate that the units on Lots 154, 53, 32, and 14 do not meet Standard 2 on page 149 of the Gateway Arts District Development District Overlay Zone.

k. Revise the parking and loading schedule to include loading.

l. Revise the architectural elevations for Building 4 to indicate the height of the loading area.

m. Indicate the height and number of stories of the townhouse units on the plans.

n. Revise the plans to clarify the discrepancy in the number of units and amount of retail square footage and indicate that adequate parking will be provided for all uses.

o. Provide an illustrative detail and a planting detail for the green roofs.

p. Provide evidence from all applicable utility companies that the public utility easements shown on the plans are acceptable.

q. Obtain approval for street standards from the City of Hyattsville.

r. Submit new elevations with a clear legend and material labels.

s. Revise the plans to indicate that the fourth-level lofts will be standard for all townhouse units.

t. Revise the plans to clarify whether or not rear balconies are standard or optional features.

u. Revise the architectural elevations of the townhouse units as follows:

(1) Indicate that no more than 33 percent of the front façade of each townhouse stick, excluding the fourth floor loft level, shall feature hardipanel.

(2) Reincorporate four- and eight-light style windows in the design of the façades. A minimum of 33 percent of all windows shall be four- or eight-light style.

(3) Incorporate transom windows over each front door.

(4) A minimum of 20 percent of all front façade windows on each townhouse stick shall be arched.

(5) Revise the plans to indicate that three of the four cornice styles will be incorporated into the design of each townhouse stick.

All revisions to the architectural elevations shall be reviewed and approved by the Urban Design Section as designee of the Planning Board.

v. Revise the architectural elevations of Building 4 as follows:

(1) Provide more detailed drawings which indicate the height of the garage opening railings and the distance from grade to the garage openings. The railing height shall be increased if necessary to prevent unauthorized access to the parking garage.

(2) Provide two stories of masonry at the base of the building in the north portion of the west elevation where HardiPanel 3 (deep red color) is shown.

(3) Provide upgraded roll-up garage doors on the north elevation featuring an enhanced design and a color that relates to the rest of the façade.

(4) Provide alternating vertical sections of hardipanel in contrasting colors on the east elevation between the sections of building proposed to be clad with brick.

All revisions to the architectural elevations shall be reviewed and approved by the Urban Design Section as designee of the Planning Board.

w. Revise the plans to demonstrate conformance with Standard 3 (p 151) of the sector plan, which requires that parking lots be planted with a minimum of one shade tree per every ten spaces in the provided corners, bump-outs, or islands.

x. Revise the plans and architectural elevations to reincorporate the live/work storefront previously proposed along US 1 within Building 7.

2. Prior to approval of the final plat for the project, the applicant shall mark and label on the final plat a 20-foot-wide public use easement over that portion of the abandoned trolley right-of-way adjacent to the subject property that is owned by the applicant.

3. At time of final plat, there shall be a public use easement to ensure full public access to streets, alleys, walkways, plazas, and parks within the proposed redevelopment that are normally public, but will be privately owned for the proposed redevelopment.

4. Three original, executed recreational facilities agreements (RFA) shall be submitted to the Development Review Division (DRD) of M-NCPPC for their approval, three weeks prior to a submission of a final plat. Upon approval by DRD, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland.

5. A performance bond, letter of credit, or other suitable financial guarantee shall be submitted to DRD in an amount to be determined by DRD, within at least two weeks prior to applying for building permits.

6. Prior to the issuance of the first building permit, if conformance with the new stormwater management requirements results in the need to revise the layout of the site shown on the detailed site plan and/or TCPII, revised plans shall be required and may, as appropriate, be reviewed at the staff level.

7. Prior to the issuance of building permits for Parcel 5, certification by a professional engineer with competency in acoustical analysis shall be submitted to M-NCPPC as part of the building permit package. The certificate shall verify that noise mitigation methods have been incorporated in the architectural plans to reduce interior noise levels to 45 dBA Ldn or less.

8. Prior to the approval of building permits for lots containing residential units, certification by a professional engineer with competency in acoustical analysis shall be submitted to M-NCPPC as part of the building permit package. The certificate shall verify that noise mitigation methods have been incorporated in the architectural plans to reduce interior noise levels to 45 dBA Ldn or less.

9. The location of the trail shall be staked in the field and approved by the Department of Parks and Recreation prior to its construction.

10. The pool plaza and courtyard amenities associated with Building 4 shall be completed prior to the issuance of the final use and occupancy permit for Building 4.

11. The adopted and approved Gateway Arts District Sector Plan recommends that Baltimore Avenue (US 1) be designated as a Class III bikeway with appropriate signage. Because US 1 is a state right-of-way, the applicant and the applicant's heirs, successors, and/or assignees shall provide the installation of one "Share the Road with a Bike" sign in accordance with state requirements. SHA shall have the opportunity to review the proposed locations to ensure they are acceptable. The developer shall purchase the signs from the state and install them in accordance with the state's *Manual on Uniform Traffic Control Device*s dealing with the section on bicycle facilities. A note shall be placed on the final plat that installation will take place prior to the issuance of the first building permit.

D. Staff recommends APPROVAL of SP-060001-01, for the EYA Hyattsville Redevelopment East Village subject to the above conditions as applicable.