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## Detailed Site Plan

## DSP-15016

Application	General Data	
<b>Project Name:</b> Blue, Parcels 61 and 130  <b>Location:</b> On the western side of Baltimore Avenue (US 1) approximately, 115 feet south of its intersection with Jefferson Street at 5334 Baltimore Avenue, Hyattsville  <b>Applicant/Address:</b> Hyattsville Route One Partners, LLC 6110 Executive Boulevard, Suite 430 Rockville, MD 20852	Planning Board Hearing Date:	10/06/16
	Staff Report Date:	09/26/16
	Date Accepted:	05/06/16
	Planning Board Action Limit:	Waived
	Plan Acreage:	0.56
	Zone:	C-S-C/D-D-O
	Dwelling Units:	16
	Gross Floor Area:	N/A
	Planning Area:	68
	Council District:	02
	Election District	16
	Municipality:	Hyattsville
	200-Scale Base Map:	206NE04

Purpose of Application	Notice Dates	
Approval of a 16-townhouse development	Informational Mailing:	06/23/15
	Acceptance Mailing:	05/05/16
	Sign Posting Deadline:	09/06/16

<b>Staff Recommendation</b>		<b>Staff Reviewer:</b> Ruth E. Grover, MUP, AICP <b>Phone Number:</b> (301) 952-4317 <b>E-mail:</b> <a href="mailto:ruth.grover@ppd.mncppc.org">ruth.grover@ppd.mncppc.org</a>	
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-15016, Blue  
Parcels 61 and 130

The Urban Design staff has reviewed the subject application and appropriate referral comments. The following evaluation and findings lead to a recommendation of APPROVAL with conditions as described in the Recommendation section of this report.

EVALUATION

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

- a. The requirements of the 2004 *Approved Gateway Arts District Sector Plan and Sectional Map Amendment* (sector plan);
- b. The requirements of the Zoning Ordinance in the Commercial Shopping Center (C-S-C) Zone, the Development District Overlay (D-D-O) Zone and site design guidelines;
- c. The requirements of Preliminary Plan of Subdivision 4-15016;
- d. The requirements of the Prince George's County Woodland and Wildlife Conservation Ordinance (WCO);
- e. The requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual);
- f. The requirements of the Tree Canopy Coverage Ordinance (TCC); and
- g. Referral comments.

FINDINGS

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

1. **Request:** The subject application requests the approval of a 16-townhouse development.

2. **Development Data Summary**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone	C-S-C/D-D-O	C-S-C/D-D-O
Use(s)	Vacant, (with 2 buildings)	Residential
Acreage	0.56	0.56
Parcels	2	1
Lots/Townhouses	0	16

**OTHER DEVELOPMENT DATA**

<b>Total Parking</b>	<b>Required</b>	<b>Provided</b>
16 Townhouses	1.5 X 16=24	32*

\* Note: An amendment to Site Design, Parking and Loading Standard 2 of the Sector Plan has been requested for not providing structured parking for those parking spaces in excess of 1.5 parking spaces per unit. See Finding 7 of this report for a detailed discussion of the request.

The two following architectural models are being provided for the subject project. The model type and square footage of the base finished area are as follows:

<b>Model Type</b>	<b>Base Square Footage</b>		
16-foot-wide unit with rear garage	1,710 sq. ft.		
16-foot-wide unit with front garage	1,667 sq. ft.		

3. **Location:** The site is located in Planning Area 68 and Council District 2. More specifically, it is located on the western side of Baltimore Avenue (US 1), approximately 115 feet south of its intersection with Jefferson Street at 5334 Baltimore Avenue, in the City of Hyattsville.
4. **Surrounding Uses:** The subject property is bounded to the north by the Hyattsville Armory, which is Prince George's County Historic Site 68-041-09 and a National Register of Historic Places Site, and currently houses the Crossover Church in the C-S-C Zone; to the west by the parking lot for the Crossover Church in the Commercial Office (C-O) Zone; to the south by a vacant building (formerly the "Beds-To-Go" building) in the C-S-C Zone; and to the east by Baltimore Avenue (US 1) with the a portion of the commercial uses of EYA Hyattsville development including business establishments such as The Yes Market, The Eye Doctor, and Busboys and Poets beyond in the Mixed-Use Infill (M-U-I) Zone.
5. **Previous Approvals:** On June 27, 1977, the District Council approved Special Exception SE-3019 for the Blue Bird Cab Co., Inc. and Cities Service Oil Co. for an automobile repair and service operation on the subject site. The 2004 Approved Gateway Arts District Sector Plan and SMA was approved by the District Council on November 30, 2004 and retained this property in the C-S-C Zone. The site is subject to the requirements of Stormwater Management Concept Plan

No. 28196-2015-00, approved by the Department of Permitting, Inspections and Enforcement (DPIE) on November 16, 2015 and valid until November 16, 2018. Preliminary Plan of Subdivision 4-15016 is currently pending for the creation of 16 lots and one parcel on the subject site. The PPS is scheduled to be heard prior to, but on the same Planning Board date as the subject DSP.

6. **Design Features:** The proposed townhouse development is accessed at a single entrance along its Baltimore Avenue (US 1) frontage. A four-unit townhouse stick facing Baltimore Avenue is located north of the access drive and a three-unit townhouse stick is located to its south, also fronting on Baltimore Avenue (US 1). The internal private street, which runs perpendicular to the entrance drive and parallel to Baltimore Avenue (US 1) would provide vehicular access to the remaining nine units included in the development.

Pedestrian accessibility is provided for the development by six-foot-wide sidewalks enhanced by a five-foot-wide tree buffer and a three-foot-wide brick paver strip, along Baltimore Avenue (US 1), a sidewalk along both sides of the access drive and a five-foot-wide sidewalk in front of the back row of townhouses (Lots 8–16). Landscaping in front of the townhouses includes a double row of planted shrubs in a landscaping strip along Baltimore Avenue, together with three shade trees, two planted on the northern and one planted on the southern portion of the frontage. Other landscaping on the site includes an additional three major shade trees along the access drive (two on its northern and one on its southern sides), three major street trees along the western side of the private street, and four minor shade trees on the eastern side of the private street. Also provided is single-minor shade tree on the southern side of the access drive, which is unique as it will function as part of the Filterra unit, providing stormwater management (SWM) for the project. In addition, along the southern side of the access drive, but more proximate to Baltimore Avenue (US 1), is located an entrance feature/monument sign for the project, which is a sculpture of a bluebird on a brick /stone veneer base, including the name of the development “Blue” on a precast concrete panel. The entrance feature/monument sign measures eight feet tall by one- and one-half feet wide. The architectural materials to be utilized on the entrance feature will match those of the townhouses. The project was named for the Bluebird Taxi Company, which was previously operated from the site.

### **Architecture**

The architecture for the project is varied and creates visual interest in its form and massing, fenestration, and the use of various architectural details. Hardiboard, in both a reddish maroon and a putty and a gun metal grey, is utilized as a second material in the architecture, mainly on the protruding box-window bays provided on each unit.

The first stick of townhouses, located north of the access drive, fronting Baltimore Avenue, including Units 1, 2, 3 and 4, is symmetrical, and each unit is accessed by elevated stoops with protective and decorative, rod-iron type, aluminum railings. The finish material is entirely brick on the first story, with the brick carried up to the uppermost story in vertical accents. Hardipanel is utilized on projecting bays of windows on each unit and almost exclusively on the uppermost story. Single, double and triple windows, and a variety of hardiboard, window and decorative brickwork for transoms are utilized on the elevations. Two of the units have decks on the second story and all four units have decks on the fourth story, protected by aluminum fencing and accessed via glass sliding doors.

The second stick of townhouses, located on the southern side of the entrance to the project from Baltimore Avenue provides three units designed with similar architectural composition of the first

stick. The units are also accessed via elevated stoops, protected by aluminum railings. Similar design, finish materials, window patterns and deck arrangements are used in this building stick.

The architecture for the longest and third stick of townhouses (Units 8–16) is similar to the front two. A major difference is that these units provide garage-access from the front and that, due to the grade, the units are three stories tall in the rear and are four stories in the front. The garages doors are single, paneled, and have two windows in the upper portion of each door. A covered entranceway is provided for every other unit. Two of the seven units have decks on the second floor of the front façade, accessed by a single door and all units have decks on the fourth story. All decks are accessed via glass sliding doors. Another difference in the architecture of this stick is that brick is included on the second story of all units except for Unit No. 8. Staff believes it is an error. A proposed condition, in the Recommendation section of this report would correct this drafting/design error.

The side and rear elevations are of more simple design, but the form and massing and fenestration patterns are consistently balanced. The elevations are finished with a combination of quality architectural materials such as brick and hardiboard. These secondary elevations are acceptable.

### **Lighting**

Though lighting for the units is indicated on the building elevations, for all front, rear and deck and garage doors, a detail is not provided. A proposed condition, in the Recommendation section of this report, would require that such detail be added to the plans, prior to certificate approval. Street lighting is to be provided by the inclusion of three “acorn streetlights” on the plan. One is provided on the northern side of the access drive, one at the northern terminus of the private road and still another one at the southern terminus of the private road. A detail of the “Acorn streetlight” is provided on Sheet 4.

### **Mechanical Equipment**

Staff notes that the mechanical equipment is visible on the roof of the buildings. As the Urban Design Section is concerned that the mechanicals may be visible from the street, a proposed condition in the Recommendation section of this report would require that the applicant provide line of sight drawings demonstrating that the mechanicals from the street or, if they are to be visible, that the applicant revise the architecture for the project, prior to certificate approval, to include a parapet along the roofline that would completely screen the mechanical equipment.

All units are proposed to be sixteen feet wide, allowing for the inclusion on the first story of each unit two 10-foot one-inch wide and 17-foot and one-inch long parking spaces in tandem-style in the garages. As the provision of 32 parking spaces exceeds the allowance of the Sector Plan, the applicant has requested deviation from development district standards to allow this incongruity. See Finding 7 for a detailed discussion of that request.

There is a pronounced shortage of parking for service vehicles in the proposed development. To remedy this situation, a proposed condition, in the Recommendation section of this report would require that one parking space be located on the subject property, striped and signed “For service vehicles only” prior to certificate approval.

### **Fencing**

An aluminum fence and a vinyl fence are proposed for the development. The aluminum fence would be utilized to prevent pedestrian traffic from Baltimore Avenue (US 1) on the southern side of Unit 7 and along the western portion of the southern boundary of the project. A vinyl fence is specified for the western boundary of the site, but an elevation detail for the fence was

not provided on the detail sheet. As vinyl does not wear well, and as the color is unspecified, staff would recommend, and a proposed condition in the Recommendation section of this report would require, that the applicant provide a fence detail, indicating that a composite material be utilized for the privacy fence, with final design approval of the fence by the Urban Design Section as designee of the Planning Board. Note that the proposed six-foot-high fence requires a deviation from development district standards. See Finding 7 for a more detailed discussion of that deviation.

### **Green Building Techniques**

Green building techniques to be employed in the project include the following:

- Use of a Filterra unit for stormwater management which will handle stormwater management both in terms of quantity and quality in an environmentally sensitive manner enabling the site to handle stormwater runoff in a manner similar to that was utilized pre-development of the site.
- High Efficiency Heating, Ventilation and Air Conditioning System
- High Efficiency Quick Recovery Water Heater
- Vinyl Low-Emissivity-Windows
- Paint-Free Metal Garage Doors
- Environmentally Dry Outdoor Seal on Plywood
- Digital Thermostats
- Air-Stop Insulation around Windows and Doors
- Air-Stop Insulation around electric outlets
- Insulated Fiberglass Front Door

## **COMPLIANCE WITH EVALUATION CRITERIA**

7. **The 2004 Approved Gateway Arts District Sector Plan and Sectional Map Amendment and the Standards of the Development District Overlay (D-D-O) Zone:** The 2004 *Approved Gateway Arts District Sector Plan and Sectional Map Amendment* (Gateway Arts District Sector Plan and SMA) defines long-range land use and development policies, detailed zoning changes, design standards, and a D-D-O Zone for the Gateway Arts District area. The land-use concept of the sector plan divides the corridor into seven character areas for the purpose of defining the desired land-use types, mixes, and character of development. Note that townhouses are a permitted use in the Town Center (TC) character area of the sector plan. (page 196)

The subject site is within the TC character area. The vision for the TC character areas is to create an area bustling with residential and business life. In the areas are historic commercial centers along US 1 and include adjacent redevelopment areas in the municipalities of Hyattsville, Brentwood, and Mount Rainier. Development district standards in these areas emphasize the

creation of pedestrian-oriented streetscape that will welcome residents and visitors, establish a build-to-line (BTL) to ensure a common street wall that creates a comfortable sense of enclosure, and minimize total parking requirements while encouraging shared parking. This development character supports both a horizontal and vertical mix of uses. In particular, residential uses above first-floor retail or commercial uses are desired in the TC to infuse the area with new residents who can enliven the streets and support commercial retail. Middle- to high-end housing with structured parking is encouraged. Since these areas are envisioned as active community and art centers, art-related commercial, artist live/work space, art studios, craft studios, restaurants, cafes, municipal, civic and entertainment uses are supported in the town center. The proposed development of a mid- to high-end townhouse development, is consistent with the land-use vision of the TC character area. A detailed site plan is required for the subject project because all of the development district standards cannot be met with the proposed development.

Section 27-548.25(b) of the Zoning Ordinance requires that the Planning Board find that the site plan meets the applicable development district standards in order to approve it. The development district standards are organized into three categories: Site Design, Building Design, and Public Space. However, in accordance with the D-D-O Zone review process, modification of the development district standards is permitted. In order to allow the plan 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.

The applicant has requested the following amendments to the development district standards:

- a. **Site Design, Access and Circulation, Standard 5**  
**All buildings shall be built out to a minimum of 80 percent of the site frontage.**  
**(page 146)**

**Comment:** In the subject case, a safe and navigable entrance needed to be provided for the development. This was provided by including a 22-foot-wide access, resulting in the provision of a 64 percent build-out along the site's frontage, a 16 percent decrease from the required 80 percent standard. Noting that the townhouses will be built out to 100 percent of their individual lot frontages and that the build out across the site frontage is certainly markedly increased by the development proposal. The Urban Design Section recommends that the Planning Board approve this request.

- b. **Site Design, Building and Streetscape Siting No. 10**  
**Building sidewalls should abut the sidewalls of adjacent buildings.**  
**(page 146)**

**Comment:** Noting that this standard is precatory, not mandatory, it would appear that the subject development proposal is a marked improvement over the existing situation, where the two vacant buildings are set back on the site and do not contribute to the creation of a common street wall. Additionally, the 60-inch break in the common street wall proposed at the southern end of the site between Lot 7 and the building on the adjacent property to the south is *de minimus*, and the proposed four-foot-tall aluminum fence along the gap would give a modicum of visual continuity between the townhouse and the adjacent property. The Urban Design Section recommends that the Planning Board approve this request.



- c. **Site Design, Access and Circulation No. 1**  
**Access to parking lots and loading facilities on adjacent properties should be shared.**  
**(page 147)**

**Comment:** It would be infeasible to share access with the Prince George's Historic Resource/ National Register of Historic Places (NRHP) Site to the north as it may impinge on its historic character, the access and the siting of the rather large building on the property that are well established. Also, though it may be more feasible to share access with the property to the south, which is currently vacant and there are no definite plans at the present time for its redevelopment. In the interests of enabling a future connection, a condition has been included in the Recommendation section of this report that would require, prior to certificate approval, the north/south private street planned for the project be extended to the property line. With that provision, the Urban Design Section recommends that the Planning Board approve this request.

- d. **Site Design, Access and Circulation, No. 6**  
**Access to parking and the rear of the lot or parcel shall be located on a side street or alley and shall be a maximum of 18 feet wide.**  
**(page 147)**

**Comment:** As it is infeasible at the present time to share access with an adjacent property, access to the project must be to a "main" street, Baltimore Avenue, in contravention of this standard. The Urban Design Section supports this request. Additionally, a 22-foot-wide instead of a 18-foot-wide travelway to Baltimore Avenue (US 1) will create a safer condition for turning movements in and out of the subject development. Therefore, the Urban Design Section also supports this request. A proposed condition, in the Recommendation section of this report, would require that, prior to certificate approval that the north south road be extended to the property line to the south. This would allow an interparcel connection to the property to the south for egress to the signalized intersection to the south and perhaps the eventual closing of the main access to this property from Baltimore Avenue (US 1).

- e. **Site Design, Parking and Loading, No. 2**  
**Parking for a residential or live/work use shall be a minimum of 1.5 on-site spaces per unit. Additional spaces up to a maximum of 3.5 spaces per unit may only be provide in an on-site parking structure.**  
**(page 148)**

**Comment:** The site is very small, opportunity for surface parking is limited and providing structured parking on this site would be almost impossible. The Urban Design Section suggests that allowing more of parking on the site (an additional .5 space per unit in garages), not in structured parking, would provide needed parking for the residents while avoiding parking in non-designated spaces and/or having vehicles impinging on the right-of-way. The Urban Design Section supports this request.

- f. **Siting and Access, No. 2**  
**Residential units' garages should be located at the rear of the property and accessed from a side street or alley.**  
**(page 149)**

**Comment:** The nine units in the rear have front-loaded garages due to site constraints and the project cannot conform to this requirement.

Additionally, due to the small size of the property, there was no opportunity to put all the garages at the rear of the property. Therefore, the Urban Design Section supports this request.

- g. **Fencing, Walls, Screening, and Buffering, No. 1**  
**Opaque walls and fences, with the exception of required screening, shall not exceed four feet in height. Non-opaque fences shall not exceed six feet in height.**  
**(page 149)**

**Comment:** The topographic differences between the proposed project and the west make the taller fence necessary to provide privacy for the residents. Note that the rears of the townhouses in the western stick are a full story lower than the front, obviating the need for a taller fence. Additionally, the fence is to be placed at the rear of the property and thus will not be highly visible in general and will not be in view from the Baltimore Avenue (US 1). The Urban Design Section recommends that the Planning Board grant this request.

- h. **Signage, No. 1**  
**Freestanding pole, monumental signs, or billboards shall not be allowed**  
**(page 150)**

**Comment:** The proposed monumental sign for the project doubles as public art and so becomes an amenity of the project. As the lettering on the base of the sculpture is discrete and non-obtrusive, and the sign relatively small in stature, the Urban Design Section supports this request.

- i. **Building Design, Unit Design, No. 1**  
**Residential units shall not be located on the ground floor on 34th Street, 38th Street, and US 1 south of Jefferson Street.**

**Comment:** The sort of vertical mixed use sought by this standard has not proved to be marketable in the Gateway Arts District Area. In fact, EYA Hyattsville, a project that is located directly across Baltimore Avenue (US 1), filed for a revision to the plan to eliminate vertical mixed use because they were unable to lease the property. Staff is encouraged that there is horizontal mixed-use requirement in the area, including the commercial portion of the EYA project located directly across the street from the subject project, which will help accomplish the mixed-use goals of the sector plan until such time as vertical mixed use becomes more viable in the vicinity of the subject project. The Urban Design Section recommends that the Planning Board approve this request.

- 8. **The Prince George's County Zoning Ordinance**—The project is located in the Commercial Shopping-Center (C-S-C) Zone and would be subject to the following requirements of the Zoning Ordinance: Section 27-461, Uses Permitted in Commercial Zones and Section 27-462, Part 11 regarding Parking and Loading and Part 12 regarding Signs. However, in the subject case, the requirements for the C-S-C, and those for parking and loading and signage, are superseded by those of the Development District Overlay (DDO) as expressed in the 2004 *Approved Gateway Arts District Sector Plan and Sectional Map Amendment*. See Finding 7 of this report for a detailed discussion of the subject project's conformance with the use table and the development district standards of the sector plan.

**Site Design Guidelines**—The project is in conformance with the applicable design guidelines, as is required for detailed site plans in Section 27-283, referencing Section 27-274 of the Zoning Ordinance. For example, the parking is located so as to minimize the visual impact of cars on the site, the access to the site is limited to a single entrance, a crosswalk provided across the

entranceway, the chosen acorn light-fixture enhances the site design character and the public art amenity provided is used as a focal point in the development. The site plan satisfies site design guidelines.

9. **Preliminary Plan of Subdivision 4-15016**—Preliminary Plan of Subdivision 4-15016 is being processed concurrently with Detailed Site Plan DSP-15016 for 16-townhouse lots and a single parcel in the C-S-C and D-D-O Zones and will be heard by the Planning Board on the same agenda date (October 6, 2016), but prior to the approval of the subject DSP, as is required by Section 27-270, Order of Approvals, of the Zoning Ordinance,. The Urban Design Section has been coordinating with the Subdivision Section in the review of the two cases and a number of conditions which have been recommended for both the PPS and DSP are the result of this collaborative review and in discussions with the City of Hyattsville. The conditions suggested for inclusion in the DSP that support staff’s recommendation in the PPS are included in **boldface type** below, followed by Urban Design Section comment.

1. Prior to certificate approval, the plans shall be revised as follows and the specified additional materials submitted:
  - a. Delineate the public pedestrian-use easement along Baltimore Avenue (US 1) in accordance with the approved preliminary plan of subdivision.
  - b. Delineate the public pedestrian and vehicular-access easement to the benefit of the City of Hyattsville, from Baltimore Avenue (US 1) over the private road which provides entrance to the subject site and extending it to the southern property line, in accordance with the approved PPS.
  - c. Provide a detail for and reflect the location of two U-style bicycle racks, consistent with the existing model and branding utilized by the City of Hyattsville, on-site, on the sidewalk abutting US 1, subject to modification by the City of Hyattsville.
  - d. Provide details for a striped and signed parking space “for service vehicles only” south of Lot 8.
  - e. Conform to the approved preliminary plan of subdivision.

**Comment:** The conditions have been included in the Recommendation section of this report. Note that last requirement above would ensure that the certified DSP be in complete conformance with Preliminary Plan of Subdivision 4-15016

10. **2010 Prince George’s County Landscape Manual:** The project is subject to the 2004 *Approved Gateway Arts District Sector Plan and Sectional Map Amendment* (sector plan) which states on Page 142 that development district standards replace all those contained in the Zoning Ordinance and Landscape Manual. Further, it states that, if an aspect of the physical development of the project is not included in the development district standards, the character area goals and the intent statement of these standards most closely relating to that aspect shall apply. The Urban Design Section notes, however, that it would appear that the applicant has chosen to bring the landscape plan into conformance with Section 4.9, Sustainable Landscape Requirements. The applicant has provided a schedule demonstrating conformance with the requirements on the landscape plan provided for the project. More particularly, the applicant has included five native shade trees among the nine shade trees provided, meeting and exceeding the 50 percent

requirement; three native ornamental trees of the five provided, meeting and exceeding the 50 percent requirement; and 17 of the 56 shrubs provided, meeting and exceeding the 30 percent requirement.

11. **Woodland and Wildlife Habitat Conservation Ordinance:** The site is exempt from the requirements of the Woodland and Wildlife Habitat Conservation Ordinance (S-098-15) because the site measures less than 40,000 square feet and has no previously approved tree conservation plans. The site has been issued an exemption letter by the Environmental Planning Section which is valid until June 12, 2017.
12. **Tree Canopy Coverage Ordinance:** The project is subject to the requirements of the Tree Canopy Coverage Ordinance as it involves land disturbance of more than 5,000 square feet of land. As it is located in the Commercial Shopping Center Zone, 10 percent or 2,435 square feet of the site area is required to be in tree canopy. The applicant has included the appropriately schedule on Sheet 3 of the plan set and demonstrated that the landscape trees to be provided on site (five ornamentals, three minor shade and six major shade trees) will provided 2,540 square feet in tree canopy coverage meeting and exceeding the requirement.
13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
  - a. **Historic Preservation Planning**—The Prince George’s County Historic Preservation Commission (HPC) reviewed the subject detailed site plan application at its June 21, 2016 meeting and forwarded the following findings, conclusions and recommendations to the Planning Board. The Historic Preservation Commission voted 6-0-1 (the Chairman voted “present) in favor of the below recommendation.

#### **Background**

The subject property contains approximately 0.55 acres and is located 115 feet south of the intersection of Baltimore Avenue (US 1) and Jefferson Street in Hyattsville, Maryland. This application proposes 18-townhouse lots in the Town Center character area within the 2004 Approved Gateway Arts District Sector Plan and SMA. The subject property is adjacent to the Hyattsville Armory Historic Site (68-041-09), which is also listed in The National Register of Historic Places.

#### **Findings**

- (1) The subject property is south of and adjacent to the Hyattsville Armory Historic and National Register Site (68-041-09). Designed by Robert Lawrence Harris for the State of Maryland in 1918, the Hyattsville Armory is a three-story, fortress-like stone structure distinguished by turrets, parapets, and buttresses. It served as the headquarters of Company F of the First Maryland Infantry, later the 115<sup>th</sup> Infantry Regiment, 29<sup>th</sup> Division. Since its closing in 1971, the building has served several uses and is protected by a preservation easement held by the Maryland Historical Trust. Now surrounded by large trees, the building has a castle-like appearance; on its knoll it occupies a strong defensive position. The armory was listed in the National Register of Historic Places in 1980.
- (2) The buildings at 5328 Baltimore Avenue, the developing property, were recorded on a Maryland Inventory of Historic Properties (MIHP) form when the property was known as the Blue Bird Cab Company. The form provides a very brief description of the buildings associated with the site’s former use.

- (3) Other Historic Sites proximate to the subject property include Prince George's Bank (68-041-02, 5214 Baltimore Avenue (US 1), Professional Building (68-041-01, 5200 Baltimore Avenue (US 1), Hyattsville Post Office (68-041-40, 4325 Gallatin Street), Burgess House (68-010-83, 5201 42<sup>nd</sup> Place), and Harvey Dairy Store (68-010-88, 4214 Gallatin Street).
- (4) Phase I archeological survey is not recommended on the above-referenced 0.55-acre property located at 5340 Baltimore Avenue in Hyattsville. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low.
- (5) The subject application is located within the Town Center character area of the 2004 *Approved Gateway Arts District Sector Plan and Sectional Map Amendment* (sector plan), (2004 Approved Gateway Arts District Sector Plan and SMA). Therefore, although the developing property is adjacent to a County designated Historic Site, the standard buffering requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) do not apply. As a result, no bufferyard or associated plantings are required along the shared property line of the historic site and the developing property.
- (6) As originally submitted, the proposed architecture for this application employed a veneer of split-faced concrete block at the lower levels of the two townhouses facing the adjacent historic site. At the request of the Historic Preservation Section, the applicant revised the proposed drawings to employ more of the brick proposed for other parts of these elevations in order to use fewer materials and to enhance the appearance of these elevations which will be at least partially visible from the adjacent historic site and from Route 1 when the site is approached from the north.
- (7) The HPC reviewed Detailed Site Plan DSP-15016, Blue, at its June 21, 2016 meeting. The revised detailed architectural renderings were provided for all of the proposed buildings within the Blue development. A 3-D model was also presented to illustrate the vertical relationship between the proposed development, the Hyattsville Armory Historic Site and surrounding properties.

### **Conclusions**

1. Phase I archeology survey is not recommended on the subject property. Modern disturbance has likely adversely impacted any intact cultural resources that may have been present on the subject property.
2. The structures on the subject property were previously recorded on a Maryland Inventory of Historic Properties form. No additional documentation is necessary on the standing structures.
3. Because of the urban nature of the developing property and its location within the Town Center character area of the Gateway Arts District, substantial building setbacks, landscape buffering and/or fencing are impractical and inappropriate in this instance.

4. The design, massing, materials and details of the proposed new construction within the developing property, although of a contemporary nature, should be considered compatible with the eclectic character of the Route 1 streetscape in the vicinity. The proposed architecture employs a mix of traditional and contemporary materials in a manner that reflects both the time and place in which these buildings will be built. In addition, the applicant's revised elevations for the townhouses on proposed Lot 1 and Lot 18 are enhanced by the removal of split-faced concrete block veneer in favor brick in these locations.
5. The HPC voted 6-0-1 (the Chairman voted "present") to recommend to the Planning Board approval of DSP-15016, Blue, without conditions.

### **Recommendation**

Based on the applicant's submittal of revised architectural elevations for Lots 1 and 18, dated May 31, 2016, the Historic Preservation Commission recommends to the Planning Board the approval of Detailed Site Plan DSP-15016 without conditions.

**Comments:** Plans for the project were subsequently revised to eliminate two units to provide better access to the units and afford more green/open space. The Urban Design Section has ensured that the two units with architecture enhanced at the Historic Preservation Commission's request are the units subsequently deleted from the project. The revised DSP includes a total of 16 townhouses.

- b. **Community Planning**—In a memorandum dated September 12, 2016, the Community Planning Division stated that though the DSP only partially conforms to the land use recommendations of the 2004 *Approved Gateway Arts District Sector Plan and Sectional Map Amendment* (sector plan), staff supported the applicant's request for four variations from the site design standards. Additionally, the Community Planning Division stated that fulfilling the parks requirement in the preliminary plan case for the project with fee-in-lieu instead of on-site recreational facilities.

The Community Planning Division further noted that the subject application requires a finding of conformance with the applicable general or master plan. Further, they offered that the subject project is located in the Established Communities policy area of the Prince George's County Growth Policy Map in the *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035). As described in Plan Prince George's 2035, the proposed project is located in the Existing Communities policy area, where context-sensitive infill and low- to medium-density development is desired.

The 2004 Approved Gateway Arts District Sector Plan called for mixed-use development on the subject site and places the property in the Town Center Character Area. As stated on Page 17 of the Sector plan, the goal of the "Town Center Character Area" is to enhance the walkability of the town centers by creating a framework for high-quality, mixed-use, pedestrian-oriented development incorporating human-scale buildings, an attractive streetscape, landscaping and small parks." Furthermore, on Page 11 of the Sector Plan, it states that "a pedestrian-oriented streetscape that will welcome residents and visitors, establish a build-to-line to ensure a common street wall that creates a comfortable sense of enclosure, and minimize total parking requirements while encouraging shared parking." For a detailed analysis of the applicant's requests to amend the development district standards of the Sector Plan, see Finding 7 of this report.

- c. **Transportation**—In a memorandum dated September 13, 2016, the Transportation Planning Section offered the following:

The Transportation Planning Section has reviewed the subject project. The property is located along the west side of Baltimore Avenue (US 1), and south of its intersection with Jefferson Street in the City of Hyattsville. The subject property is also located in the Town Center Character Area as defined by the Development District Overlay Zone (D-D-O-Z) for the 2004 *Approved Gateway Arts District Sector Plan and Sectional Map Amendment* (sector plan). The applicant is proposing to develop the site with 16 residential townhouse units.

The site is subject to the general requirements of site plan review, as well as confirming to all applicable and transportation related of the Sector Plan's D-D-O-Z standards. No traffic-related findings are required.

The proposed development will be served by a common access driveway directly from US 1. This is acceptable and satisfies the applicable access and circulation standards of the D-D-O-Z, if this access driveway is constructed per Maryland State Highway Administration (SHA) standards as a limited right-in/right-out with raised channelization to prevent any left-turn movements at this location.

The 2004 Approved Gateway Arts District Sector Plan's parking and loading standards requires provision of at least 1.5 on-site parking spaces per unit. Each unit, as proposed, can accommodate two parking spaces. All provided parking will be constructed as structured parking and enclosed within each unit. As envisioned by the Sector Plan, it is recommended that the proposed shared driveway be extended south of proposed Lots 8 and 9 to the southern property line for possible extension when and if the existing property to the south of subject site is redeveloped. In meantime, this extension can function as the needed turnaround.

The site plan as submitted, is in conformance with the Sector Plan's required maximum driveway width of 12 feet for each unit.

Baltimore Avenue (US 1), a collector roadway with an existing 60 to 80 feet ROW; D-D-O-Z Site Design Standard (1) is a master plan roadway in the 2009 *Master Plan of Transportation* (MPOT) and the 2004 *Approved Gateway Arts District Sector Plan and Sectional Map Amendment*. No additional right-of-way dedication is required for this facility.

In summary, the Transportation Planning Section stated that no traffic adequacy-related findings need to be made with detailed site plan review. The Transportation Planning Section determines that the site plan is acceptable from the standpoint of transportation provided that the following conditions be included in the approval of the project:

1. Prior to the signature approval, the site plan shall be revised to show a limited right-in/right-out access with US 1 with raised channelization per SHA standards to prevent any left-turn movements, and
2. Prior to the signature approval, the site plan shall be revised to show the extension of the proposed shared driveway south of the proposed Lots 8 and 9

driveways to the southern property line per City of Hyattsville and /or DPW&T standards.

**Comment:** The Transportation Planning Section's proposed conditions have been included in the Recommendation section of this staff report.

- d. **Subdivision**—In an e-mail dated September 21, 2016, the Subdivision Section offered the following regarding the subject project:

This application is being processed concurrently with Preliminary Plan of Subdivision (PPS) 4-15016, for the development of 16-townhouse lots in the C-S-C and D-D-O Zones to be heard on October 6, 2016. There are a number of conditions which have been recommended for both the PPS and DSP which are a result of the collaborative review of the PPS and DSP by the Planning Department staff, and in discussions with the City of Hyattsville. As it relates specifically to the review of the DSP, one of the conditions recommended in the PPS requires the installation of bicycle racks at three locations to address Bicycle Pedestrian Impact Statement requirements. One of the locations is on-site, along the sidewalk abutting US 1. Public pedestrian and vehicular access easements through the site are also recommended to ensure connectivity for pedestrians utilizing the sidewalk along Baltimore Avenue (US 1) and for future connectivity to the parcels to the south. The public access easement will allow for enhanced circulation for the subject site and possible future access to a signalized intersection at Hamilton Street to the south. As determined with the Urban Design Section, the applicant, and the City of Hyattsville, staff is recommending that an on-site parking space for service vehicles be shown on the DSP.

A record plat will be processed subsequent to the approval of the DSP in accordance with the required order of approvals, and Subtitle 24. All bearings and distances must be shown consistent with the record plat and must be accurately reflected on the site plan, or permits will be placed on hold until the plans are corrected.

1. The Subdivision Section recommends, prior to signature approval of the DSP, the plan be revised to:
  - a. Delineate the public pedestrian-use easement along Baltimore Avenue (US 1) in accordance with the approved preliminary plan of subdivision.
  - b. Delineate the public pedestrian and vehicular-access easement to the benefit of the City of Hyattsville, from Baltimore Avenue (US 1) over the private road which provides entrance to the subject site and extend it the southern property line, in accordance with the approved PPS.
  - c. Provide a detail and reflect the location of two U-style bicycle racks, consistent with the existing model and branding utilized by the City of Hyattsville, on-site on the sidewalk abutting US 1, subject to modification by the City of Hyattsville.
  - d. Provide details for a striped parking space with a sign stating "For Service Vehicles Only" south of Lot 8.
  - e. Conform to the approved PPS.



**Comment:** The Subdivision Review Section's proposed conditions have been included in the Recommendation section of this report.

- e. **Trails**—In a memorandum dated September 7, 2016, Transportation Planning Section offered the following regarding trails, bikeways and pedestrian accessibility:

The Transportation Planning Section has reviewed the subject DSP for conformance with the appropriate master/sector plans in order to implement planned trail, bikeway, and pedestrian improvements. The subject project proposes the redevelopment of 0.55 acres of land along the west side of US 1 into 16-townhouse dwelling units. The property is currently in the Developed Tier, in the Commercial Shopping Center (CSC) and the Gateway Arts District Development District Overlay (D-D-O) Zones. The subject site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2004 *Approved Gateway Arts District Sector Plan and Sectional Map Amendment t* (Sector Plan).

#### **2009 Approved Countywide Master Plan of Transportation**

There are two MPOT bicycle and pedestrian facility recommendations that impact the subject property:

- Sidepath along US 1
- Bicycle lanes along US 1

The MPOT also contains a section on Complete Streets to provide guidance on accommodating all modes of transportation as new roads are constructed or as frontage improvements are made. The following policies therein pertain to the subject project:

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

**POLICY 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the *Guide for the Development of Bicycle Facilities* (American Association of State Highway and Transportation Officials, 2012).**

**Comment:** The subject DSP indicates an approximately 14-foot-wide space between the curb and the building front. This space is divided into three sections: a three-foot-wide brick buffer from the edge of the curb, a five-foot-wide tree buffer space in between the sidewalk and the brick buffer, and a six-foot-wide sidewalk space adjacent to the building front. A sidepath can be built by the Maryland State Highway Administration (SHA) as part of a future Capital Improvement Project.

The MPOT recommends bicycle lanes along US 1 in front of the subject site. The Transportation Planning Section recommends that the applicant be required to stripe US 1 along its frontage consistent with the State Highway Administration (SHA) *Bicycle Policy & Design Guidelines*, unless modified by the SHA.

#### **2004 Approved Prince George's County Gateway Arts District Sector Plan and Sectional Map Amendment**

The subject site is located in the “Town Center” character area of the Sector Plan. The goal of this area is “To enhance the walkability of the town centers by creating a framework for high-quality, mixed-use, pedestrian-oriented development incorporating human-scale buildings, an attractive streetscape, landscaping, and small parks,” (Sector Plan, page 17). The plan further identifies specific transportation goals (Sector Plan, page 39):

**To provide an integrated multi-modal transportation system that is safe, efficient, attractive, and accessible, while reducing dependency on the automobile.**

**To provide safe and convenient pedestrian and non-motorized circulation opportunities in the Arts District for recreation and transportation, with an emphasis on connections to Metro and US 1.**

**Comment:** The Sector Plan provides additional sidewalk, trail, and bikeway recommendations along streets that directly impact the subject site (Sector Plan, page 44) including the following:

- 3. Provide sidewalk additions and enhancements as necessary and emphasize the continuity of sidewalks.**
- 4. Comprehensive bicycle and pedestrian facilities are recommended along US 1 within the Arts District. Designated bicycle lanes, continuous wide sidewalks, and other pedestrian amenities are recommended, where feasible and practical.**

**Comment:** Sector Plan D-D-O design standards identify access and circulation standards that impact the pedestrian environment. The following standards impact the subject site (Sector Plan, page 147):

- 2. Sidewalks a minimum of five feet in width shall connect dwelling entrances, parking, recreational facilities, auxiliary buildings, recycling, and dumpster areas.**
- 3. Sidewalks shall not be made of asphalt.**
- 4. Sidewalk materials and design shall be continuous across driveways and driveway aprons.**

**Comment:** In addition to the access and circulation standards, the Sector Plan D-D-O design standards indicate several streetscape standards. However, the City of Hyattsville is exempt from most of these standards, except (Sector Plan, page 155):

- 4. All streets shall have a sidewalk on both sides wherever possible.**

**Comment:** The submitted DSP indicates that the sidewalk frontage improvements along US 1 include a six-foot-wide sidewalk, a five-foot-wide tree buffer, and a three-foot-wide brick paver buffer adjacent the roadway.

These improvements will contribute to an improved pedestrian environment as recommended in the Sector Plan.

Additionally, the site plan indicates a five-foot-wide sidewalk in front of Lots 8-16 and two sidewalks along each side of the access road to the site. The sidewalks are continuous across the access road and curb ramps are used on both sides of the access road. There is only one sidewalk along this access road, however it is a proposed private road and does not require sidewalks on both sides. The sidewalk in front of units 8–16 ends approximately 11 feet before the property line. To better achieve the goals of the Gateway Arts District Sector Plan and provide better connectivity and continuity, The Transportation Planning Section recommends that the sidewalk to be extended to the southern property line.

The proposed development has only one-vehicle entrance, creating fewer curb cuts than currently exist, which will contribute to improving safe, accessible, and convenient pedestrian transportation. The Transportation Planning Section recommends the applicant install a marked crosswalk crossing the access street at its intersection with Baltimore Avenue (US 1) to help emphasize pedestrian use to motorists.

The Transportation Planning Section recommends that the applicant should be required to stripe Baltimore Avenue (US 1) along its frontage consistent with the Maryland Department State Highway Authority (MDSHA) *Bicycle Policy & Design Guidelines*.

Correspondence between the City of Hyattsville, Mayor Candace Hollingsworth and the Planning Board Chairman, Elizabeth Hewitt, dated August 4, 2016, indicates that the City would like the applicant to ensure any pedestrian street lighting on Baltimore Avenue (US 1) and within the development meet PEPCO specifications and be accepted into the public lighting system. The Transportation Planning Section recommends that this recommendation be included as a condition of approval, subject to modification by PEPCO.

### **Recommendations:**

Prior to approval, the plans shall be revised to include the following:

1. The sidewalk on Baltimore Avenue (US 1) shall be six feet wide.
2. The sidewalk in front of units 8–16 shall be extended to the southern edge of the property line.
3. A high-visibility crosswalk crossing the access road at the intersection of the access road and Baltimore Avenue (US 1).
4. Baltimore Avenue (US 1) shall be striped consistent with the MDSHA *Bicycle Policy & Design Guidelines*, unless modified by MDSHA.
5. Ensure that any pedestrian street lighting along the subject site frontage on Baltimore Avenue (US 1) or within the subject site meets Potomac

Electric Power Company (PEPCO) specifications and is accepted by PEPCO into the public lighting system prior to issuance of Use and Occupancy (U&O) permits, subject to modification by PEPCO.

**Comment:** The Transportation Planning Section's proposed conditions regarding trails, bikeways and pedestrian accessibility have been included in the Recommendation section of this report.

- f. **Permits**—In a memorandum dated June 6, 2016, the Permit Review Section offered numerous comments regarding the subject project that have either been addressed by revisions to the plans or been included as conditions in the Recommendation section of this report.
- g. **Environmental Planning**—In an e-mail dated May 19, 2016, the Environmental Planning Section stated that a standard exemption was issued from the Woodland and Wildlife Habitat Conservation Ordinance, valid until June 12, 2017, because the site is less than 40,000 square feet and because the site had no previously approved tree conservation plans. Also, staff indicated that a Natural Resources Inventory equivalency letter had been issued for the site, valid until June 12, 2020, based on the standard woodland conservation exemption and the fact that no regulated environmental features are located on the site.  
The Environmental Planning Section also stated that the subject site has an approved Stormwater Management Concept Plan (No. 28196-2015) as stated in a letter dated September 8, 2014. Further, staff stated that the stormwater management concept shows the use of a filterra unit for water quality on-site, with the stormdrain on-site connecting to an existing stormdrain system located at the intersection of Baltimore Avenue and Jefferson Street.  
  
In closing, the Environmental Planning Section stated that the subject site has frontage on Baltimore Avenue (US 1) which is a master-planned collector roadway that does not generate sufficient traffic to produce noise levels above 65 dBA Ldn, so no mitigation or noise attenuation is required for this residential project. Additionally, staff offered that the site does not front on any designated scenic or historic roadway, for which additional review might be required.
- h. **Prince George's County Fire/EMS Department**—At the time of this writing, the Prince George's County Fire Department did not offer comment on the subject project
- i. **Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated September 19, 2016, DPIE stated that the applicant should coordinate with the State Highway Administration as Baltimore Avenue (MD Route 1) is a state-owned and state-maintained road. They noted, however, that the project will require permits from the City of Hyattsville for the existing and proposed work, as the project is located within the municipality.

Regarding stormwater management, DPIE stated that the subject DSP is consistent with approved Site Development Stormwater Concept Plan No. 28196-2015, dated November 16, 2015. However, they noted that the application needs to be in conformance with DPIE stormwater management landscape standards and that micro-bioretenment plantings to be approved at time of site development fine grading permit.

Noting that all storm drainage systems and facilities would have to be designed in accordance with the Department of Public Works and Transportation's Specification and Standards, DPIE then offered additional information on what would be required to obtain stormwater management technical approval for the site.

**Comment:** The project engineer has informed the Urban Design Section that the tree type and size for the Filterra stormwater management unit (Comus kousa/Chinese Dogwood, planted at one and one-half –one and three-quarter-inch caliper and seven to nine feet high) was chosen on the basis of DPIEs preferred tree selections to be included in such a unit so that there should be no conflict regarding that landscaping specification at time of application for and approval of a fine grading permit for the project.

- j. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum received May 18, 2016, the WSSC offered numerous comments that the applicant will have to be in conformance with in order to connect the subject project to water and sewer service. These comments have been passed on to the applicant and the requirements of WSSC will be enforced through its permit process.
- k. **Maryland State Highway Administration (SHA)**—In an e-mail dated September 13, 2016, the SHA stated that any proposed work in SHA right-of-way which may include, but not be limited to, frontage improvements, off-site improvements, and site access improvements, will be reviewed and approved by SHA. Pertinent SHA permits (access and/or utility) will be issued based on the scope and type of work.
- l. **Potomac Electric Power Company (PEPCO)**—At the time of this writing, PEPCO did not provide comment on the subject project.
- m. **Verizon**—In an e-mail received September 19, 2016, a representative of Verizon stated that a ten-foot-wide public utility easement (PUE) be included adjacent and contiguous to and parallel with the right-of-way line for all roadways to be dedicated as public streets, free and clear of any surface obstructions.

**Comment:** Easements are created during the subdivision, not site plan process. Additionally, there are no roadways to be dedicated for public purposes involved in the subject site development.

- n. **City of Hyattsville**—In a letter dated August 4, 2016, the City of Hyattsville offered the following:

On Monday, August 1, 2016, the Hyattsville City Council discussed the proposed project and voted unanimously to express our community's concerns regarding the proposed 18-unit residential townhouse cul-de-sac development. Based on the site plan proposed in the DSP, the City of Hyattsville does not support nor recommend the Planning Board's approval of this project.

The City of Hyattsville (The City) believes that the site is too compact for the number of townhomes proposed, lacks any green or recreational space, does not provide any on-street or visitor parking, and the restricted entrance off of Baltimore Avenue has the potential to create safety and traffic issues. The proposed travel lanes err on the narrow side, and our community envisions serious traffic issues if a delivery truck or emergency vehicle had to be in the community for any extended period of time. The city anticipates

the distinct possibility of vehicles getting trapped into the community and unable to turn into the community due to the turning radius as designed in this DSP. We believe that the site would be more appropriate for a smaller number of homes with a different site layout.

The City respectfully requests that the applicant consider an alternative proposal to what is proposed through Preliminary Plan of Subdivision 4-15016 and Detailed Site Plan DSP-15016. If it is the decision of the Planning Board to approve this site plan, the City respectfully requests the Planning Board to require the approval to be made subject to the following conditions (in **boldface type**) with staff's comments to follow:

- **The applicant to secure a safer means of access to the site. The City requests that the applicant secure shared use/access to the existing fully signalized intersection south of the subject site.**

**Comment:** The suggested alternate access to the site would involve off-site improvements that cannot be affected by approval of the subject DSP.

- **A minimum of two proposed townhomes and related subdivision lots be revised to a single, non-buildable subdivision lot.**

**Comment:** The applicant has responded to this request by deleting two lots as shown in revised plans dated that have been circulated to the City of Hyattsville for review.

- **The single- subdivision lot will be a dedicated green space with sitting area, paved walkway seating and playground equipment. The issuance of a building permit be subject to the City of Hyattsville's approval of the recreational space design. The issuance of a use and occupancy permit is subject to the fulfillment of the park space completion.**

**Comment:** The applicant is required to fulfill its parks requirements at time of approval of the Preliminary Plan of Subdivision 4-15016, scheduled for approval by the Planning Board on the same agenda, but prior to, the subject DSP. In that application, the parks requirement is proposed to be met by fee-in-lieu of dedication. This a position supported by the Subdivision Review Section, the Planning Department and the Prince George's County Department of Parks and Recreation. Therefore, there is no requirement to show private recreational facilities on the subject DSP.

- **Any pedestrian street lighting on Baltimore Avenue and within the development is required to meet PEPCO specifications and to be accepted by PEPCO into the public lighting system prior to issuance of use and occupancy permits.**

**Comment:** Partially in response to this concern, and in conformance with a recommendation from our Transportation Planning Section, we have included a condition in the Recommendation section of this report that would require that any pedestrian street lighting along the subject site frontage on Baltimore Avenue (US 1) or within the subject site meets PEPCO specifications and is accepted by PEPCO into the public lighting system prior to issuance of Use and Occupancy (U&O) permits, subject to modification by PEPCO.

- **Bicycle and Pedestrian Impact Statement (BPIS) to include at a minimum the furnishing and installation of bicycle racks on-site, at Centennial Park and City Lot No 5. The bicycle rack type will be consistent with the existing model and branding type utilized by the City of Hyattsville.**

**Comment:** The DSP process cannot effect off-site improvements, a proposed condition, in the Recommendation Section of this report would require that, prior to certificate approval, the plans be amended to include a bicycle rack type consistent with the existing model and branding type utilized by the City of Hyattsville.

- o. **Other Municipalities**—No comment has been received from the following municipalities, which are all located within one mile of the boundaries of the subject project:

Town of Cottage City  
 Town of North Brentwood  
 Town of Bladensburg  
 Town of Brentwood  
 Town of Edmonston  
 Town of University Park  
 Town of Colmar Manor

Though staff has received an e-mail from Councilman Alan Thompson of the Town of Riverdale Park providing comments on the project, we have not yet received official comments from the town's council.

- p. **Prince George's County Health Department**—No comment has been received regarding the subject case from the Prince George's County Health or Police Departments as of the writing of this technical staff report.

13. 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. The DSP complies with the D-D O Zone standards of the 2004 *Approved Gateway Arts District Sector Plan and Sectional Map Amendment*, except for those amendments as discussed in Finding 7 that the Urban Design Section has recommended approval.
14. Section 27-285(b)(4) of the Zoning Ordinance requires that a DSP demonstrate that regulated environmental features have been preserved and/or restored to the fullest extent possible. However, in this case, there are no regulated environmental features located on the site. Therefore, this normally required finding needs not to be made for the subject project.

## RECOMMENDATION

Based upon the foregoing evaluation, analysis, and findings, the Urban Design staff recommends that the Planning Board APPROVE Detailed Site Plan DSP-15016 for Blue, Parcels 61 and 130 as follows:

- A. APPROVE the following development design standards:

1. **Site Design, Building and Streetscape Siting, No. 5**—To allow the site to be built out to 64 percent, rather than 80 percent of the site frontage as required by this standard.
  2. **Site Design, Building and Streetscape Siting, No. 10**—To allow the sidewalls of the subject project to be separated from the adjacent buildings by five feet, rather than to abut as required by this standard.
  3. **Site Design, Access and Circulation, No. 1**—To allow vehicular access to the subject project not to be shared.
  4. **Site Design, Access and Circulation, No. 6**—To allow access to parking and the rear of the lot or parcel to be located on a main street and to be wider than 18 feet.
  5. **Site Design, Parking and Loading, No. 2**—To allow a residential use to have in excess of 1.5 on-site parking spaces per unit, not located in structured parking.
  6. **Site Design, Siting and Access, No. 2**—To allow garages of residential units not to be located at the rear of the property and accessed from a side street or alley.
  7. **Site Design, Fencing, Walls, Screening, and Buffering, No. 1**—To allow an opaque fence to exceed six feet in height. To allow the western side of the transformer to remain visible from the public realm to provide access to Potomac Electric Power Company (PEPCO).
  8. **Site Design, Signage, No. 1**—To allow a monument sign to be utilized for the project.
  9. **Building Design, Unit Design, No. 1 Residential units shall not be located on the ground floor on Baltimore Avenue (US 1)**—To allow the seven residential units fronting on Baltimore Avenue (US 1) to be included in the project.
- B. APPROVE Detailed Site Plan DSP-15016 for Blue, Parcels 61 and 130, subject to the following conditions:
1. Prior to the certificate approval, the plans shall be revised as follows and the specified additional materials submitted:
    - a. A limited right-in/right-out access to Baltimore Avenue (US 1) with raised channelization designed to meet Maryland State Highway Administration (SHA) standards shall be indicated on the plan so as to prevent any left-hand turn movements, unless modified by SHA.
    - b. The proposed north-south private road, and the sidewalk along it, shall be extended to the southern property line.
    - c. Bottom-of-wall elevations shall be added to the retaining wall indicated on the site plan.
    - d. The vinyl specified for the privacy fence shall be replaced by a more durable composite material and an elevation drawing of the proposed six-foot-tall privacy



fence shall be included on the plans. The fence shall be approved by the Urban Design Section as designee of the Planning Board.

- e. The sidewalk in front of Units 8–16 shall be extended to the southern edge of the property line.
- f. A high-visibility crosswalk crossing the access road at the intersection of the access road and Baltimore Avenue (US 1) shall be provided.
- g. The portion of Baltimore Avenue (US 1) that the subject site is fronting shall be striped consistent with the SHA *Bicycle Policy & Design Guidelines*, unless modified by SHA.
- h. Ensure that any pedestrian street lighting along the subject site frontage on Baltimore Avenue (US 1) or within the subject site meets PEPCO specifications, and confirm whether the lighting is to be accepted by PEPCO into the public lighting system or if pedestrian street lighting is to become private and maintained by the homeowner's association.
- i. The plans shall be amended to include a bicycle rack consistent with the existing model and branding type utilized by the City of Hyattsville placed along the subject site's Baltimore Avenue (US 1) frontage. Final approval of the bike rack location shall be by the Transportation Planning Section and the City of Hyattsville as the designees of the Planning Board.
- j. In order to ensure conformance of Detailed Site Plan DSP-15016 with the approval of Preliminary Plan of Subdivision 4-15016, the plans shall be revised as follows:
  - (1) Delineate the public pedestrian-use easement along Baltimore Avenue (US 1) in accordance with the approved preliminary plan of subdivision.
  - (2) Delineate the public pedestrian and vehicular-access easement to the benefit of the City of Hyattsville, from Baltimore Avenue (US1) over the private road which provides entrance to the subject site and extending it to the southern property line, in accordance with the approved PPS.
  - (3) Provide a detail and reflect the location of two U-style bicycle racks, consistent with the existing model and branding utilized by the City of Hyattsville, on-site, on the sidewalk abutting US 1, subject to modification by the City of Hyattsville.
  - (4) Provide details for a striped and signed parking space "For Service Vehicles Only" south of Lot 8.
  - (5) Conform to the approved preliminary plan of subdivision.
- k. The applicant shall either provide sight lines from Baltimore Avenue (US 1) to the proposed buildings demonstrating that the roof-mounted mechanicals will not be visible or revise the architectural elevations to include a decorative parapet on

the roofline that will screen the mechanicals from view from adjacent properties and the entrance drive into the development.

- l. A detail of the wall mounted light fixtures shall be included on the detail sheet and approved by the Urban Design Section as designee of the Planning Board.
- m. The architectural elevations for the project shall be revised to identify brick as the architectural material to be utilized on the second story of Unit 8.
- n. The public pedestrian and vehicular-access easements approved in Preliminary Plan of Subdivision 4-15016 shall be added to the DSP.