

City Council of Hyattsville, Maryland

AGENDA

City Council Regular Meeting

Monday, October 7, 2019

8:00 PM



Council Chambers

Hyattsville Municipal Building

4310 Gallatin Street, 3rd Floor

Hyattsville, MD 20781

(301) 985-5000 www.hyattsville.org

CITY COUNCIL

[Mayor Candace B. Hollingsworth](#)

[Kevin Ward, Council President, Ward 1](#)

[Carrianna Suiter, Council Vice President, Ward 3](#)

[Bart Lawrence, Ward 1](#)

[Robert S. Croslin, Ward 2](#)

[Danny Schaible, Ward 2](#)

[Ben Simasek, Ward 3](#)

[Edouard Haba, Ward 4](#)

[Daniel Peabody, Ward 4](#)

[Joseph Solomon, Ward 5](#)

[Erica Spell, Ward 5](#)

ADMINISTRATION

Tracey E. Douglas, City Administrator

Laura Reams, City Clerk, 301-985-5009, lreams@hyattsville.org

WELCOME TO THE CITY OF HYATTSVILLE CITY COUNCIL MEETING! Your participation at this public meeting is valued and appreciated.

Agenda/Packet: The Agenda/Packet is available for review at the Hyattsville Municipal Building and online at www.hyattsville.org prior the scheduled meeting (generally available no later than the Friday prior to the scheduled Monday meeting). Please note, times given for agenda items are estimates only. Matters other than those indicated on the agenda may also be considered at Council discretion.

Americans with Disabilities Act: In compliance with the ADA, if you need special assistance to participate in this meeting or other services in conjunction with this meeting, please contact the City Clerk's Office at (301) 985-5009. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

Audible Devices: Please ensure all audible devices are turned off or otherwise not audible when the City Council is in session. Thank you.

Consent Agenda: Items listed on the Consent agenda are considered to be routine in nature, and are normally approved by one motion. Please note that most items on the Consent agenda have been discussed at a previous meeting. If a Councilmember wishes to comment on a particular item, that item shall be removed from the Consent agenda to "action" to allow for additional discussion.

Public Input: If you wish to address the Council during the Public Comment period, please submit an Audience Participation Form to the City Clerk prior to the beginning of the meeting. Matters identified during Public Comment that are not on that meeting's agenda will be referred to staff for follow-up or considered on a future agenda. Issues that require a response will be addressed publically at the next regular Council meeting. Speakers are requested to keep their comments to no more than two (2) minutes per speaker. Written comments or supporting documents may be turned in to the City Clerk for distribution to the Mayor and Council.

Ways to Watch the Meetings Live: City Council meetings are broadcast live on cable television channel 71 (Comcast) and channel 12 (Verizon). You may also view meetings live online at hyattsville-md.granicus.com/MediaPlayer.php?camera_id=2

Replay Schedule: The meetings will be re-broadcast on cable television, channel 71 (Comcast) and channel 12 daily at 7:00 a.m., 1 p.m., and 8 p.m. Meetings are also able for replay online at www.hyattsville.org/councilagendas.

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1.Call to Order and Council Roll Call

2.Pledge of Allegiance to the Flag

3.Approval of Agenda

4.Approval of the Minutes

4.a) Approval of the Minutes

HCC-103-FY20

I move that the Mayor and Council approve the Council Meeting Minutes for November 5, 2018, November 19, 2018, and August 28, 2019.

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Minutes Aug 28 2019 SCM.docx](#)

[Minutes Nov 5 2018 CM FINAL.docx](#)

[Minutes Nov 19 2019 CM FINAL.docx](#)

5.Public Comment (8:10 p.m. – 8:20 p.m.) Limit 2 minutes per speaker

6.City Administrator Update

7.Presentations (8:25 p.m. - 9:05 p.m.)

7.a) Presentation of Check to Special Olympics of Prince George's County (5 minutes)

HCC-91-FY20

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

7.b) Maryland State Highway Administration: Rhode Island Avenue Trolley Trail Design (20 minutes)

HCC-93-FY20

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Memo - Rhode Island Avenue Trolley Trail - 10.2.2019.doc](#)

[RIATT-2019-09-09.pdf](#)

[Planning Committee DRAFT Minutes - Sept 17, 2019.doc](#)

[RIATT - City of Hyattsville - 30 Design - Response Letter.pdf](#)

[Response Letter to M-NCPPC \(US-1 from Charles Armentrout Dr. to Farragut St\) \(1\).pdf](#)

7.c) Dewey East Preliminary Plan of Subdivision (PPS-4-18022) Presentation (15 minutes)
HCC-96-FY20

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Dewey East PPS Presentation .pdf](#)

8.Proclamations

8.a) Breast Cancer Awareness Month 2019 Proclamation
HCC-87-FY20

I move that the Mayor and Council adopt a proclamation in support of Breast Cancer Awareness Month.

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Breast Cancer Awareness Month 2019.docx](#)

8.b) Domestic Violence Awareness Month 2019 Proclamation
HCC-88-FY20

I move that the Mayor and Council adopt a proclamation in support of Domestic Violence Awareness Month.

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Domestic Violence Awareness Month 2019.docx](#)

8.c) National Disability Employment Awareness Month 2019 Proclamation
HCC-89-FY20

I move that the Mayor and Council adopt a proclamation in support of National Disability Employment Awareness Month.

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[National Disability Awareness Month 2019.docx](#)

8.d) Economic Development Week 2019 Proclamation
HCC-98-FY20

I move that the Mayor and Council recognize October 20 - 26, 2019 as Economic Development Week in the City of Hyattsville.

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Economic Development Week 2019 Proclamation.docx](#)

9.Appointments

9.a) Appointments to the Complete Count Committee

HCC-102-FY20

I move that the Mayor and Council appoint Christine Blackerby (Ward 2), Steven Blanco (Ward 2), and Alissa Scheller (Ward 2) to the Hyattsville Complete Count Committee for a term of one year to expire on September 16, 2020.

Lead Sponsor: Lawrence

Co-Sponsor(s): Peabody, Schaible

[CCC Application Blackerby redacted.pdf](#)

[CCC Application Blanco redacted.pdf](#)

[CCC Application Scheller redacted.pdf](#)

10. Consent Items

10.a) DPW Renovation - Water Meter Vault Easement with Washington Suburban Sanitary Commission

HCC-90-FY20

I move that the Mayor and Council authorize the City Administrator to enter into a utility easement with the Washington Suburban Sanitary Commission for the installation, inspection, and service of a water meter vault at 4633 Arundel Place, pending legal review.

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[190925 - Easement - WSSC easement for DPW water meter.pdf](#)

10.b) 4310 Gallatin Street HVAC Repair Change Order

HCC-92-FY20

I move that the Mayor and Council authorize an additional expenditure not to exceed \$20,000 to Wallmark Services Company, LLC. to cover the increases cost of the coil replacement for the HVAC system at 4310 Gallatin Street.

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Memo - HVAC coil change 2019.pdf](#)

[Est 3341 from Wallmark Service Co. LLC 13452.pdf](#)

10.c) Board of Zoning Appeals Variance Request: 2907 Jamestown Road, Hyattsville

HCC-94-FY20

I move the City Council authorize the Mayor to provide correspondence to the Prince George's County Board of Zoning Appeals in support of zoning variance application V-84-19, a request to permit 4.5-foot front building line width, 4.5-foot front yard depth, and a waiver of the parking area location requirements, for the subject property located at 2907 Jamestown Road, Hyattsville.

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Memo - V-84-19.docx](#)

[Application.pdf](#)

[Site Plan.pdf](#)

10.d) Disbursement of Ward 2 Discretionary Funds

HCC-101-FY20

I move that the Mayor and Council approve the appropriation of \$200 from the Ward 2 Council Discretionary Fund to offset costs for the installation of a shade structure at Art Works Now.

Lead Sponsor: Croslin

Co-Sponsor(s): Schaible

11.Action Items (9:20 p.m. - 9:50 p.m.)

11.a) Health Care, Prescription Drug and Dental Care Rates for CY20 (10 minutes)

HCC-104-FY19

I move that the Mayor and Council approve the 2020 calendar year health insurance premium costs that maintains the current City and employee's contributions in all plans, except the Kaiser EPO Plan that will have an increase in the employee contribution per pay of approximately \$14 for single, \$29 for individual plus one and \$36 for family; makes no changes to the employee contributions for Prescription Drugs, no increase in the Dental PPO Plan and the employee increase in the Dental HMO Plan per pay, is less than \$8.00.

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

11.b) DSP-19020: Landy Project Architecture Detailed Site Plan (20 minutes)

HCC-95-FY20

I move that the City Council authorize the Mayor to provide correspondence to the Maryland-National Capital Park & Planning Commission in support of Detailed Site Plan 19020, subject to the following conditions:

1. Doorway awnings shall be incorporated in no less than 50% of townhouse units.
2. Brick facades shall be extended to the sides of high-visibility end-units, with brick extending throughout the entire side façade on select end-units.
3. Fourth-floor additions or roof decks shall be incorporated in no less than 25% of townhouse units.
4. End-unit townhouses shall incorporate additional windows to those present in the current designs and renderings.
5. The (3) proposed *Acer rubrum* ("Red Sunset Red Maple") shall be replaced with a more appropriate canopy tree species.
6. The (66) proposed *Rhododendron catawbiense* ("White Catawba Rhododendron") shall be replaced with a more appropriate species, such as Oak Leaf Hydrangeas.
7. The (8) proposed *Cercis canadensis* ("Eastern Redbud") shall be replaced with a more appropriate ornamental tree species.
8. The proposed (11) *Lagerstroemia indica* ("Natchez Crape Myrtle") will be replaced with a more appropriate ornamental tree species.

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Landy City Council Memo - 10.3.2019 - Final.docx](#)

[Exhibit 1 - Brick Facade on End-Units.pdf](#)

[Landy Property Architecture DSP - HyattsvillePresentation-091719.pptx](#)

[A-SOJ-DSP19020.pdf](#)

[CIVP-DSP19020.pdf](#)

[LSLP-DSP19020.pdf](#)

[Planning Committee DRAFT Minutes - Sept 17, 2019.doc](#)

12. Discussion Items (9:50 p.m. - 10:10 p.m.)

12.a) Proposed Changes to the Noise Ordinance (20 minutes)

HCC-85-FY20

Lead Sponsor: Hollingsworth

Co-Sponsor(s): N/A

[Noise Ordinance Draft 9.13.19.docx](#)

[Hollingsworth_Noise Ordinance Modification.pdf](#)

13. Council Dialogue (10:10 p.m. - 10:20 p.m.)

14. Community Notices and Meetings

15. Motion to Adjourn



Hyattsville City Council Agenda Item Report

Meeting Date: October 7, 2019
Submitted by: Laura Reams
Submitting Department: City Clerk
Item Type: Legislative
Agenda Section:

SUBJECT

Approval of the Minutes

HCC-103-FY20

Recommendation:

I move that the Mayor and Council approve the Council Meeting Minutes for November 5, 2018, November 19, 2018, and August 28, 2019.

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

[Minutes_Aug 28 2019 SCM.docx](#)

[Minutes_Nov 5 2018 CM_FINAL.docx](#)

[Minutes_Nov 19 2019 CM_FINAL.docx](#)

Summary Background:

Action summaries for Council Meetings are posted to the City website within 48 hours of the meeting. Staff is in the process of reviewing records to ensure all previous meeting minutes have been approved by Council. Please see attached minutes.

Next Steps:

Upon approval, approved minutes will be posted on the City's website.

Fiscal Impact:

N/A

City Administrator Comments:

N/A

Community Engagement:

N/A

Strategic Goals:

Goal 1 - Ensure Transparent and Accessible Governance

Legal Review Required?

N/A



SPECIAL MEETING OF THE CITY COUNCIL, HYATTSVILLE MD AUGUST 28, 2019

Present: Kevin Ward, W1 (Council Pres.)
Bart Lawrence, W1
Robert Croslin, W2
Ben Simasek, W3
Edouard Haba, W4 (arrived at 8:07 p.m)
Daniel Peabody, W4
Erica Spell Wolf, W5
Danny Schaible, W2

Absent: Candace Hollingsworth, Mayor
Carrianna Suiter, W3 (Council VP)
Joseph A Solomon, W5

Also present were the following City staff members:

Tracey E. Douglas, City Administrator
Ron Brooks, City Treasurer
Amal E. Awad, Chief of Police
Laura Reams, City Clerk
Hal Metzler, DPW Project Manager
Lt. Samuel Alexander

1) [Call to Order and Council Roll Call](#)

Council President Ward called the meeting to order at 8:02 p.m.

2) [Pledge of Allegiance to the Flag](#)

3) [Approval of the Agenda](#)

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Lawrence
SECONDER:	Peabody
AYES:	Ward, Lawrence, Croslin, Schaible, Simasek, Peabody, Spell Wolf
NAYS:	None
ABSENT:	Hollingsworth, Suiter, Haba, Solomon

4) [Approval of the Minutes](#)

4.a Approval of the Minutes
I move that the Mayor and Council approve the Council Meeting Minutes for the Public Hearing of August 5, 2019.

[Cover Page](#) 

[Minutes_Aug 5 2019 PH.pdf](#) 

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Lawrence
SECONDER:	Croslin



SPECIAL MEETING OF THE CITY COUNCIL, HYATTSVILLE MD AUGUST 28, 2019

AYES:	Ward, Lawrence, Croslin, Schaible, Simasek, Peabody, Spell Wolf
NAYS:	None
ABSENT:	Hollingsworth, Suiter, Haba, Solomon

5) [Public Comment \(8:10 p.m. - 8:20 p.m.\) Limit 2 minutes per speaker](#)

There were no individuals present who wished to address the Council.

6) [Presentations \(8:20 p.m. - 8:25 p.m.\)](#)

6.a) City Administrator Update (10 minutes)

HCC-57-FY20

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

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City Administrator Douglas thanked the Council for holding the special meeting to consider the bond resolution. She provided updates on the following items: Census Complete Count Committee, the City's transition to CodeRED, the Residential Parking Program, 38th Avenue Fitness Court Opening, and volunteer opportunities.

City Administrator Douglas explained the bond resolution stating funds were to support the construction of the Department of Public Works facility and the new Police Headquarters. Ms. Douglas said the City's debt service would increase to approximately \$1M annually and staff would continue efforts to contain costs across all departments.

7) [Consent Items \(8:25 p.m. - 8:30 p.m.\)](#)

- 7.a DPW Facility Renovation - Temporary Rental of Parking at 4629 Baltimore Ave
I move that the Mayor and Council authorize the City Administrator to enter into an agreement with Nguyen Phu Thanh, et. al., for the rental of temporary parking at 4629 Baltimore Ave for one year at a cost of \$36,000, upon the review and approval of the City Attorney for legal sufficiency.

[Cover Page](#)

[190814 - MOU - 4629 Baltimore ave.doc](#)

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Lawrence
SECONDER:	Haba
AYES:	Ward, Lawrence, Croslin, Schaible, Simasek, Haba, Peabody, Spell Wolf
NAYS:	None
ABSENT:	Hollingsworth, Suiter, Solomon

8) [Action Items \(8:30 p.m. - 8:40 p.m.\)](#)

- 8.a [Hyattsville Resolution 2019-06: Providing for the Issuance of General Obligation Bonds to renovate the Public Works Facility and 3505 Hamilton Street \(INTRODUCTION AND ADOPTION\)](#)
I move that the Mayor and Council adopt Resolution 2019-06 providing for the issuance of general obligations bonds in an original aggregate principal amount not exceeding Thirteen Million Eight Hundred Twenty-Five Thousand Dollars (\$13,825,000) in order to finance or



SPECIAL MEETING OF THE CITY COUNCIL, HYATTSVILLE MD

AUGUST 28, 2019

reimburse costs of the projects identified in the Resolution as Public Works Facility, 3505 Hamilton Street and Costs of Issuance; making a preliminary determination as to certain terms of the bonds and authorizing the Mayor, with the advice of the City Administrator, the Treasurer, the financial advisor to the City and bond counsel to the City, as applicable, to determine and finalize the terms of the bonds, subject to the limitations provided for in the Resolution; providing for the private sale of the bonds to Stifel, Nicolaus & Company, Incorporated through a negotiated underwriting; pledging the full faith and credit and unlimited taxing power of the City to payment of debt service on the bonds and providing that debt service may be payable from other available sources; designating a bond registrar and paying agent and a dissemination agent; approving the substantially final forms of the bonds and a Bond Purchase Agreement and authorizing the completion and execution thereof; providing for the preparation, completion and distribution of a Preliminary Official Statement and a final Official Statement relating to the bonds and any amendments or supplements thereto; making or providing for certain covenants relating to the tax-exempt status of the bonds; and providing for approval and execution of a continuing disclosure undertaking as required by SEC Rule 15c2-12 (INTRODUCTION AND ADOPTION).

Cover Page 

Hyattsville Resolution 2019-06.docx 

DOCS-#213284-v1-Bullet_Points_Summary_of_2019_Hyattsville_GO_Resolution.DOCX 

Treasurer Brooks introduced the bond resolution, noting the timing was due to the availability of favorable interest rates. Mr. Brooks said the City would soon receive its credit rating from Moody's Investor Services, which would be included in the preliminary official statement distributed to potential investors. He speculated that the City may receive an A, or Baa rating. Treasurer Brooks said the preliminary bond sale date would be around September 25, 2019. Mr. Brooks then introduced the City's Bond Counsel, Lindsey Radar to the Council to present an overview and respond to questions.

Councilmember Haba asked about City's debt capacity post Bond Resolution and if the City could sign onto the State Infrastructure Bond Group should the Bond be unsuccessful. Treasurer Brooks provided information on the Maryland Infrastructure Bond Fund, stating it typically helped smaller communities borrow funds and historically Hyattsville had been one of the largest entities in the pool. He continued by detailing the benefits of the City seeking its own bond funds. He added that once the City obtained a bond rating that it was important to maintain that rating.

Regarding the City's debt capacity, Treasurer Brooks said the City had sufficient debt capacity to borrow but needed to ensure it could afford to pay back funds over the term of the bond. He cited a report from the Treasurer's office in previous years stating that the City should not borrow more than \$15-16M. Treasurer Brooks concluded that it would be difficult for the City to ask for additional borrowing over where it was currently.

Bond Counsel Radar provided background information on previous City borrowing through direct purchase transactions but noted the City needed to be current on audits for that type of transaction. Ms. Radar stated that the bonds were general obligation bonds of the City and if the City could not pay on its debts as required it would have to cut back on other expenses or raise taxes. Ms. Radar also described the preliminary official statement and reviewed the required annual reporting requirements for the City.

Treasurer Brooks reminded Council that it had previously adopted Declarations of Intent related to the DPW and Police facilities which would allow the City to reimburse itself for prior costs with bond funds. Council President Ward asked if the City could reimburse itself the full amount or a percentage. Ms. Radar cited tax rules and said that in her analysis all funds expended to date could be reimbursed. Council briefly discussed the anticipated bond rating before proceeding to a vote.



SPECIAL MEETING OF THE CITY COUNCIL, HYATTSVILLE MD

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RESULT:	APPROVED [UNANIMOUS]
MOVER:	Lawrence
SECONDER:	Haba
AYES:	Ward, Lawrence, Croslin, Schaible, Simasek, Haba, Peabody, Spell Wolf
NAYS:	None
ABSENT:	Hollingsworth, Suiter, Solomon

9) [Council Dialogue \(8:40 p.m. - 8:50 p.m.\)](#)

Council announced various upcoming events and wished students returned to school a successful year.

10) [Community Notices and Meetings](#)

11) [Motion to Adjourn](#)

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Croslin
SECONDER:	Haba
AYES:	Ward, Lawrence, Croslin, Schaible, Simasek, Haba, Peabody, Spell Wolf
NAYS:	None
ABSENT:	Hollingsworth, Suiter, Solomon

The meeting adjourned at 8:47 p.m.



REGULAR MEETING OF THE CITY COUNCIL, HYATTSVILLE MD

NOVEMBER 5, 2018

Present: Candace Hollingsworth, Mayor
Edouard Haba, W4 (Council President)
Kevin Ward, W1 (Council Vice President)
Bart Lawrence, W1
Robert Croslin, W2
Carrianna Suiter, W3
Thomas Wright, W3
Paula Perry, W4
Joseph A Solomon, W5

Absent: Shani Warner, W2
Erica Spell, W5

Also present were the following City staff members:

City Administrator Tracey E. Douglas
Assistant City Administrator & Dir. of Community and Economic Development Jim Chandler
City Treasurer Ron Brooks
City Attorney E.I. Cornbrooks IV (*arrived at 8:33 p.m.*)
Community Planner Katie Gerbes
Patrol Commander Lieutenant Frank DonBullian
City Clerk Laura Reams
Deputy City Clerk Nicola Konigkramer
Assistant City Clerk Lillie Littleford

1) [Call to Order and Council Roll Call](#)

Mayor Hollingsworth called the meeting to order at 8:04 p.m.

2) [Pledge of Allegiance to the Flag](#)

The Mayor and Council held a moment of silence in honor of Imogen Keller and the victims of the Pittsburgh synagogue shooting.

3) [Approval of Agenda](#)

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Haba
SECONDER:	Croslin
AYES:	Hollingsworth, Haba, Ward, Lawrence, Croslin, Suiter, Wright, Perry, Solomon
NAYS:	None
ABSENT:	Warner, Spell

4) [Public Comment \(8:10 p.m. – 8:20 p.m.\) Limit 2 minutes per speaker](#)

Ward 4 Councilmember Paula Perry announced her upcoming retirement from Council on December 8, 2018. Councilmember Perry thanked residents and staff for their support during her tenure.

Daniel Broder, a Ward 2 resident, stated support for the proposed Educational Facilities Task Force. Mr. Broder presented statistics of student populations in Prince George's County Public Schools. Mr. Broder highlighted Hyattsville Elementary School's growing population and stated the task force could address the lack of facilities needed to support the students.



REGULAR MEETING OF THE CITY COUNCIL, HYATTSVILLE MD

NOVEMBER 5, 2018

Max Torres, a Ward 3 resident, addressed the Mayor and Council in opposition to the proposed extension of Calverton Drive into Dean Drive as stated in the Transportation Plan. Mr. Torres noted the reasons why he chose the home he purchased and expressed his value for access to nature and privacy. Mr. Torres expressed concerns for children and general pedestrian safety if the portion of the plan was included.

David Pitcher, a Ward 3 resident, addressed the Mayor and Council in opposition to the proposed extension of Calverton Drive into Dean Drive. Mr. Pitcher stated concerns for two-way traffic with parking on both sides of the street and cautioned that Calverton would have to be widened in order to support the extension. Mr. Pitcher clarified that pedestrian traffic was supported, but that there was no room for vehicular traffic.

Joyce McDonald, a Ward 3 resident, addressed the Mayor and Council in opposition to the proposed extension of Calverton Drive into Dean Drive. Ms. McDonald stated that the proposal would allow intersecting traffic and was not consistent with the City's walkability. Ms. McDonald thanked Councilmember Wright for his support and communication.

Shirley Pitcher, a Ward 3 resident, addressed the Mayor and Council in opposition to the proposed extension of Calverton Drive into Dean Drive. Ms. Pitcher stated that the proposed change would increase traffic from East West Highway.

Jim Menasian, a Ward 3 resident, addressed the Mayor and Council in opposition to the proposed extension of Calverton Drive into Dean Drive. Mr. Menasian provided a brief history of the pertinent area. Mr. Menasian referenced the Civic Association and Councilmember Wright's opposition and asked the Council to also oppose the change.

5) [Presentations \(8:20 p.m. - 8:30 p.m.\)](#)

5.a City Administrator Update (5 minutes)

HCC-127-FY19

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Administrator Nicholson highlighted recent successful Police efforts. Administrator Nicholson referenced the Age Friendly Initiative Action Plan Presentation from the October 15, 2018 Council Meeting. Administrator Nicholson stated that there were about 80 action items, and that Council would need to provide feedback and highlighted the further action of the plan. Administrator Nicholson noted an upcoming event to decorate holiday cards for Veterans at the City Building.

5.b FY17 Audit Update (5 minutes)

HCC-124-FY17

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Treasurer Brooks provided an update to the FY17 audit and stated that the Audit was scheduled to be completed within the calendar year.

6) [Consent Items \(8:30 p.m. - 8:35 p.m.\)](#)

Councilmember Solomon asked that item 6.i, Renaissance Square Condominium Board Appointments, be moved to the Action agenda.



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NOVEMBER 5, 2018

6.a Schedule Public Hearing for Traffic Calming Petition - Maryhurst Drive

I move that the City Council schedule a Public Hearing for Monday, December 17, 2018 at 7:30 PM, to consider public testimony regarding the Traffic Calming Petition for the 5800 block of Maryhurst Drive between 31st Avenue and Madison Place.

HCC-116-FY19

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

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[Petition for Traffic Calming_Maryhurst Drive_Final_Redacted.pdf](#)

[Traffic Calming Device Map_Maryhurst Dr & Madison Pl_Signage_10292018\[69683\].pdf](#)

[114-8 Traffic Calming Devices.pdf](#)

6.b Appointments to Police and Public Safety Citizens' Advisory Committee

I move that the Mayor and Council appoint Mariel Alper (Ward 1), William Auchter (Ward 1), and Mai Abdul Rahman (Ward 2) to the Police and Public Safety Citizens' Advisory Committee for terms of 2 years, ending on November 5, 2020.

HCC-117-FY19

Lead Sponsor: Perry

Co-Sponsor(s): N/A

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[Committee Application_PPSAC_Mariel Alper W1.pdf](#)

[Committee Application_PPSAC_William Auchter W1.pdf](#)

[Committee Application_PPSAC_Mai Abdul Rahman W2.pdf](#)

6.c Zoning Variance Request V-103-18: 5829 36th Avenue, Hyattsville

I move the City Council authorize the City Administrator to issue correspondence to the Prince George's County Board of Zoning Appeals stating the City of Hyattsville's support of V-103-18, a zoning variance application for the subject property at 5829 36th Avenue, Hyattsville to permit a variance of 30.1% total lot coverage, 50 feet front street line setback for an accessory building, and a waiver of the parking area location requirement.

HCC-108-FY19

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Cover Page](#)

[V-103-18_Memo_to_Council \(1\).docx](#)

[V-103-18 SOJ.docx](#)

[V-103-18_Photo.pdf](#)

[V-103-18.pdf](#)

[City of Hyattsville Zoning Variance Policy Statement & Variance Process_ENGLISH.pdf](#)

6.d Zoning Variance Request V-107-18: 4210 Longfellow Street, Hyattsville

I move that the City Council authorize the City Administrator to issue correspondence to the Prince George's County Board of Zoning Appeals stating the City of Hyattsville's support of V-107-18, a zoning variance application for the subject property at 4210 Longfellow Street, Hyattsville to permit a variance of 0.4 feet side yard width and 20 feet rear yard depth for a fence over 6 feet in height in the rear yard, subject to the following conditions:

- The height of additional fencing materials is no greater than 36" above the existing fence line and shall include vegetative materials;

- Any approved variance is not transferable 'by-right' to any future Prince George's County fence permit.

HCC-109-FY19

Lead Sponsor: At the Request of the City Administrator



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Co-Sponsor(s): N/A

[Cover Page](#)

[V-107-18 Narrative Description.pdf](#)

[V-107-18.pdf](#)

[V-107-18_Memo_-_Final](#)

6.e Replacement of Streets Vehicle 66

I move that the Mayor and Council authorize the expenditure of FY19 Capital Improvement Funds in an amount not to exceed \$54,000 for the purpose of purchasing a Chevrolet Silverado from Criswell Chevrolet, utilizing the Montgomery County Contract Rider, Contract Number 1065341.

HCC-112-FY19

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Cover Page](#)

[Chevrolet MC-OTL 2016.pdf](#)

[CHEVROLET Term Renewal 2018-06-03 thru 2019-06-02.pdf](#)

[City of Hyattsville 3500 Silverado sales_proposal.pdf](#)

6.f FY19 Budget Appropriation: Maryland DHCD Community Legacy Grant Award

I move the Mayor and Council amend the FY2019 budget to accept and appropriate the FY2019 Community Legacy Grant of \$50,000 from the Maryland Department of Housing & Community Development.

HCC-119-FY19

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Cover Page](#)

[Memo - 2018 Community Legacy Award Acceptance - 10.26.2018.doc](#)

6.g Bottle Filling Stations - Exterior

I move that the Mayor and Council approve the purchase of 5 (five) exterior water fountains with bottle filling stations from Pro-Fountains, cost NTE \$20,000.

HCC-121-FY19

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Cover Page](#)

[Global - Water Fountains 2018.pdf](#)

[Plumber Stock - Water Fountains 2018.pdf](#)

[Pro Dry - Water Fountains 2018.pdf](#)

6.h Holiday Decorations

I move that the Mayor and Council approve the purchase of Holiday Decorations for City Corridors from Mosca Design at a cost NTE \$12,000.

HCC-122-FY19

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Cover Page](#)

[holiday deco quotes.pdf](#)



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6.j FY19 Budget Appropriation: Maryland Heritage Area Authorities Non-Capital Grant

I move the Mayor and Council amend the FY2019 budget to accept and appropriate the FY2019 MHAA Non-Capital Grant off \$29,339 from the Maryland Department of Planning's Maryland Historical Trust, and authorize the City Administrator to sign the contract, upon the review and approval by the City Attorney for legal sufficiency.

HCC-129-FY19

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Cover Page](#)

6.k FY19 Budget Amendment: Adjusting Appropriations for Salaries in Community Services

I move that the Mayor and Council amend the FY19 Community Services Budget by adjusting various salary line-item appropriations to cover proposed changes in Teen Center Programming.

HCC-131-FY19

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Cover Page](#)

6.l FY19 Capital Budget Amendment: Department of Public Works

I move that the Mayor and Council amend the FY19 DPW Capital Budget and transfer \$23,000 from Sanitation Operation Capital Budget to Streets Capital Budget to cover the cost of a new truck for use in Street Operations.

HCC-130-FY19

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Cover Page](#)

6.m Proclamation: Veterans Day

I move that the Mayor and Council proclaim November 11, 2018, to be Veterans Day in the City of Hyattsville.

HCC-133-FY19

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Cover Page](#)

[Veterans_Day_2018_Final_\(1\).docx](#)

6.n Proclamation: American Education Week

I move that the Mayor and Council declare the week of November 12 - 16, 2018, to be American Education Week in the City of Hyattsville.

HCC-134-FY19

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Cover Page](#)

[American Education Week 2018 \(Final\).docx](#)



REGULAR MEETING OF THE CITY COUNCIL, HYATTSVILLE MD

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6.o Proclamation: Native American Heritage Month

I move that the Mayor and Council recognize November 2018 as Native American Heritage Month in the City of Hyattsville.

HCC-135-FY19

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Cover Page](#)

[Native American Heritage Month 2018 \(Final\).docx](#)

6.p Proclamation: Municipal Government Works Month

I move that the Mayor and Council recognize November 2018 as Municipal Government Works Month in the City of Hyattsville.

HCC-136-FY19

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Cover Page](#)

[Municipal Government Works Month 2018 \(Final\).docx](#)

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Haba
SECONDER:	Ward
AYES:	Hollingsworth, Haba, Ward, Lawrence, Croslin, Suiter, Wright, Perry, Solomon
NAYS:	None
ABSENT:	Warner, Spell

7) Action Items (8:35 p.m. - 8:55 p.m.)

6.i Renaissance Square Condominium Board Appointments

I move that the Mayor and Council appoint Maryann Dillon to serve as Housing Initiative Partnership's representative on the Renaissance Square Condominium Board for a period not to exceed twelve (12) calendar months.

HCC-123-FY19

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Cover Page](#)

[Memo - Renaissance Square Condo Board Appointment.docx](#)

Assistant Administrator Chandler presented background on the condominium board. He stated that initially the Renaissance Square project had included the establishment of a managing board due, in part, to an anticipated second phase of development which never occurred. Assistant Administrator Chandler added that legal counsel recently advised the board was not necessary but would need to meet at least once to formally terminate itself necessitating the appointment before Council. Councilmember Solomon clarified with Assistant Administrator Chandler that the Board would not be involved with the University Investment Partners' project on an adjacent parcel.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Haba
SECONDER:	Croslin
AYES:	Hollingsworth, Haba, Ward, Lawrence, Croslin, Suiter, Wright, Perry, Solomon
NAYS:	None
ABSENT:	Warner, Spell



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7.a Commercial Façade Improvement Program – 2018 Grant Awards (5 minutes)

I move that the Mayor and Council accept the recommendations of the staff and approve 2018 Commercial Façade Improvement program grant awards for the following improvement projects:

- Will's Home Decorating (Former TESST Building), 5122 Baltimore Avenue, Hyattsville MD 20781: \$50,000
- Queens Chapel Town Center, 5400 Queens Chapel Road, Hyattsville 20782: \$21,125
- J. Richard Lilly, MD and Associates, 5804 and 5806 Baltimore Avenue, Hyattsville 20781: \$6,125
- Susie Rhabb, Owner, 5126 Baltimore Avenue, Hyattsville: \$7,750

HCC-126-FY19

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Cover Page](#)

[Memo_-_CFI_2018_Award_Recommendations_-_10.29.2018.docx](#)

Assistant Administrator Chandler presented the award recommendations.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Haba
SECONDER:	Lawrence
AYES:	Hollingsworth, Haba, Ward, Lawrence, Croslin, Suiter, Wright, Perry, Solomon
NAYS:	None
ABSENT:	Warner, Spell

7.b PPS 4-17008: Hyattsville Armory Apartments (10 minutes)

I move that the City Council authorize the Mayor to submit correspondence on behalf of the City of Hyattsville to the Maryland-National Capital Park & Planning Commission in support of the preliminary plan of subdivision for the Armory Apartments development (PPS 4-17008), subject to the following conditions:

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

- o Desired BPIS improvements include some combination of the following pieces of infrastructure: (1) Rhode Island Avenue Trolley Trail way-finding signage (2) a Capital Bikeshare on, or adjacent to, publicly accessible property south of the subject site (3) crosswalk improvements and (4) a new bus shelter dedicated to and maintained by Prince George's County DPW&T.

HCC-110-FY19

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

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[Armory Apartments PPS Action Memo FINAL.docx](#)

[Hyattsville-UIP-Elevations-180717 \(1\).pdf](#)

[PPS_4-17008_DevelopmentExhibit.pdf](#)

[Planning Committee Minutes- 07.17.18.docx](#)

Councilmember Wright asked if the project would require a detailed site plan (DSP) review. Assistant Administrator Chandler responded that the applicant had filed a DSP with Maryland National Capital Park and Planning and staff would know soon if a public hearing on the DSP would occur. Councilmember Wright confirmed that, even without the DPS, the Council would have an opportunity to review the site architecture. Councilmember Solomon noted there was no mention of affordable housing on the site. Assistant Administrator Chandler confirmed that the site was planned as a market rate property.



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RESULT:	APPROVED [8-1]
MOVER:	Haba
SECONDER:	Ward
AYES:	Hollingsworth, Haba, Ward, Lawrence, Croslin, Suiter, Wright, Perry
NAYS:	Solomon
ABSENT:	Warner, Spell

[7.c Hyattsville Ordinance 2018-08: Introduction of Resolution to Issue 2018 General Obligation Bonds to renovate the Public Works Facility and 3505 Hamilton Street \(5 minutes\)](#)

I move that the Mayor and Council introduce Hyattsville Resolution 2018-08 for the Issuance of (1)(A) General Obligation Bonds and (B) General Obligation Bond Anticipated Notes, each in an original aggregate principal amount not exceeding Thirteen Million Eight Hundred Twenty-Five Thousand Dollars (\$13,825,000), and (2) General Obligation Refunding Bonds, provided that the original aggregate principal amount of any series of refunding bonds shall not exceed one hundred thirty percent (130%) of the aggregate principal amount of the bonds refunded. The proceeds of the sale are to be used and applied for the public purpose of financing, reimbursing or refinancing costs (as defined in the ordinance) of the projects identified as Public Works Facility and 3505 Hamilton Street together with related costs. In accordance with applicable budgetary procedures or law the authorized bonds, bond anticipation notes and refunding bonds shall be sold at private sale, unless by resolution City Council provides for the sale of the obligations by another permissible manner and authorizes the City Council to pledge the City's Full Faith and Credit and unlimited taxing power to the prompt payment of Debt Service on each series of the obligations (INTRODUCTION/FIRST READING).

HCC-125-FY19

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

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[Bond_Ordinance_DOCS-_206299-v2-2018_Hyattsville_Ordinance__1_.docx](#) 

Treasurer Brooks introduced the bond ordinance for the purposes of funding the renovation of the Department of Public Works (DPW) Facility and new Police headquarters at 3505 Hamilton Street. Councilmember Wright asked for clarification on the costs for each project. Treasurer Brooks replied that the DPW facility was estimated at \$3.3M and the Police Headquarters at approximately \$10.6M. Councilmember Wright asked if the bond issuance would put undue pressure on the City's debt service. Treasurer Brooks anticipated the bond would bring debt service up 38-40%, but some debts would be retired, lowering the debt service percentage closer to 30%.

Councilmember Ward asked what percentage the Treasurer was comfortable with for debt services. Mr. Brooks responded by providing historical details on the City's debt service and noting offsets. He said he felt comfortable somewhere between 38-32%. He also noted the City was in a good position to get its own bond rating and felt confident about the City's current financial position and future.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Haba
SECONDER:	Perry
AYES:	Hollingsworth, Haba, Ward, Lawrence, Croslin, Suiter, Wright, Perry, Solomon
NAYS:	None
ABSENT:	Warner, Spell



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8) Discussion Items (8:55 p.m. - 10:00 p.m.)

8.a Hyattsville Transportation Study (15 minutes)

HCC-133-FY19

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

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[Transportation Study Adoption Memo - Discussion.docx](#)

[Hyattsville Comments on Final Report_TDG Response.xlsx](#)

[Draft Final Report HVL Clean_revised 092018.pdf](#)

[Appendix A: Hyattsville Transportation Study - Existing Conditions Memo](#)

[Appendix B: 2037 AM_Build](#)

[Appendix B: 2037 AM_No Build](#)

[Appendix B: 2037 PM_Build](#)

[Appendix B: 2037 PM_No Build](#)

[Appendix C: Wayfinding Submittal](#)

[Appendix D: Hyattsville TS Planning Level Cost Estimate](#)

[2018-09-26_Final Report Presentation to City Council.pdf](#)

Planner Gerbes asked for confirmation of directives from Council. Planner Gerbes noted that Council had flagged the following items for further consideration: NS1, NS5, cost estimates for a feasibility studies, the intersection at Longfellow Street and Baltimore Avenue, impacts on Quintana Street, coordination with the Ager Road Green Street Project, and the two-way conversion of Farragut Street.

Mayor Hollingsworth clarified that she would like more information on how staff reached conclusions regarding Quintana Street. Councilmember Suiter asked to revisit bicycle share-ways on Oglethorpe Street and Queens Chapel Road. Council President Haba highlighted NS4, stressing opposition to a vehicular connection. Councilmember Solomon noted the proposed bicycle share-way on the portion of Hamilton Street between 38th Street and the Bestway and asked for further review of impacts on residents living behind the Bestway.

It was stated that the Plan would again be discussed by Council on November 19.

8.b Rhode Island Avenue Trolley Trail Extension (15 minutes)

HCC-128-FY19

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

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[Trolley Trail 30% Design Discussion Memo](#)

[Planning Committee Minutes - 10.16.18.docx](#)

[Rhode Island Trolley Trail Presentation.pdf](#)

Assistant Administrator Chandler presented the Rhode Island Avenue Trolley Trail (RIATT) Extension Project from Maryland Department of Transportation State Highway Administration (SHA). The plan is intended to create a shared use path for pedestrians and cyclists that connect the Trolley Trail at its current terminus at Farragut Street to the Anacostia Tributary Trails System at Charles Armentrout Drive. Mr. Chandler said staff and the Planning Committee were supportive of the 30% design drawings but had several recommendations and noted a tight timeline for the project. Mr. Chandler walked Council through a map of the plan, highlighting areas of the plan affecting traffic circulation and recommendations for Council consideration.



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Councilmember Solomon recommended additional bike lanes and queueing areas for left turns from Rhode Island Avenue onto Charles Armentrout Drive. It was stated that the Plan would return for Council action on November 19.

[8.c Proposed Changes to City Election Policies \(20 minutes\)](#)

HCC-97-FY19

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

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[Ch_8_Election_Code_Revisions_Presentation_FINAL \(1\).pptx](#)

[Chapter 8 Revisions 11.2.18.pdf](#)

[Ethics Ordinance Amendment Re. Chapter 8 Changes 10.11.18\[67917\].docx](#)

[BOE Rules and Regulations 11.2.18\[70084\].pdf](#)

Clerk Reams introduced the item by summarizing the changes from the previous Council discussion and asking for Council feedback on outstanding items including permanent vote-by-mail establishment and language regarding voter registration.

Councilmember Solomon concurred with Council President Haba in having voters removed from the permanent vote-by-mail roster after not voting in two consecutive elections. Council discussed the use of the word “may” versus “shall” in the context of the affidavit document for the City only voter registry. It was determined that the word “shall” should be used to ensure clear direction to staff and the Board of Elections when processing voter registration applications. There was also a discussion on provisional voting and the process for challenging voter eligibility.

Councilmember Suiter stated concern on the proposed affidavit of limited contributions and expenditures for those who did not intend to raise or spend over \$1k. She stated she disagreed that the campaign finance forms were not a burden for candidates to complete and thought they were important tools for transparency. She urged the Council to remove the affidavit of limited contributions and expenditures from the proposed Code. Councilmember Suiter also suggested lowering the requirement for a separate campaign bank account to \$500. Mayor Hollingsworth and Council President Haba also expressed concern with the proposed affidavit. Council came to a consensus to keep required financial reporting for all candidates. Council also discussed if a threshold amount for the requirement to appoint a campaign treasurer was appropriate.

Council President Haba sought clarification on the process and threshold for campaign loans and the possibility of transferring campaign funds to another candidate. City Attorney Cornbrooks said he would investigate the language for that section and return to Council with an opinion. Councilmember Croslin brought up the issue of donor intent relating to the transfer of campaign funds. Council discussed the means for disposal of surplus campaign funds.

Mayor Hollingsworth asked staff to confirm the Board’s recommendation on threshold amounts for campaign treasurer and bank accounts. Staff said the item would return to Council for adoption no later than December, 2018.

[8.d Educational Facilities Task Force \(15 minutes\)](#)

[I move that the Mayor and Council establish the Educational Facilities Task Force. The mission of this task force is to ensure that the County addresses the local school infrastructure needs as reported in the 2017 Facilities Master Plan or as needs develop, and does so in a timely manner informed by local needs and conditions. The initial focus of the task force will be Cycle 1 of the Approved FY17 Educational Facilities Master Plan as it relates to local school facilities. The task force shall meet at least 6 times a year and be](#)



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composed of up to 9 members knowledgeable in, for example, local public school needs, architecture, land use/acquisition, urban planning, and Prince George's Public Schools policy. Members shall serve two-year terms. The task force shall have up to two Council liaisons. At least once a year, the task force shall present to the Council progress made on its mission and any recommendations for Council action. If there comes a time that the task force members feel that its mission is fulfilled, they may recommend the task force's dissolution to the Mayor and Council.

HCC-111-FY19

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Cover Page](#)

[Education Facilities Task Force Worksheet.docx](#)

Mayor Hollingsworth introduced the proposed plan for a Task Force. She said the City's existing Education Advisory Committee's purpose was primarily about creating and maintaining meaningful partnerships with the schools and parents and the proposed Task Force would be focused on educational facilities. Councilmember Solomon suggested the Task Force be a sub-group of the Education Advisory Committee, stating he did not believe there should be a separate entity. Mayor Hollingsworth clarified the intent of the Committee and the relationship with staff.

Councilmember Wright was supportive of two committees as the functions were different. He asked for clarification on the scope of the Committee and if discussions would be limited to public schools. Mayor Hollingsworth said the principal focus would be on the existing capacity of public schools in the City. Councilmember Lawrence noted the relevancy of the County Facilities Master Plan and said he thought it would be unfair to task the existing committee with this mission. He also said he was unsure if any of the existing members has the expertise needed for this scope of work. There was a brief discussion on the selection process for committee members.

Mayor Hollingsworth asked the Council if they would like to act on the item that evening. Council proceeded with a vote.

RESULT:	APPROVED [7-1-1]
MOVER:	Lawrence
SECONDER:	Ward
AYES:	Hollingsworth, Ward, Lawrence, Croslin, Suiter, Wright, Solomon
NAYS:	Haba
ABSTENTIONS:	Perry
ABSENT:	Warner, Spell

9) [Council Dialogue](#)

Councilmembers Wright, Croslin, Perry, and Solomon encouraged residents to vote in the Mid-term Elections. Councilmember Croslin commended the Hyattsville City Police Department for their participation on Halloween.



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10) Community Notices and Meetings

10.a City Calendar: November 6 - November 19, 2018

HCC-115-FY19

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[Main City Calendar_Nov 6 - Nov 19 2018.docx](#) 

11) Motion to Adjourn

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Croslin
SECONDER:	Perry
AYES:	Hollingsworth, Haba, Ward, Lawrence, Croslin, Suiter, Wright, Perry, Solomon
NAYS:	None
ABSENT:	Warner, Spell

The meeting adjourned at 11:07 p.m.



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Present: Candace Hollingsworth, Mayor
Kevin Ward, W1 (Council VP)
Bart Lawrence, W1
Robert Croslin, W2
Shani Warner, W2
Thomas Wright, W3
Paula Perry, W4
Erica Spell, W5

Absent: Edouard Haba, W4 (Council Pres.)
Carrianna Suiter, W3
Joseph A Solomon, W5

Also present were the following City staff members:

City Administrator Tracey E. Douglas
Assistant City Administrator & Dir. of Community and Economic Development Jim Chandler
City Treasurer Ron Brooks
Police Chief Amal Awad
Director of Human Resources Vivian Snellman
City Clerk Laura Reams
Deputy City Clerk Nicola Konigkramer

1) [Call to Order and Council Roll Call](#)

The meeting was called to order at 7:35 p.m.

2) [Pledge of Allegiance to the Flag](#)

3) [Approval of Agenda](#)

Mayor Hollingsworth corrected a typist's error in the motion for the disbursement of Ward 3 discretionary funds.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Ward
SECONDER:	Perry
AYES:	Hollingsworth, Ward, Lawrence, Croslin, Warner, Wright, Perry, Spell
NAYS:	None
ABSENT:	Haba, Suiter, Solomon

4) [Approval of the Minutes](#)

4.a [Approval of the Minutes](#)

[I move that the Mayor and Council approve the Council Meeting Minutes for the Public Hearing of July 16, 2018 and the Regular Council Meeting of July 16, 2018.](#)



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[Minutes_Jul 16 2018 PH.pdf](#)

[Minutes_Jul 16 2018 CM.pdf](#)

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Ward
SECONDER:	Spell
AYES:	Hollingsworth, Ward, Lawrence, Croslin, Warner, Wright, Perry, Spell
NAYS:	None
ABSENT:	Haba, Suiter, Solomon

6) [Public Comment \(8:10 p.m. – 8:20 p.m.\) Limit 2 minutes per speaker](#)

Matthew Palus, a Ward 3 resident, addressed the Mayor and Council regarding the transportation study. He urged the Council to modify the recommendation for a vehicular connection between Calverton and Dean Drive to a pedestrian only connection.

David Marshall, a Ward 2 resident, stated positions on several topics. Mr. Marshall was opposed to the donation to University Park Elementary School because the school is outside of City limits. Regarding changes to the City's election processes, Mr. Marshall stated opposition to the transfer of campaign funds to another campaign and the proposal for an all vote-by-mail election. Mr. Marshall expressed concern with the Trolley Trail plan connections. Regarding the Transportation Plan, Mr. Marshall supported connecting roads for ease of travel and access for all.

Ann Strickling, a Ward 5 resident, was opposed to opening Calverton Drive to vehicular traffic at Dean Drive but in favor of a pedestrian connection.

Beth Kara, a Ward 3 resident, was opposed to the proposed Dean Drive and Calverton Drive vehicular connection and in favor of a pedestrian connection.

Alyson Reed, a Ward 3 resident, was opposed to the proposed Dean Drive and Calverton Drive vehicular connection and in favor of a pedestrian connection.

7) [Presentations \(8:20 p.m. - 8:30 p.m.\)](#)

7.a [Presentation of Proclamation in Honor of Councilmember Paula Perry \(5 minutes\)](#)

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Mayor Hollingsworth presented a proclamation of appreciation to Councilmember Paula J. Perry upon her retirement.

7.b) [FY17 Audit Update \(5 minutes\)](#)

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Treasurer Brooks provided an update on the FY17 audit. He noted there will be a deceleration of work on the audit around the holidays, but the process was estimated for completion in late January 2019. Mr. Brooks said he would communicate the City's progress to the State.

5) Motion to Close (30 minutes)

5.a Motion to Close (30 minutes)

HCC-152-FY19

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

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I move that the Council find that public discussion of security training and emergency plans that pertain to it would constitute a risk to the public or to public security.

The Council, having found that public discussion of security training and coinciding emergency plans would constitute a risk to public security, I further move that the Mayor and Council close the Council Meeting of November 19, 2018 in order to participate in security training and to discuss specifics of an emergency plan pertaining to the City Council.

This session will be closed under the authority of the Annotated Code of Maryland State Government General Provisions Article Section 3-305(b) (10) to discuss public security, including (i) the deployment of fire and police services and staff and (ii) the development and implementation of emergency plans.

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RESULT:	APPROVED [UNANIMOUS]
MOVER:	Ward
SECONDER:	Perry
AYES:	Hollingsworth, Ward, Lawrence, Croslin, Warner, Wright, Perry, Spell
NAYS:	None
ABSENT:	Haba, Suiter, Solomon

Pursuant to the requirement of the Annotated Code of Maryland State Government Article 3-306(C)(2); this statement is included in these minutes:

A closed session of the Council of the City of Hyattsville was held at 8:06 p.m. on Monday, November 19, 2018, in the City of Hyattsville Municipal Building, Third Floor Council Chambers.

In addition to the City Council, the following staff members were present: City Administrator Tracey E. Nicholson, Assistant City Administrator Jim Chandler, City Treasurer Ron Brooks, Acting Police Chief Amal Awad, Director of Human Resources Vivian Snellman, City Clerk Laura Reams, Deputy Clerk Nicola Konigkramer, Lieutenant Sam Alexander, Sergeant Scott Ratty, Sergeant Zachary Nemser, Cable and Communications Supervisor Jonathan Alexander, Cable Operations Coordinator Matt Carl, Project Manager Hal Metzler, and Assistant Project Manager Tara George.



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Council Members Haba, Suiter, and Solomon were absent.

This session will be closed under the authority of the Annotated Code of Maryland State Government General Provisions Article Section 3-305(b) (10) to discuss public security, including (i) the deployment of fire and police services and staff and (ii) the development and implementation of emergency plans.

Topics Discussed: Presentation and discussion of active shooter training and the City's emergency plan specific to Council Chambers.

Action Taken: None.

The Council returned to open session on a motion made by Councilmember Croslin, seconded by Councilmember Lawrence and approved unanimously by the Body at 8:39 p.m.

8) Consent Items (8:30 p.m. - 8:35 p.m.)

- 8.a 2019 Council Regular & Budget Meeting Calendar
I move that the Mayor and Council adopt the 2019 Council Meeting Schedule and the FY-2020 Budget Meeting Schedule, as presented.

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[2019 Council Meeting Calendar_Final.pdf](#)

- 8.b Re-Appointment to the Hyattsville Environment Committee
I move that the Mayor and Council re-appoint Daniel Broder (Ward 2) to the Hyattsville Environment Committee for a term of 2 years to expire on November 19, 2020.

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[Committee Application_HEC_Daniel Broder W2.pdf](#)

- 8.c Appointments to the Compensation Review Committee
I move that the Mayor, with Council approval, appoint Desa Foster (Ward 1), Gregory Barnes (Ward 1), Kristina Alayan (Ward 2), Marialis Zmuda (Ward 2), Dean Thorp (Ward 3), Sarah Lawler (Ward 4), Cliff Mayo (Ward 5), and Chip Clarke (Ward 5) to the Compensation Review Committee.

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[Committee Application_CRC_Desa Foster W1.pdf](#)

[Committee Application_CRC_Gregory Barnes W1.pdf](#)

[Committee Application_CRC_Kristina Alayan W2.pdf](#)

[Committee Application_CRC_Marialis Zmuda W2.pdf](#)

[Committee Application_CRC_Dean Thorp W3.pdf](#)

[Committee Application_CRC_Sarah Lawler W4.pdf](#)

[Committee Application_CRC_Cliff Mayo W5.pdf](#)

[Committee Application_CRC_Chip Clarke W5.pdf](#)

- 8.d DPW Facility New Construction Project - Purchase of Lifts



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I move that the Mayor and Council authorize an expenditure not to exceed \$250,000 with Stertil-Koni, USA for the purchase of a Stertil-Koni Skylift Sky200 and a Stertil-Koni ECO 60-13 heavy equipment lifts, including installation and training, for the new DPW Facility.

[Cover Page](#)

[City of Hyattsville - new facility - 080118 \(003\).pdf](#)

[Stertil-Koni Contract 061015.pdf](#)

[Acceptance and Award-Stertil-Koni-061015.pdf](#)

8.e Proclamation in Recognition of Councilmember Paula J. Perry

I move that the Mayor and Council adopt a proclamation in recognition of Councilmember Paula J. Perry's dedicated service to the City of Hyattsville.

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[Proclamation_Paula_J._Perry \(3\).docx](#)

8.f Disbursement of Ward 3 Discretionary Funds

I move that the Mayor and Council approve the disbursement of Ward 3 Council Discretionary Funds as follows:

a) \$100 for the Hyattsville Police Department's 15th Annual Shop with a Cop event.

b) \$250 towards the purchase of Chromebooks for University Park Elementary School

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RESULT:	APPROVED [UNANIMOUS]
MOVER:	Ward
SECONDER:	Perry
AYES:	Hollingsworth, Ward, Lawrence, Croslin, Warner, Wright, Perry, Spell
NAYS:	None
ABSENT:	Haba, Suiter, Solomon

9) Action Items (8:35 p.m. - 9:15 p.m.)

9.a Rhode Island Avenue Trolley Trail Extension (10 minutes)

I move that the City Council authorize the Mayor to submit correspondence on behalf of the City of Hyattsville to the Maryland Department of Transportation State Highway Administration relaying the following comments on the 30% Design Plans for the Rhode Island Avenue Trolley Trail extension:

1. Generally speaking, supportive of the project, including the road diet, and look forward to its completion;

2. The City supports SHA's design to eliminate the U-turn lane at 42nd Place;

3. The City supports SHA's design to extend the stacking capacity of Rhode Island Avenue at Crittenden Street;

4. The City is recommending a buffer between the bus loading/unloading area and the trail;

5. There are concerns that a 'No Left' turn for northbound vehicles at 43rd Place will have significant negative impact on motorists behavior and will create significant additional vehicle trips on adjacent City roadways. The City is conducting a traffic



REGULAR MEETING OF THE CITY COUNCIL, HYATTSVILLE MD

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count at the intersection to determine the traffic count at this location. Prior to proceeding with a design that would include a 'No Left Turn' for northbound traffic at 43rd Place, SHA shall confirm the turning radius, width of the median area and provide the City with a way-finding signage plan.

6. SHA should remove the mid-block crosswalk currently located at the County Services Building and replace it with a crosswalk at the intersection of Rhode Island Avenue and 43rd Place;

7. The City has concerns regarding the lack of adequate line-of-sight for westbound vehicles on Charles Armentrout Drive approaching Rhode Island Avenue. The City requests that SHA perform a site assessment prior to introducing into the design a north crosswalk at the Charles Armentrout/Rhode Island Avenue intersection;

8. The City recommends that the next set of plans needs to incorporate an expanded queuing area for pedestrians/cyclists at the intersection of Rhode Island Avenue and Charles Armentrout Drive;

9. Crosswalks should be incorporated at intersections throughout the project site, they shall be well marked and signalized to the extent feasible by SHA. If a signal or beacon is not feasible, standalone crosswalks are to be striped, reflective and highly visible to motorists;

10. The City recommends the incorporation of overhead lighting into this segment of the trail.

[Cover Page](#)

[Trolley Trail 30% Design Action Memo.docx](#)

[Planning Committee Minutes - 10.16.18.docx](#)

[Rhode Island Trolley Trail Presentation.pdf](#)

There were no questions from Council.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Ward
SECONDER:	Perry
AYES:	Hollingsworth, Ward, Lawrence, Croslin, Warner, Wright, Perry, Spell
NAYS:	None
ABSENT:	Haba, Suiter, Solomon

9.b Hyattsville Ordinance 2018-06, Repeal and Replace Chapter 8, Elections (10 minutes)
I move that the Mayor and Council introduce Hyattsville Ordinance 2018-06, an Ordinance whereby the City of Hyattsville repeals and replaces, in its entirety, Chapter 8 of the Hyattsville City Code to update, reorganize, and refine Chapter 8 to improve its overall clarity and better define the City's election policies and procedures. (FIRST READING).

[Cover Page](#)

[Chapter 8 Revisions_11.15.18.pdf](#)

There were no questions from Council.

NOTE FOR THE RECORD: Councilmember Warner was not present in the room for the vote.



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RESULT:	APPROVED [UNANIMOUS]
MOVER:	Ward
SECONDER:	Perry
AYES:	Hollingsworth, Ward, Lawrence, Croslin, Wright, Perry, Spell
NAYS:	None
ABSENT:	Haba, Warner, Suiter, Solomon

- 9.c Hyattsville Ordinance 2018-07, Amendment to Chapter 10, Ethics (5 minutes)
I move that the Mayor and Council introduce Hyattsville Ordinance 2018-07, an Ordinance whereby the City of Hyattsville amends its ethics provisions to conform with contemporaneous changes to the City's Election laws. (FIRST READING).

[Cover Page](#)

[Chapter 10 Revisions_10.11.18.pdf](#)

There were no questions from Council.

NOTE FOR THE RECORD: Councilmember Warner was not present in the room for the vote.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Ward
SECONDER:	Perry
AYES:	Hollingsworth, Ward, Lawrence, Croslin, Wright, Perry, Spell
NAYS:	None
ABSENT:	Haba, Warner, Suiter, Solomon

- 9.d Adoption of Board of Supervisors of Elections Rules and Regulations (5 minutes)
I move that the Mayor and Council adopt the Board of Supervisors of Elections Rules and Regulations.

[Cover Page](#)

[BOE Rules and Regulations_11.2.18.pdf](#)

There were no questions from Council.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Ward
SECONDER:	Perry
AYES:	Hollingsworth, Ward, Lawrence, Croslin, Warner, Wright, Perry, Spell
NAYS:	None
ABSENT:	Haba, Suiter, Solomon

- 9.e 3505 Hamilton Street Renovation Project - Architectural and Engineering Design Change Order (10 minutes)
I move that the Mayor and Council authorize a change order not to exceed \$160,000 in the Johnson, Mirmiran, and Thompson (JMT) contract to cover additional redesign and engineering work at 3505 Hamilton Street and the amount is currently covered under contingency cost within the previously approved \$10,265,000 capital budget appropriations for this project.



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[TO01A Change OrderProposal 1 Rev 3 08Oct2018.pdf](#)

Project Manager Metzler provided an update regarding the request for a new Police headquarters and stated that the change order would result in a 95% completion rate.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Ward
SECONDER:	Perry
AYES:	Hollingsworth, Ward, Lawrence, Croslin, Warner, Wright, Perry, Spell
NAYS:	None
ABSENT:	Haba, Suiter, Solomon

10) Discussion Items (9:15 p.m. - 9:45 p.m.)

10.a) Hyattsville Transportation Study (15 minutes)

HCC-146-FY19

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Cover Page](#)

[Transportation Study Adoption Memo.docx](#)

[Hyattsville Comments on Final Report_TDG Response.xlsx](#)

[Draft Final Report HVL Clean_revised 092018.pdf](#)

[Appendix A: Hyattsville Transportation Study - Existing Conditions Memo](#)

[Appendix B: 2037 AM_Build](#)

[Appendix B: 2037 AM_No Build](#)

[Appendix B: 2037 PM_Build](#)

[Appendix B: 2037 PM_No Build](#)

[Appendix C: Wayfinding Submittal](#)

[Appendix D: Hyattsville TS Planning Level Cost Estimate](#)

[2018-09-26_Final Report Presentation to City Council.pdf](#)

[Transportation_Study_Council_Meeting_comments_FINAL \(1\).docx](#)

Mayor Hollingsworth summarized the comments from previous meetings and public comment. She opened the floor for additional questions or comments from Council. City Planner Gerbes briefly highlighted changes in the tracking spreadsheet from the last presentation.

Councilmember Wright expressed his concern that there were three Councilmembers were absent from the discussion, citing specific concerns at the previous meeting from Councilmember Haba on Project ID NS-1; the proposal for a new street to connect Toledo Terrace to Heurich Park. Mayor Hollingsworth asked Council to proceed with as many items as possible that evening and they would revisit and discuss the items at the next meeting; prior to the plan adoption.

Council proceeded to review items identified by staff for Council feedback.



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Cost Estimates for Feasibility Studies for New Streets or Road Configuration Changes

City Planner Gerbes relayed that most recommendations in the plan would require a feasibility plan prior to implementation at a cost of \$30-50K based on the length, context, and complexity of the proposed new road. Mayor Hollingsworth asked staff to review Quintana street for visibility or line of sight issues.

CC-3: Conversion of Farragut Street to two-way from 42nd Avenue to Baltimore Avenue

Councilmember Lawrence inquired about the potential impact on parking with regard to item CC-3. City Planner Gerbes responded that the proposal to convert the street to two-way traffic would likely require installation of a three-way stop and removal of four (4) to six (6) parking spaces. Council was concerned with the loss of parking spaces citing a high volume of parked cars. Assistant Administrator Chandler urged Council to look at the larger picture of circulation throughout the City and noted that the Transportation Plan was a policy document and Council was not mandated to implement all recommended changes. Mayor Hollingsworth acknowledged Mr. Chandler's comments but also shared some of the Council's concern. She inquired about prioritizing items in the plan as "high", "medium", or "low" priority and asked if CC-3 could be prioritized as "low" at this time. Councilmember Lawrence was supportive but asked for specifics to be included to provide context regarding parking concerns. Project Manager Meltzer noted that a goal listed in the document is to eliminate one-way streets in the City. He added that the inclusion of these items in the plan may assist the City in negotiating with external agencies to make future changes. Mayor Hollingsworth supported keeping the recommendation in the plan but amending the language to add context explaining the concerns.

NS-5: Connection of Dean Drive to Calverton Drive

Councilmember Wright echoed public comments supportive of a pedestrian connection but opposed to a vehicular connection and cited concern with the impact to green space, such as natural areas and structures. Council indicated support of a modification to the plan to state non-motorized traffic only.

BB-5: Bike Boulevard on Oglethorpe Street

Councilmember Lawrence stated concern with bike traffic exiting Oglethorpe Street onto Rte. 1. After discussion, it was determined sound to keep the bike boulevard in the plan with additional signage and striping for bicycle traffic but have the outlet to Rte. 1 possess and easier transition to the Trolley Trail. Councilmember Lawrence also asked staff to review connectivity to the west side of the City. Mayor Hollingsworth said the item would return for additional discussion and comments from Councilmember Suiter on December 3.

NS-4: 39th Avenue Extension from Madison Street to Nicholson Street

Councilmember Warner noted a typographical error in the plan and said the proposed connection would fundamentally change the nature of the residential study. Mayor Hollingsworth asked for inclusion of specific actions that would trigger this item in the plan and requested stronger language to confirm the City's position. Staff agreed the plan would be amended to include language that the proposal was only likely to occur in a total redevelopment scenario and there



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was no intention to utilize eminent domain to make this, or any other, new roadway connections in the City.

Quintana Street

Councilmember Lawrence suggested revisiting the connection between Quintana and Queens Chapel Road for line of sight issues. He expressed his belief that the road should remain as is due to parking needs but the City could look at possible removal of a parking space to improve the line of sight.

NS-1: Study alternative routes for a new street connection from Toledo Terrace to Heurich Park Road

Mayor Hollingsworth said the plan would be revisited and discussed December 3 to provide Council President Haba an opportunity to comment.

10.b Chapter 8: Citywide Vote-By-Mail for 2021 Election (15 minutes)

I move that the Mayor and Council authorize the City Attorney to draft revisions to Chapter 8 necessary to enable the Board of Elections Supervisors to distribute, proactively, a Vote-by-Mail ballot to all registered voters in the City of Hyattsville (on State and city-only registries). I further move that the Mayor and Council appropriate funds necessary to support this effort in the 2021 municipal election.

[Cover Page](#) 

Mayor Hollingsworth introduced the proposal stating the idea to send all voters a ballot had occurred to her when Council discussed a permanent vote-by-mail registry. Councilmember Perry stated concern that ballots may be mailed to unregistered voters and cited inaccuracies in the state voter roll. Mayor Hollingsworth said ballots would only be mailed to registered voters with language to deter potential fraud.

Councilmember Croslin asked if the proposal would eliminate in-person voting. Mayor Hollingsworth responded that the proposal would only eliminate early voting days.

Councilmember Wright expressed tentative support but asked how Mayor Hollingsworth would respond to the earlier public comment against the proposal. Mayor Hollingsworth cited similar responses to the City's initiatives for lowered voting age and non-citizen voting. She said the proposal was intended to empower increased voter participation and voter education. Mayor Hollingsworth said the proposal may provide a more comprehensive approach to voting in the city and doesn't concentrate power in those who are already engaged.

Councilmember Warner expressed support for the proposal and for multiple methods of voting to increase accessibility and convenience. She acknowledged Councilmember Perry's concern with the State voter roll but stated voter fraud was rare. Councilmember Wright asked if the intent was to make vote-by-mail the primary method for voting in City elections and added that he was not in favor of eliminating early voting days. Mayor Hollingsworth said the intent was not to have vote-by-mail as the primary method but, over time, it may become a more frequently used method. She clarified that she believed the City's responsibility was to support and encourage election day voting.



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Councilmember Wright asked how long the City had been conducting the vote-by-mail process and how many participated in the method. Clerk Reams explained the City had been engaged in absentee voting for many years but had updated the terminology from “absentee” to “vote-by-mail” a few years ago in order to emphasize the convenience of the method. Clerk Reams said the number of vote-by-mail voters had remained steady between the 2015 and 2017 City elections. Mayor Hollingsworth clarified that the difference in the proposal was the automatic mailing of a ballot without the submission of an application.

Councilmember Spell supported the initiative but asked the City to consider other ways to reach voters. She noted that all vote-by-mail initiatives were often in rural areas where access to polling locations could be difficult. Councilmember Spell also expressed concern for the resources required to send all voters ballots. She requested feedback from residents on the proposal.

Councilmember Ward noted that the proposal was about inclusion and making voting easier for residents. He encouraged the City to be at the forefront of this initiative. Councilmember Warner asked for a cost proposal from staff for the initiative. She also asked Council to consider the potential peer influence of the proposal to increase voter engagement. Councilmember Wright asked for the inclusion of at least one day of early voting in the proposal with a potential phase out of early voting in future years. Councilmember Spell asked if it was feasible to have the initiative in addition to the early voting days already in place. Mayor Hollingsworth clarified that there would be a window for the mailing and return for vote-by-mail. Clerk Reams noted the Board of Supervisors of Elections had not yet discussed the proposal and it would require research to determine feasibility. Council indicated support for bringing the proposal back for further discussion after evaluation by the Board of Supervisors of Elections.

11) Council Dialogue

Council offered parting wishes to Councilmember Perry and thanked her for service.

12) Community Notices and Meetings

[Cover Page](#) 

[Main City Calendar_Nov 20 - Dec 3 2018.docx](#) 

13) Motion to Adjourn

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Perry
SECONDER:	Croslin
AYES:	Hollingsworth, Ward, Lawrence, Croslin, Warner, Wright, Perry, Spell
NAYS:	None
ABSENT:	Haba, Suiter, Solomon

The meeting adjourned at 10:08 p.m.



Hyattsville City Council Agenda Item Report

Meeting Date: October 7, 2019

Submitted by: Jim Chandler

Submitting Department: Community & Economic Development

Item Type: Planning & Development

Agenda Section:

SUBJECT

Maryland State Highway Administration: Rhode Island Avenue Trolley Trail Design (20 minutes)

HCC-93-FY20

Recommendation:

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

[Memo - Rhode Island Avenue Trolley Trail - 10.2.2019.doc](#)

[RIATT-2019-09-09.pdf](#)

[Planning Committee DRAFT Minutes - Sept 17, 2019.doc](#)

[RIATT - City of Hyattsville - 30 Design - Response Letter.pdf](#)

[Response Letter to M-NCPPC \(US-1 from Charles Armentrout Dr. to Farragut St\) \(1\).pdf](#)

Summary Background:

Maryland State Highway Administration will present the City of Hyattsville with the semi-final design of the Rhode Island Avenue Trolley Trail extension and will discuss project timeline and milestones for moving forward with completion of design, project advertisement and construction in 2020.

Next Steps:

The City, M-NCPPC and Maryland SHA have discussed the framework for an additional memorandum of understanding to provide pedestrian lighting to support the trail extension. If the agencies are agreeable to MOU terms, the City Council will be required to consider an additional MOU related to the trail construction.

Fiscal Impact:

N/A

City Administrator Comments:

For Presentation

Community Engagement:

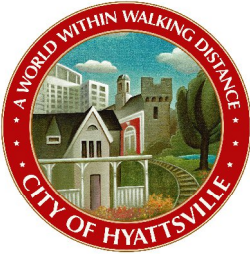
Representatives from Maryland SHA presented the trail design to the Hyattsville Planning Committee on Tuesday, September 17, 2019. The draft minutes (to be adopted at the October meeting) from the Planning Committee meeting are attached and reflect Committee comments and comments from the public that were in attendance.

Strategic Goals:

Goal 3 – Promote a Safe and Vibrant Community

Legal Review Required?

N/A



Memo

To: Mayor and City Council

From: Jim Chandler, Director of Community & Economic Development, Assistant City Administrator

CC: Tracey Nicholson, City Administrator
Lesley Riddle, Director, Department of Public Works

Date: October 2, 2019

Re: Rhode Island Avenue Trolley Trail – SHA Project Update

Summary

Maryland State Highway Administration will present the City of Hyattsville with the 30% design of the Rhode Island Avenue Trolley Trail extension and will discuss project timeline and milestones for moving forward with completion of design and construction.

Project History

In November 2018, Maryland SHA presented the City Council with the 30% design and solicited comments from the City Council. The City adopted a series of requested revisions to the design, which were communicated to Maryland SHA in a letter dated November 28, 2019, which is included in this packet.

Maryland SHA has incorporated each of the City's requested revisions into the design of the trail, however the updated design reflects the omission of the sidewalk along the west side of Rhode Island Avenue, which had been included in previous designs. The sidewalk has been eliminated due to several reasons, including but not limited to the requirements of the project funding source, egress assessment and costs. The City staff has discussed with Maryland SHA coordinating proceeding with design and construction of the sidewalk through a separate funding source and aligning the construction of the sidewalk to coincide with the conclusion of the trail construction.



RHODE ISLAND AVENUE TROLLEY TRAIL

From Charles Armentrout Drive to Farragut Street



Margueritte A. Smith Clark
Transportation Engineer, Office of Highway Development
MDOT State Highway Administration
msmithclark@mdot.maryland.gov

Rhode Island Avenue Trolley Trail

Topic Items



Practical Design

Project Purpose and Need

Project Description

Project Schedule

Rhode Island Avenue Trolley Trail

Topic Items



Existing and Proposed Conditions



Typical Sections



Right-of-Way Needs



Next Steps

Rhode Island Avenue Trolley Trail

Practical Design

Practical Design

The Practical Design model was officially adopted by MDOT in September 2016 to focus on “producing safe and efficient projects that address an area’s most important needs at the most economical cost.”

MDOT 701 Practical Design Policy can be found at:

policymanual.mdot.maryland.gov

Rhode Island Avenue Trolley Trail

Project Purpose and Need

Programmatic MDOT Purpose and Need for Sidewalk and Bicycle Retrofit Programs

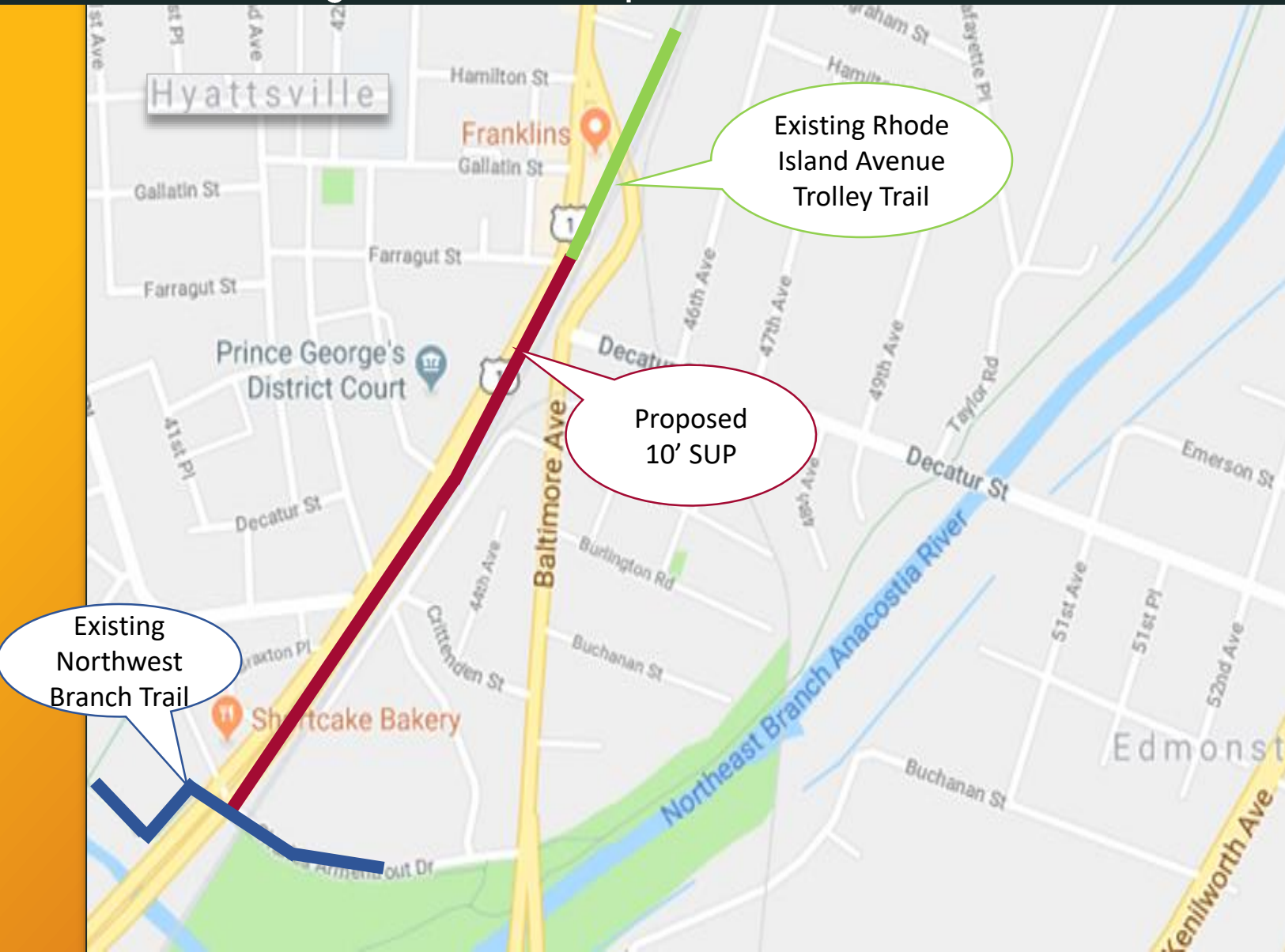
- > Serve current and future demand
- > Enhance connectivity
- > Address known safety issues
- > Provide ADA accessible facilities

Project Purpose and Need

- > Maintain Level-of-Service (LOS) E traffic conditions for the year 2040

Rhode Island Avenue Trolley Trail

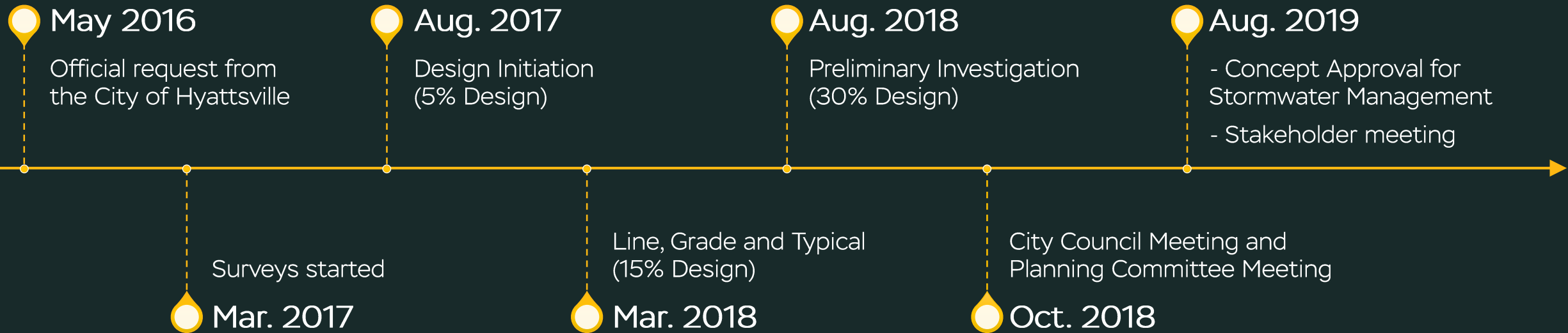
Project Description



- Shared-Use Path along northbound US 1 from Charles Armentrout Dr. to Farragut St.
- Connects existing Rhode Island Avenue Trolley Trail and existing Northwest Branch Trail

Rhode Island Avenue Trolley Trail

Project Schedule - Milestones to Date



Rhode Island Avenue Trolley Trail

Project Schedule – Next Milestones



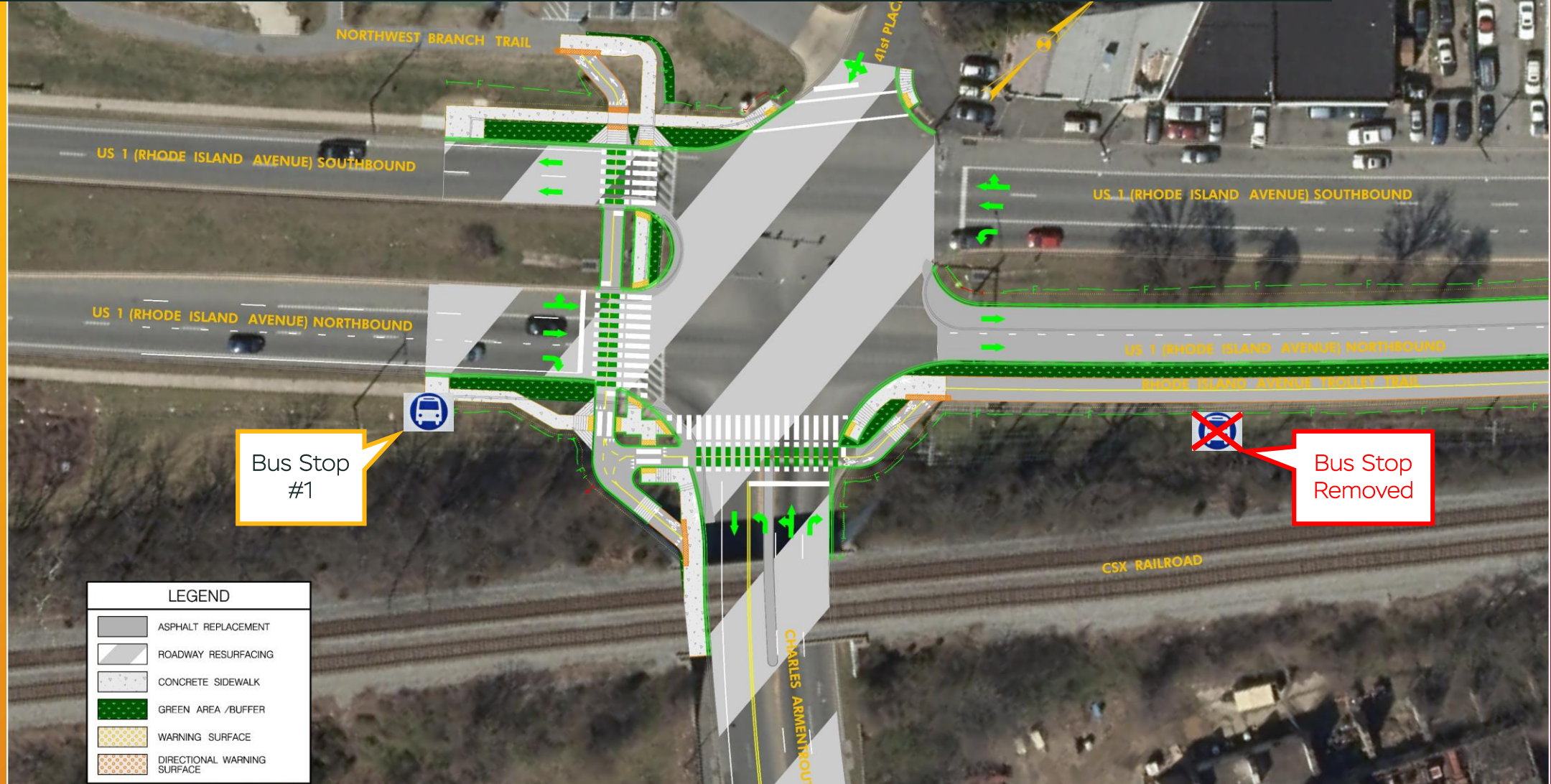
Rhode Island Avenue Trolley Trail

 Existing Conditions – US 1 and Charles Armentrout Dr.



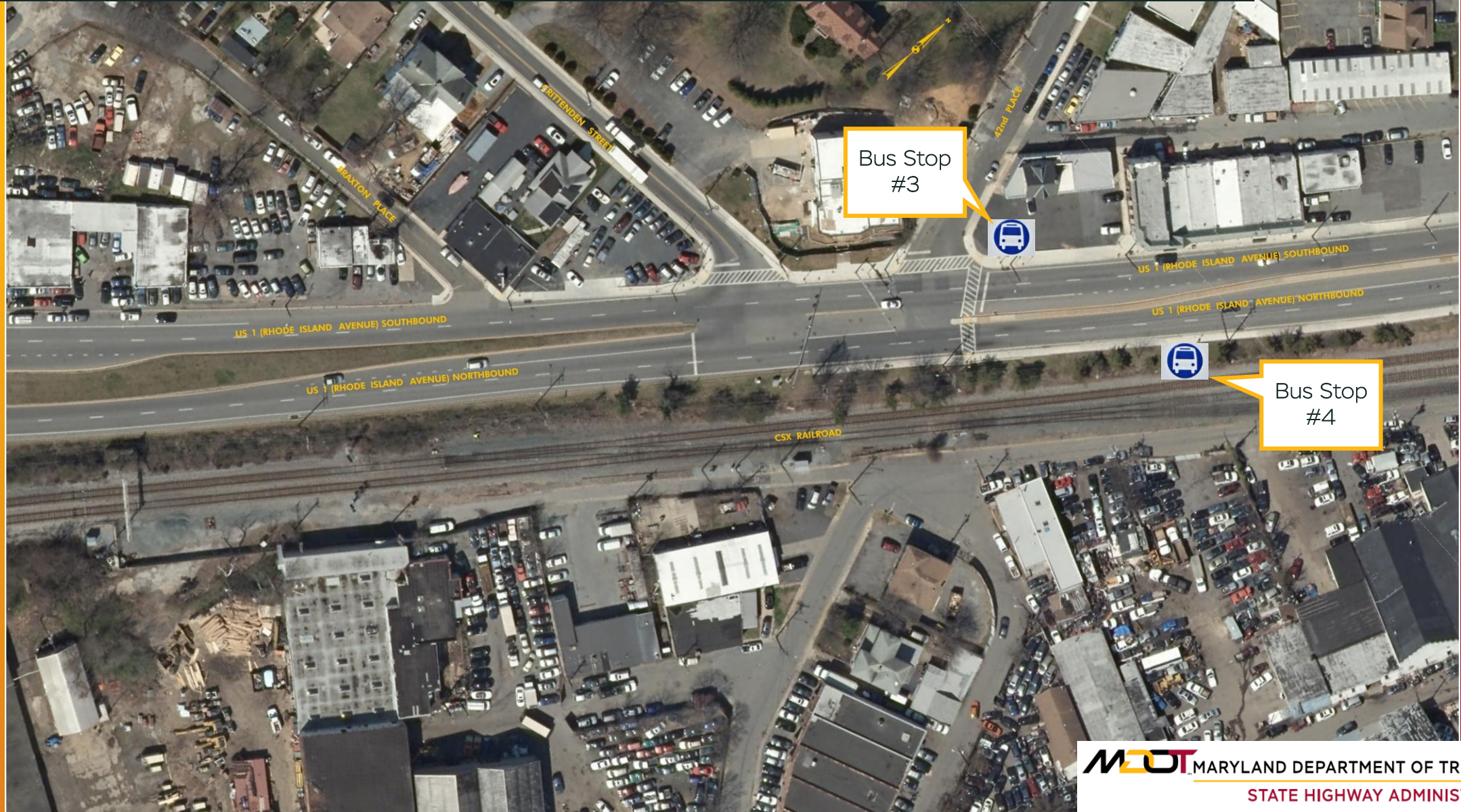
Rhode Island Avenue Trolley Trail

 Proposed Conditions – US 1 and Charles Armentrout Dr.



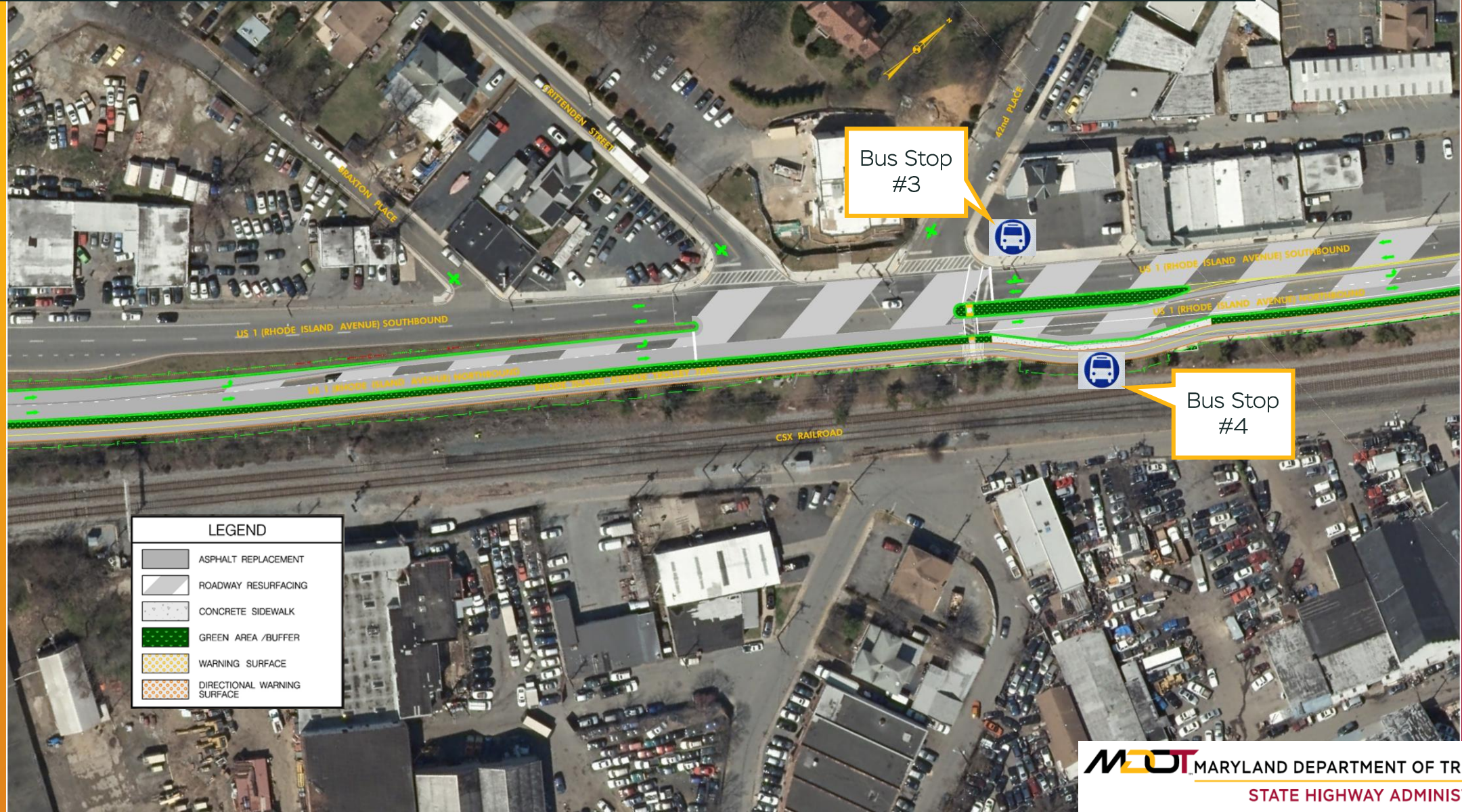
Rhode Island Avenue Trolley Trail

Existing Conditions – North of 41st St. to 43rd Ave.



Rhode Island Avenue Trolley Trail

 Proposed Conditions – North of 41st St. to 43rd Ave.



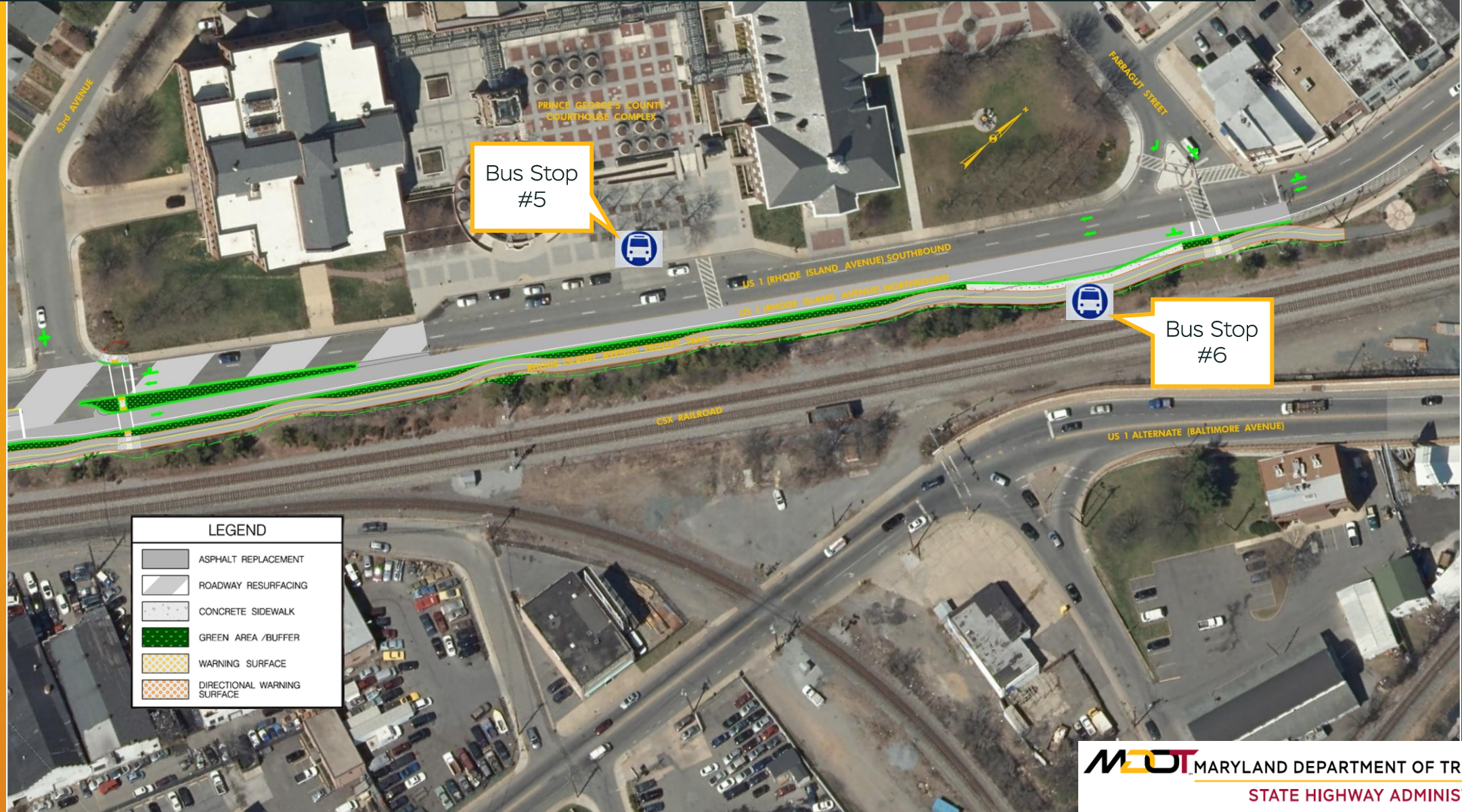
Rhode Island Avenue Trolley Trail

 Existing Conditions – 43rd Ave. to Farragut St.



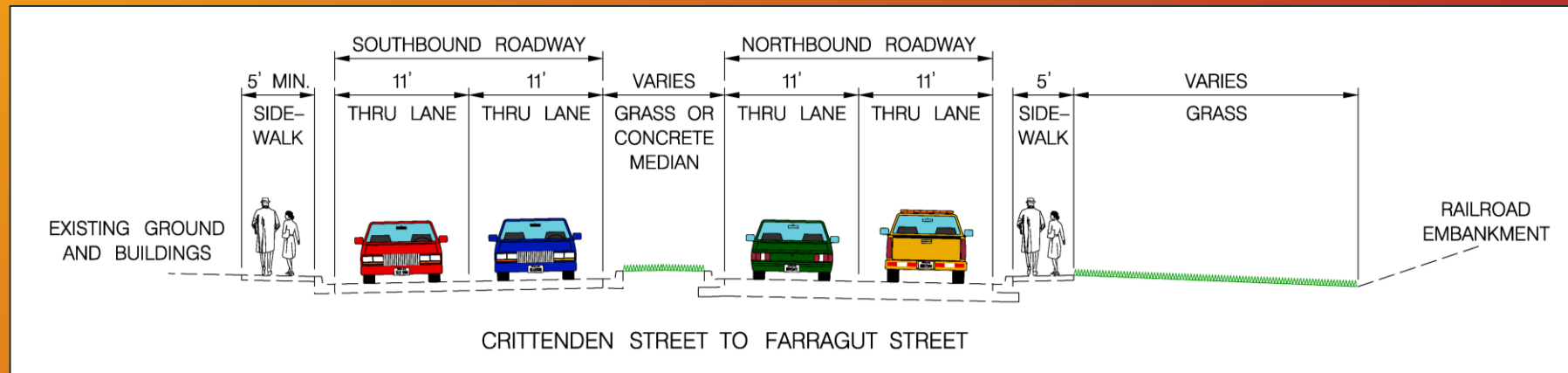
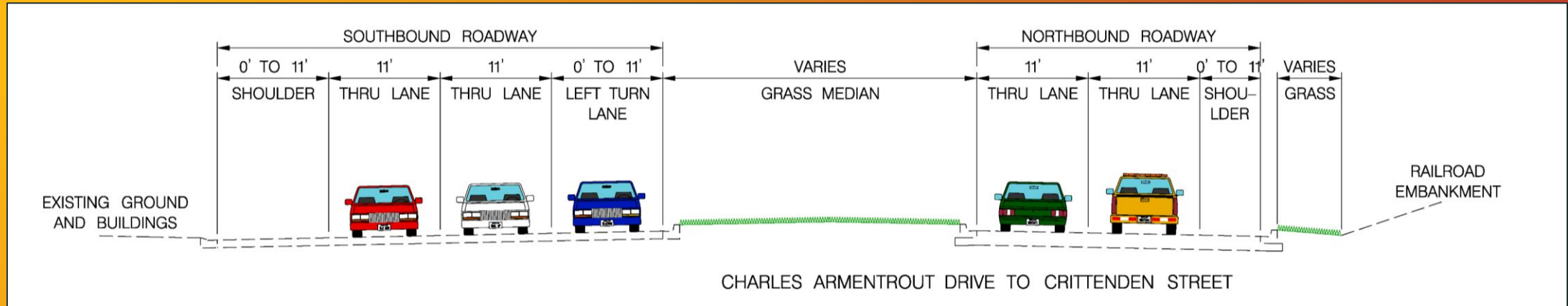
Rhode Island Avenue Trolley Trail

 Proposed Conditions – 43rd Ave. to Farragut St.



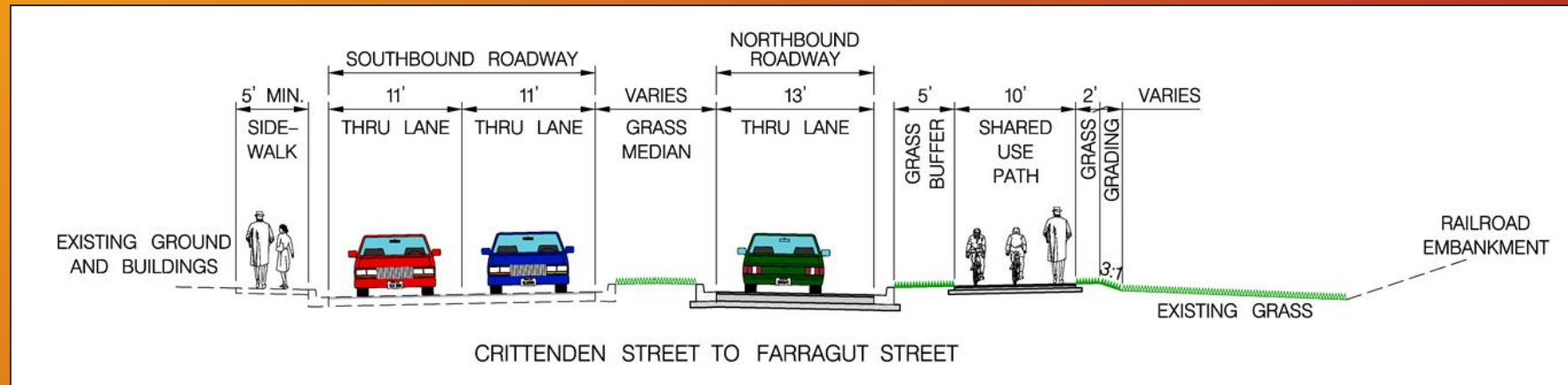
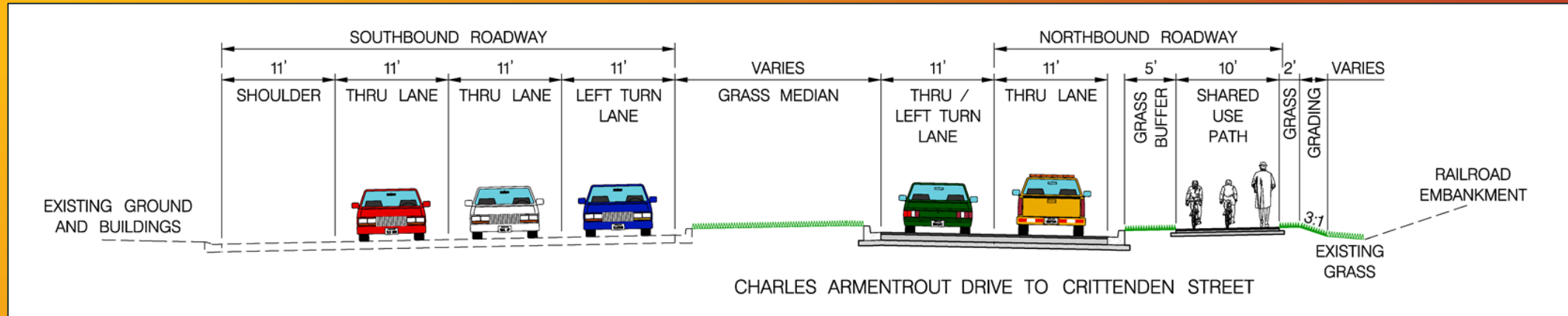
Rhode Island Avenue Trolley Trail

Typical Sections - Existing Conditions



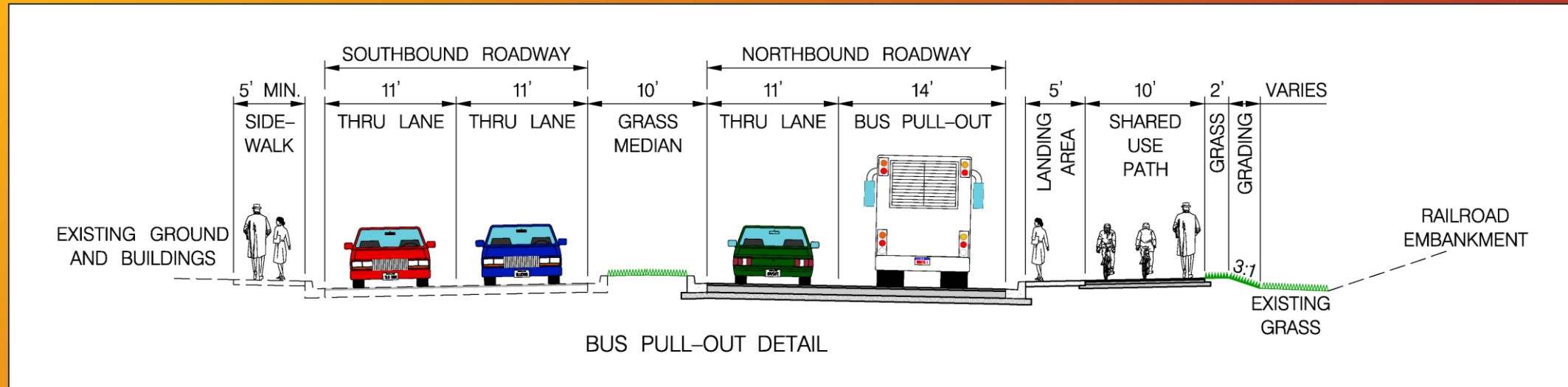
Rhode Island Avenue Trolley Trail

Typical Sections – Proposed Conditions



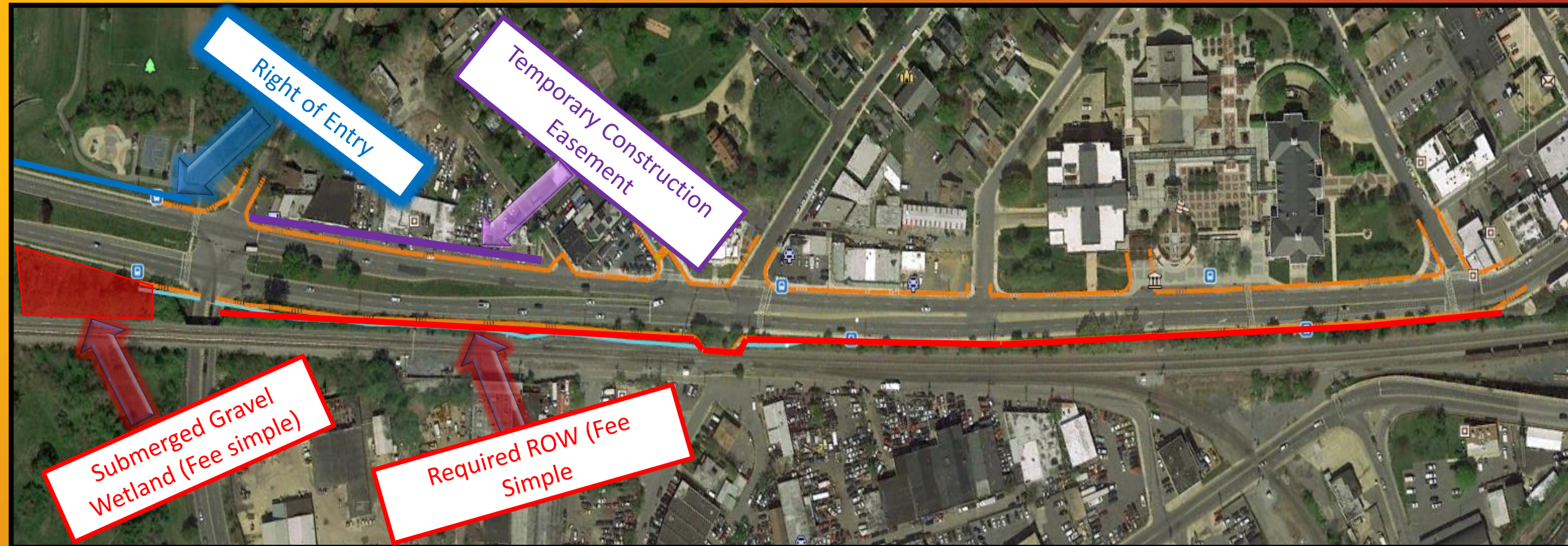
Rhode Island Avenue Trolley Trail

Bus Turnouts - Typical Section



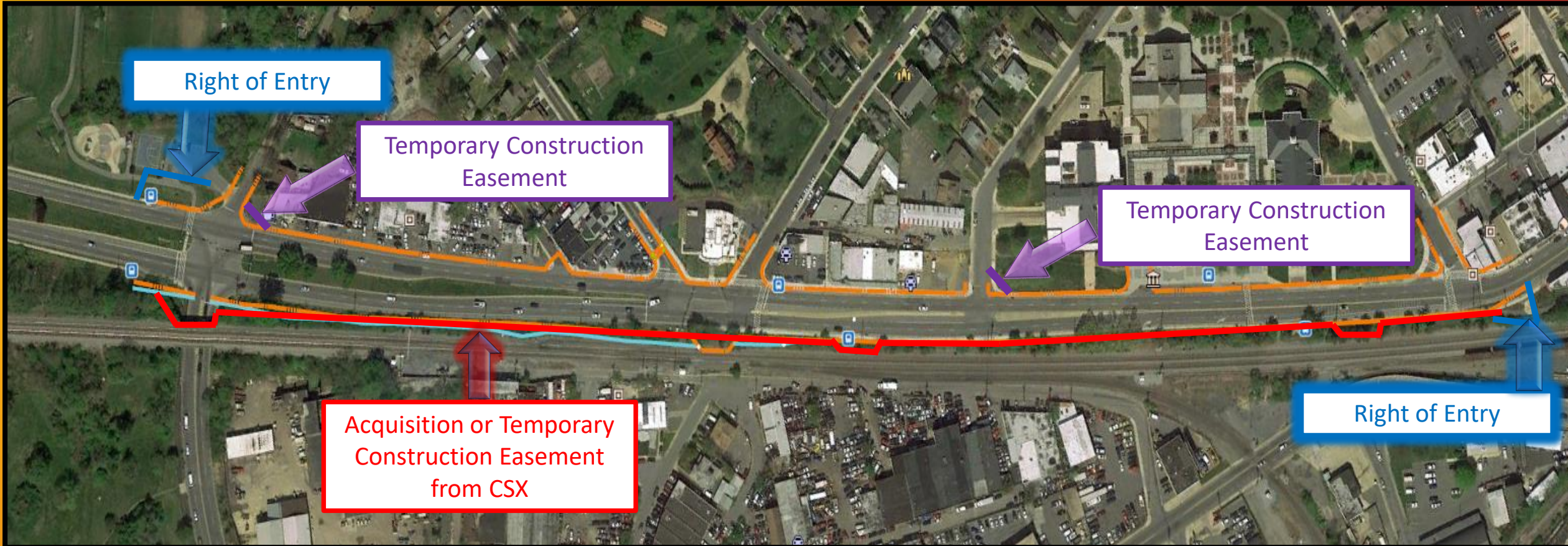
Rhode Island Avenue Trolley Trail

🚶 Right-of-Way Needs - 30% Design



Rhode Island Avenue Trolley Trail

🚶 Right-of-Way Needs - 65% Design



Rhode Island Avenue Trolley Trail

Next Steps

Submitting for Mandatory Referral

Signing Agreement with the City of Hyattsville
and M-NCPPC

Estimated construction date for Fall 2020 is
contingent to right-of-way and utility relocation

CITY OF HYATTSVILLE
PLANNING COMMITTEE MINUTES (DRAFT)
SEPTEMBER 17, 2019

1. Introduction of Committee & Guests Members (7:30 PM)

- Maureen Foster, Co-Chair
- Wil Maxell, Co-Chair
- Todd Denzel, Committee Member
- David Marshall, Committee Member
- Thomas Sheffer, Committee Member
- Nkosi Yearwood, Committee Member
- Bart Lawrence, Council Liaison
- Ben Simasek, Council Liaison
- Jim Chandler, Staff Liaison
- Kate Powers, City Planner
- Margueritte Smith Clark, MDOT SHA
- Luis Gonzalez, MDOT SHA
- Mekdes Tabor, MDOT SHA
- Robert Patten, M-NCPPC
- Jason Ruggs, Resident
- Chris Davidson, Arrow Bicycle
- Chris Hatcher, Applicant
- Chris Spahr, Applicant
- Shawn Day, Applicant
- Flaner Williams, Resident
- Mark Ferguson, Applicant
- Brandon Gurney, Applicant
- Jeff Lemieux, Trail User
- Rumi Matsuyama, Business Owner and Cyclist
- Ken Carter, Maryland Meadworks
- Dan Behrend
- Stephanie Harried, Resident
- David Hiles, Resident and Bike Commuter
- Garrett Hennigan, Washington Area Bicyclist Association
- Stuart, Hyattsville CDC

2. Committee Business (7:35 PM)

Motion to approve the July 16, 2019 meeting minutes passes; Approved 5-0.

3. Rhode Island Trolley Trail Extension Project, US 1 from 41st Street to Farragut Street

- Presentation
 - o Margueritte Smith-Clark, Transportation Engineer, Office of Highway Development, MDOT State Highway Administration
 - o Luis Gonzalez, Project Manager, Office of Highway Development, MDOT State Highway Administration
- Project Background
 - o Margueritte Smith-Clark provided the group with the details of the 65% design of the Rhode Island Trolley Trail Extension Project.
 - o In terms of the design, the practical design model was adopted in September of 2016 with the goals of safety and efficiency. The shared-use path along northbound US 1 from Charles Armentrout Dr. to Farragut St., connecting to the existing Rhode Island Avenue Trolley trail and existing Northwest Branch Trail.

- o With this project, SHA aims to maintain level-of-service (LOS) E, traffic conditions for the year 2040.
 - o Ms. Smith-Clark went over the project milestones to date, including the 5% design initiation in August 2017 and the 30% design (preliminary investigation) in August 2018. She also went over upcoming milestones including mandatory referral in October 2019, project advertised to prospective bidders in Summer 2020, and tentative construction start in the fall of 2020.
 - o Stormwater facilities moved off site, site can handle quantity, not quality. Concept approval for stormwater management in August 2019. Idea to have the stormwater within CSX area, however this was not feasible.
 - o Hope to have a signed agreement by November 2019. Project not funded for construction until signed executed contract.
 - o Final design by early 2020, then look for bids, construction in the fall of 2020.
 - o Ms. Smith Clark described the existing conditions of the project site (US 1 and Charles Armentrout Dr.), showcases the current four lane highway and bus stops 1 and 2. In the proposed conditions, bus stop 2 will be removed as there are other close by stops and it has few users currently. In addition, the project will not include a sidewalk from 41st street to Braxton. After being reviewed by a third-party design team, it was determined that the addition of this sidewalk would not add to the return on investment of the project.
 - o Users are split at intersection, in part to aid the visually impaired be directed correctly. There is a proposed crosswalk on the west leg, but not on the northern leg due to sight distance issues.
 - o Next, reviewed existing conditions of north 41st Street to 43rd Avenue including bus stops 3 and 4. In the proposed changes, the 2 through lanes along northbound US 1, one will become a left turn lane (with advance warning). Road diet will be implemented after Crittenden Street to reduce vehicular speeds, improve safety and provide space for the multi-modal trail. Bus stop 4 will be move closer to the intersection.
 - o In the section between 43rd Avenue to Farragut Street, SHA is proposing stop 6 be moved closer to Farragut Street. The mid-block crossing in front of the courthouse will be removed. In addition, the median will be reconstructed, and bus pull outs will accommodate bus stops including a 14ft bus lane and 5-foot landing area.
 - o Next steps will be addressing any concerns and comments from 65% design, the mandatory referral in October, a signed agreement with M-NCPPC and the City of Hyattsville by November, and tentative construction start in the fall of 2020.
- Clarifying Questions
 - o Todd Dengel: In the proposed plan, bus stop #6 on US 1 northbound is moved closer to the intersection with Farragut Street. How will buses be able to easily merge back into traffic when the bus stop is so close to a signalized intersection?

- o Margueritte Smith Clark: We will be sending the 65% design to WMATA for comment. Depending on their feedback, we may adjust the location of the bus stop if it is problematic.
 - o Todd Dengel: The design omits a sidewalk from 41st Place to Braxton Avenue. The presentation mentioned that its removal was due to comments made by an independent group. Why did this group eliminate this sidewalk?
 - o Luis Gonzalez: The project is created and implemented around the determined purpose and needs. The specify goal of the project is measured through the pedestrian route directness score, which should have a minimum threshold of 1.5. The third-party group determined that section of sidewalk did not contribute much to the pedestrian route directness score.
 - o Margueritte Smith Clark: The project should have the best value.
 - o Todd Dengel: So, the sidewalk reduces the value of the project?
 - o Margueritte Smith Clark: We do not need to include the sidewalk in order to meet the goal of the project. We have limited funds and the sidewalk does not provide enough return on investment to include in the scope.
- Wil Maxwell: (No clarifying questions)
- Thomas Sheffer: Can the City of Hyattsville potentially finance the design and construction of this sidewalk?
 - o Jim Chandler: We are looking into potentially securing separate funding for the sidewalk between 41st Place and Braxton Place. The City previously obtained money through Fund 79 to complete the construction of sidewalks along MD 208. Staff will be meeting with the Department of Public Works tomorrow to discuss the possibility of taking on the construction of the sidewalk separate from the Trolley Trail Extension Project.
 - o Thomas Sheffer: Are there any other alternatives to reduce conflict between users at the intersection?
 - o Margueritte Smith Clark: The design separates the users because they move differently at the intersection – for example, bikes tend to move more similarly to cars than pedestrians. The proposed design meets ADA standards and can accommodate the visually impaired.
 - o Thomas Sheffer: With the widened bike/pedestrian intersection, will cars coming from Armentrout be permitted to make a right on red?
 - o Margueritte Clark Smith: No, vehicles will not be permitted to make a right on red from Armentrout to US 1.
- Bart Lawrence: Was this design and agreement authorized last night?
 - o Jim Chandler: The agreement was authorized by the City Council last night, but the agreement has not been finalized.
 - o Margueritte Clark Smith: We hope to have the agreement signed and executed by November. Before this, we will be working with M-NCPPC and the City to determine maintenance and division of responsibilities. In terms of the design, we are currently at 65% design and will integrate additional comments moving forward.
- D. Marshall – From Armentrout to Route 1, why is right on red prohibited?
 - o Margueritte Smith Clark: Bicyclists have the right-of-way, and would be in direct conflict with vehicles turning right on red.

- D. Marshall: I also have questions about the removal of the sidewalk on southbound Route 1 from the design. The inclusion of the sidewalk adds safety to the area.
 - Margueritte Smith Clark: Our design was reviewed by a separate team. According to their analysis, the inclusion of the sidewalk add cost to the project. This project will require a new road with a full depth of pavement to provide cross slope for drainage. SHA needs to keep costs reasonable.
 - D. Marshall: Why is Bus Stop #6 being moved further from the Justice Center?
 - Margueritte Smith Clark: Currently, Bus Stop #6 is at a mid-block crossing between 43rd Avenue and Farragut Street. Mid-block crossings can be dangerous. The bus stop is being moved closer to the signalized crossing at Farragut Street.
- Ben Simasek: (No clarifying questions)
- Nkosi Yearwood: To clarify, along the intersection of Route 1 and Armentrout, 3 out of 4 legs of the intersection will have crosswalks?
 - Margueritte Clark Smith: The wall accommodating the CSX tracks cause a visibility issue for vehicles turning right from Armentrout to US 1. There will be no turn on red as well as no crosswalk on that leg, to prioritize the safety of pedestrians.
 - Nkosi Yearwood: Were modifications made to the turning radius at this intersection?
 - Margueritte Smith Clark: The turning radius is the same, but the green paint and stop bar will be placed further back from the intersection. In addition, there will be a visual indication of no right on red.
 - Nkosi Yearwood: Was there consideration of a protected intersection approach?
 - Margueritte Smith Clark: We have included some elements of a protected intersection, but there are some constraints. There is an island separating pedestrians and bicyclists – splitting users keeps them away from the road.
- Thomas Sheffer: What is the width of the crosswalks from 41st Place to 43rd Avenue?
 - Margueritte Clark Smith: 8-foot ramp, 8 foot cut through, and 5 foot receiving ramp.
- Garrett Hennigan:
 - X
 - X
 - Xx
 - X
 - X
- Hennigan - Armatrout and route 1 intersection, bike way?
 - At intersection it is 8, 10 in shared use path, sidewalk turn to 5 feet, cyclists 8 foot radii
 - Bike and ped signals, drivers... turn arrows?
 - MDOT SHA - office of traffic and safety will review, Senator Pinsky comments
 - 4th leg crosswalk on north side, rules out for sight lines, conflict right turn cars and ped?
 - Maintenance level of services, eliminate by of wing wall and sight distance

- Will people abide by? People will feel uncomfortable,, won't be able to see who is coming, deter people from crossing
- 30% design road diet start at Armtroat, now...
- Reduce level of service in 2040, drop pretty quickly
- Dismiss 2040 projections... one northbound lane, bump out sidewalk so sight lines okay?
- Would need to review to determine if appropriate
- Patten, Park and Planning - every crossing is legal, today to crossing on north leg, but ped access on each side?
 - Legal to cross at any intersection, eliminate mid-block crossing
 - Legal to cross but not putting in crossing accommodation
 - Possible to only add receiving sidewalk at Shortcake even if don't do entire sidewalk?
 - Keep ramp and extend sidewalk short amount
 - Green crossing closer to middle of intersection and ped closer to stop bar, flip green and white, reduce amount of crossing between ped and bike
 - 3 legs in ADA compliant, separate them with signals, flip green and white?
 - Margueritte - first design was like that, still had conflict, wasn't directly the visually impaired correctly, green closer to road, separate bike lanes and sidewalks, split users, green inside = conflict, reduce conflicts if flipping them
 - Sight distance created with wing wall - bikes out of view
 - SHA looking into alternatives, comment received
- MD Mead - hit by car, concerns about lack of sidewalk, safety issue
 - Ensure sidewalk goes in? Talking with PW, City Council, then pursue funding, matching requirements, time with deliver of trail
- Ken - Moving east to west/west to east. Consider different egress. Study of number of ped on side without crosswalk?
 - Foot traffic study not done, use ped directness score to determine, modeling how direct is the route?
- Bus stops placed/benches
 - 10 foot shared use, then landing area
- Substantial bike commuting, snow plow? Bikeable walkable path?
 - Snow plow - fall under maintenance, local jurisdiction, level of sidewalk, 2% slope, melt and drain
 - Jim - City PW comfortable with maintenance plan, snow removal separate equipment
 - Patten - 5ft buffer, snow can be stored there
 - David Hiles - AASHTO- urban alternative for how reasonable is it for people to make that extra walk, denser = more hazard
 - Road diet - SWM?
 - Inlets capture, transfer to truck line, deposit to river, quantity meet with just inlets, quality go off site
- Comments and Committee Recommendations to the City Council

- Nkosi - SHA explore intersection as a four legged ped crossing, progressive looking at area, ped facilities, opportunity to have four legs at intersection
- Bart - need sidewalk on west side, it is vital, east side no businesses or housing, all ped are on the other side
- Marshall - Bus stop #6 further from Justice center removal of mid-block crossing, ped will cross regardless, not assisting bus riders, will not go north to cross when heading south
- Marshall - sidewalk should be funded and constructed by state, serves ped
- Thomas - Vitality of sidewalk in short to long term, if sidewalk there, some pressure off fourth leg of crosswalk, no concerns of fourth leg, I see back ups and other concerns, 41st place to traffic at all, acceptable sacrifice, consider sidewalk to mead works as far as possible,
- Maxwell - West side sidewalk, coming from Pizzeria Paradiso, no safe place to walk over there, even get to new section, like intersection design as is no 4th leg
- Todd - bus stop 6 is problematic, agree with Marshall, Farragut intersection already tough, that bus trying to get back in, bottleneck, needs to be looked at
- ? - National Association of City Transportation Officials (alternative to Ashtoe), something to think about
- ? - fourth crossing would be helpful
- ? - west side sidewalk, left from armatroun needs to be signalized for bike and ped
- Ken - thank you for work. Scary intersection, one person die there, many near misses
- Rumi - parents with stroller
- Patten - submitted comments already to SHA, lost location for informational signage on corner by sidewalk and trail, bike and ped use same path, don't like Site distance issue created, green and white flipped, creating situation likely to have ped hurt with no crossing on fourth leg, 30% design and confirmed that the fourth leg is possible, why disappeared? Traffic honing measures and sophistication of signalization and dedicated lanes = good, power to calm traffic, speed and timing of turns, measures to make fourth crosswalk to work, pavement consolidated and efficient
- Hennigan, WABA - thank you for work, consistent width, significant buffer, road diet, good things, fourth leg crosswalk, right turn arrows, single seeding lane, bump out curb, make crosswalk happen, appreciate separate ped and bike, good notion here, worry is implementation, novel and new, bikers head on to other bikers, esp on turns, consider - shared space on the same level, different color or texture pavement, large ramps
 - Separate - asphalt to concrete... visual impair follow concrete
 - Direction warning surfaces
 - Bicyclists - asphalts wider, ramp to street level
- Flom - concerns adding north side sidewalk, no right turn on right west on armantroun, funnel more traffic to northbound route 1... 3 cycle intersection, impact through put of automobiles
- X
- Maureen - PC supports a full sidewalk on the west side of route 1, recommend city build from armatroun to Braxton, defer to how city will fund this, needs to be a sidewalk on west side of route 1. 41st place to Braxton
 - Emphasis on state funding (Marshall)

- By whatever means possible (Todd)
 - We recommend that the city in conjunction with the trolley trail extension project, city of HVL work with SHA to complete a full sidewalk from 41 to Braxton on the west side. Vote 6 consensus
 - Thomas - make wider than 5 feet
 -
 - Maureen - city work with SHA to re-evaluate urban NACTO model reevaluate corner of ...perhaps a four way crossing. Including a four legged crossing. Reconsideration of other standards/models. 5-1 support
 - Maureen - bus stop #6 should remain mid-block, with unsignalized mid-block signal to access justice center.
 - Recommend that bus stop #6 remain where it is.
 - New design 3-3
 - Recommend keep mid-block crossing on route 1 to justice center and adding ped signal.
 - Keep mid-block, fully signalized works with Farragut crossing Marshall
 - Reevaluate bus stop 6 Todd Re
 -
 - Recommend that the City ask SHW to reevaluate bus stop 6 and mid-block crossing, better access to justice center and ped safety. 5-1
 - Bike ped split (Thomas) tight for bikers, evaluate option without separate of grade and still comply with ADA requirements.
 - Recommend SHA evaluate the bike ped split at intersection of route 1 and armatroun ensure adequate turning radii while ensuring ADA compliance. Explore other options that don't involve the separation of bicyclists and pedestrians. 1-4 and 1 abstention
4. Landy Property, Toledo Terrace and Belcrest Road, Architecture Detailed Site Plan (DSP-19020)
- Presentation
 - o Chris Hatcher, Attorney for the Applicant, Lerch, Early & Brewer, Chtd.
 - Project Background
- Been here starting in 2015, redo TDDP... then PPS 2018, Infrastructure DSP 2019
 - Blum berg selected Stanley Martin
 - Phase 1 - geographic boundaries of infrastructure DSP, 131 lots
 - Entire project 331 townhouse units on Landry project
 - Northwestern high and belcrest road
 - Landscape plan - illustrates first phase and park discussed at last hearing PC
 - Agree with city, park now public (no longer proposed as private), part of annexation agreement
 - Contract purchaser, Stanley Martin homes, founded 1966 in PG county, local office in PGC, HQ in Reston, build 500 homes in MD alone, 300 - 350 in PGC, Riverdale Park Station

- Streetscape on Belcrest (north) two sticks of townhomes, entrance in top corner, median break to turn left in community
- Placeholder artwork, ultimately contest to choose piece, place making piece, left of entrance
- Right side - low to ground, designates right side of entrance, steel lettering of name and pond/fountain
- Art to left and entrance monument on the right
- Products - 16 ft - 22 ft townhomes
- 3 different elevations, full brick front
- 20 ft rear loaded, 3 different elevations, brick front
- Permitter south side 22 ft townhome, 2 car garage and driveway, brick fronts
- Normal side, high visibility side, and ... side
- Rear of product - 3 levels with 4th optional
- 20ft = optional loft roof top deck
- All three products optional 4 floor
- Landscape plans - excerpts from arch DSP, plans submitted, layout = approved under infrastructure DSP
- Paved trail runs through sight to park (build in first phase, dedicated to the City)
- Clarifying Questions
- Nkosi - sign, branding perspective?
 - Not obtrusive, low to ground, flowers and up lighting, brand community, name will tie into greater HVL area, "Gateway West"
- Marshall - color scheme in rendering, actual?
 - Yes, may have slight variations. Riverdale Park Station - similar
 - Entrance sign - low to ground, see to pond, not married to what it is.
 - Art TBD, monument yes, name TBD
- Bart - 2 -3 windows on end?
 - Dependent on floor plan, most likely determined number of windows
 - Riverdale Station, similar floor plan? Yes, learned from some things on the project, exterior perception - metal seam not asphalt, windows are bigger, one large living space on fourth floor instead of patio and loft
 - Tour of Riverdale an option for Planning Committee
- Todd - siding material?
 - Vinyl
 - 4th floor options, don't choose, get attic/storage?
 - Some space but not living/usable (access panel, likely)
 - End units - some will be brick some vinyl depending on location? Yes
 - Back porch option? Decks will be standard in some, optional in other
 - Exterior items optional? Ex. Awnings
 - Awnings are standard, dormers optional, all else are standard
 - Price point? Range? \$125,000 range, don't know where we'll start
- Maureen - 22ft front load? 37/131... 4 more in next phase

- Comments and Committee Recommendations to the City Council
- Todd - front facing gateway buildings ask that brick all the way. Not facing anything, then no point, gateway where visible need all brick no vinyl
- Wil - more color, like the signage in the front
- Bart - end wall that lack windows, Riverdale 6-8 windows on end, consider more windows
- Marshall - big blank walls, complete brick wall looks lost, add more windows, 5 windows instead of three. Awnings - some with, some without in renderings... (Stanley Martin - middle elevations no awnings, end elevations have awnings). Awnings - in all units without, protection from weather, consideration, protection at front door. Loft and decks on fourth floor - middle units only? (Available for any unit). Front load with garages - loft face back of property
- Ben - concept like to see sculpture and sign swap sides, signage indicate public park, more welcoming, other side where homes are
 - storm water area?
 - Direct people towards park
- Nkosi - support art component, Weakness - architecture. Side units need to beef up, regional examples.. Colors blend together, examples EYA, locally arts district, add more colored elements add more vitality. Visually doesn't pop, more variation! Happy park dedicated to city, overall - provide more to standard, dormer is option, what if on some blocks = standard, architectural variety. More on architectural side, between school and multi family units, buyers looking for something more distinctive, compete with other builders in area
- Maureen - we recommend that the Landy property enhance the standard architectural design with additional color, windows (side elevations), Eliminate vinyl on end units - towards Gateway, see EYA art district as an example
- 5-0 support
- Recommend Landy property switch the art and place raking sign to encourage more use of the open space. 1-4 does not pass
- Appreciate the public park and the artwork at the entrance of the development.
- Additional space for art? Marshall — not planned for
- Signage directing public to park? (Todd) — Maintenance and noise... tentative agreement, park land to city after last unit sold, park will not be open to public until end of construction
- Nkosi - will development team build the park? Yes, build and maintain until construction is complete
- Marshall - on sign, showed in rendering, not issue with height placement, think about what it turns out to be, whatever words are on it, think in an artistic way, not just a sign, pull the eye, so sign is almost another piece of artwork. Like the project, like that they will be city streets, and city parks
- Todd - really applied our comments

5. Development Update

- Miller's Ale House – M-NCPPC Planning Board Decision
 - Approved by planning board with conditions, revised to accommodate, back to planning board
 - SWM moved
 - One parking space = bad
 - Wall opening - ?
- 5812 40th Avenue – Future Teen Center
 - City purchasing parcel with vacant building
 - Shoe cleaning, no ball playing park
 - Old beauty salon
 - Public notice? Talk to residents?
 - Closing later this week
 - No PGC funding
 - Under site control, then figure out programming and build out
 - Public outreach - don't do for acquisitions
 - Residential developer looking to develop into townhomes
- Parkview Manor – Ribbon Cutting
 - 38th avenue
 - Press Release
 - 53 units of housing
 - Occupied
 - Public space out front
 - \$13 mill rehab
 - 225000 HVL
 - Private, HUD, DHCD, PG county, 11 sources of fund
 - Thought=hatful affordable housing
 - Montgomery housing partnership
 - Restore original floor, new mechanical systems
 - Try not to displace individuals
- 3599 East-West Highway – City Council Action
 - PC July presentation
 - Issue - applicant would like 16 parking spaces + 16 pumps = space issues, designated through lane, space constricted
 - 32 amendments to TDDP, use not compatible
 - Revisions - deliver retail, increased gas capacity, but no 32 amendments
 - City Council last month - 2nd story use, doesn't make sense, if doesn't work owner will use.. Short term okay, long-term does not work... PP wants density

- 16 spaces - for secondary use, TDDP no parking requirements, creating circulation issues on site
 - PP and applicant, different look on site, gas pumps in back, viability ... problematic, reduces number of amendments to 7 from 32, not a recommended use, but is permitted
 - Applicant not supportive, reduces parking and pumps to back
 - Diminish visibility of pumps
 - Example of TOD property, open to suggestions
 - Hearing in November
- Other Projects
- Park across old Safeway - infrastructure end of Oct, landscaping in Spring, then schedule ribbon cutting, picket fence and plans, decorative posts, decorative picket fence, how to engage groups to do individual pieces of fence
 - Will's Decorating/TESST - review being DHCD, appraisal lapse, order new one, closing rescheduled, façade money timing?, close end of month, rear 60 days after that
 - Tour Metro II either October/November
 - Teen Center - scope? Rehab scope = improvement need to happen for functional. Single entrance and exit ADA compliance, quirky but structurally good, upgrade electrical, fix drop ceilings... residential lot not for sale
 - Arts District Retail - remove parking adjacent to structure, City not involved. Allocated more parking for Yes! Previously spaces available for all. City has no say in private parking.
 - QCR - poles for traffic lights, work towards goal
 - Magruder - parking lot, city filed against it... city received notice from court to accept our filing, attorney preparing filing, public document to be posted (just lower lot). Octopus corner at Magruder park... more buildings, more people. Safety? Any accidents there?
 - Middle School - as of yesterday, PS3 bid on existing site, private proposals back, not a public process
 - Armory Apartments - past 4 months mitigation proximity to armory, historic easement on property - mitigation MOU recently approved, architectural modifications, signage and placards, see site plans in the next few months, file and receive if proceed by right or DSP hearing, if hearing in January
 - Riverfront - will be promoting multi family at some point, probably early next year. Pond area.. Fountains? No, just SWM overflow.

6. Additional Questions & Discussion

7. Adjourn (10:15 PM)

Candace B. Hollingsworth
Mayor



Tracey E. Douglas
City Administrator

November 28, 2018

Luis A. Gonzalez, P.E.
Assistant Division Chief
Innovative Contracting Division
Office of Highway Development
MDOT State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21201

Mr. Gonzalez,

This correspondence is written in response to the Maryland State Highway's Rhode Island Avenue Trolley Trail – 30% design documents.

The extension of the Rhode Island Avenue Trolley Trail is a key component to achieving several of the long-term economic, transportation and sustainability goals of our community. We are appreciative of Maryland SHA's efforts to advance the design and construction of this project. To that end, the City of Hyattsville has reviewed the proposed 30% plans and adopted the following comments on November 19, 2018:

1. Generally speaking, the City of Hyattsville is supportive of the project goals, including the road diet, and look forward to completion of the design and scheduling for capital funding;
2. The City supports SHA's design to eliminate the U-turn lane at 42nd Place;
3. The City supports SHA's design to extend the stacking capacity of Rhode Island Avenue at Crittenden Street;
4. A buffer is necessary to be incorporated between the bus loading/unloading area and the trail. As currently designed, passengers waiting to board the bus have no dedicated waiting area. Instead, they will be forced to stand on the trail until a bus arrives, creating a conflict point between cyclists and pedestrians. It is the City's opinion that a buffer is needed to provide an appropriate space out of the flow of trail traffic for bus riders to wait. The City prefers if the additional right-of-way was purchased from CSX that would allow the trail to shift slightly to the east, creating a landing space for bus riders. If the acquisition of additional land is not feasible, the City will support a reduced width of the trail at these points in order to create a landing area;
5. The City has concerns that the introduction of a 'No Left' turn for northbound vehicles at 43rd Place will have significant negative impact on motorists behavior and will create significant additional vehicle trips on adjacent City roadways. Staff would like

Candace B. Hollingsworth
Mayor



Tracey E. Douglas
City Administrator

- confirmation from SHA on the median proposed on Rhode Island Avenue north of the intersection with 43rd Place. The SHA presentation provided to the community showed that the median will be removed, but the construction drawings indicate that a median will be added. Prior to adopting a position on the proposed left turn restriction from 43rd Avenue, Staff recommends that SHA confirm the proposed geometry of the roadway in this area;
6. SHA should remove the mid-block crosswalk currently located at the County Services Building and replace it with a crosswalk at the intersection of Rhode Island Avenue and 43rd Place. The existing crossing is duplicative of the signalized crossing at Farragut Street and has limited usage due to the vacancies in the County Services Building. A crosswalk at 43rd Place would provide direct access to the adjacent commercial uses and is the intersection location is more consistent with acceptable pedestrian standards;
 7. The City does not recommend the installation at the northern edge of the intersection of Rhode Island Avenue and Charles Armentrout Drive. While an additional crossing will likely improve walkability, we believe that the existing southern crossing, if widened, as proposed by the 30% drawings, is sufficient to provide cyclists and pedestrians with an east-to-west crossing of Rhode Island Avenue. Additionally, the northern edge of the intersection has a very limited line of sight from vehicles turning onto Rhode Island Avenue from Charles Armentrout Drive and believe that a crosswalk in this location could create conflicts with vehicles and pedestrians or cyclists. The City requests SHA further assess the proposed line-of-sight adequacy before moving forward with the incorporation of this design element to ensure that it complies with all applicable safety guidelines;
 8. The City recommends that the next set of plans needs to incorporate an expanded queuing area for pedestrians/cyclists at the intersection of Rhode Island Avenue and Charles Armentrout Drive. It is anticipated that this intersection will see a significant increase in non-motorized vehicle traffic and there needs to be assurance that there is sufficient waiting space for those that need to cross Rhode Island Avenue;
 9. Crosswalks should be incorporated at intersections throughout the project site, they shall be well marked and signalized to the extent feasible by SHA. If a signal or beacon is not feasible, standalone crosswalks are to be striped, reflective and highly visible to motorists;
 10. The City recommends the incorporation of overhead lighting into this segment of the trail, as this will be utilized as both a recreational and commuter route.

In closing, the extension of the Rhode Island Avenue Trolley Trail remains a high priority for our community and we are appreciative of Maryland SHA's efforts to advance the design of this project. We are hopeful that your team will be in a position to complete the design and associated land acquisition in early 2019 enabling your team to request construction funding in FY2020.

Candace B. Hollingsworth
Mayor



Tracey E. Douglas
City Administrator

Thank you in advance for your consideration and we look forward to the opportunity to working with you and your staff.

Sincerely,



Tracey E. Douglas
City Administrator

cc: City Council
 Jim Chandler, Assistant City Administrator, Director, Com. & Econ. Development
 Darin Conforti, Deputy Director, Administration & Development, M-NCPPC
 Delegate Tawana Gaines, State of Maryland, District 22
 Delegate Ann Healey, State of Maryland, District 22
 Robert Patten, Trail Development Program Manager, M-NCPPC
 Senator Paul Pinsky, State of Maryland, District 22
 Lesley Riddle, Director, Department of Public Works
 Councilmember Deni Taveras, Prince George's County Council, District 2
 Delegate Alonzo Washington, State of Maryland, District 22

November 7, 2018

Mr. Alvin R. McNeal
Acting Chief, Park Planning and Development
Department of Parks and Recreation
The Maryland-National Capital Park and Planning Commission
6611 Kenilworth Avenue, Suite 301
Riverdale MD 20737

Dear Mr. McNeal:

Thank you for contacting the Maryland Department of Transportation State Highway Administration (MDOT SHA) in response to the 30 percent design plans for the US 1 Rhode Island Avenue Trolley Trail Extension Project. We appreciate your feedback and are happy to address your concerns, which are stated as such below, followed by our response. The MDOT SHA also appreciates your partnership in this endeavor and will continue to work with the City of Hyattsville throughout the project's design process and will work diligently to accommodate all of the requested changes.

1. Lack of buffer or barrier between the roadway and the edge of the trail: In a number of sections, the 10- foot trail abuts the curb. Locating the trail pavement immediately adjacent to the roadway does not comply with national shared use path design guidance for side paths, the *Guide for the Development of Bicycle Facilities, 2012, Fourth Edition*, American Association of State Highway and Transportation officials (AASHTO).

After reviewing the recently completed metes and bounds survey, there is available right-of-way (ROW) to accommodate the request. The design will be modified to maintain a constant five-foot buffer throughout the entire area where a shared use path is being proposed.

2. Sight Distances at the intersection of Armentrout Drive and US Route 1: At this intersection we are concerned about sight distances and crossing safety, especially the crossing at the Armentrout Drive leg. We would also like to see crossing accommodations at the fourth leg of this intersection.

We are modifying the design to add crosswalks on all four legs as well as performing additional studies on potential geometric alterations that will assist with sight distances, safety, and traffic operations.

3. Need to redesign the proposed trail at bus stop Pull-Outs: at two bus stops, the trail passes directly through the waiting and boarding space, and the backdoor alighting space, creating potential conflicts with the trail users.

We are modifying the design for the area of the proposed bus turnouts to provide additional queuing space for pedestrians awaiting buses. This additional space will separate pedestrians waiting for a bus from the shared use path.

4. Improve the Trail Access by adding a crossing of Route 1 at 43rd Ave: - We would like to see a mid-block crossing provided on the north leg at this intersection that would allow the median to serve as a refuge. A signal, activated by bicyclists or pedestrians, is preferred over an uncontrolled mid-block crossing.

This recommendation lines up with a proposal we are studying to restrict left turns out of 43rd street. Restricting left turns would improve operations on the corridors and provide safer crossing for pedestrians at this location. We are proposing a six-foot pedestrian refuge island and a crosswalk on the north side of the intersection.

Thank you again for contacting us. The MDOT SHA is committed to working throughout the process with the City of Hyattsville and its residents, Maryland-National Capital Park and Planning Commission (M-NCPPC), and all parties involved in the design and construction of the project.

If you have any additional questions or comments, please contact Mr. Kidus Debasu, MDOT SHA Office of Highway Development Project Manager at 410-545-8824, toll-free 1-888-228-5003 or via email at KDebasu@sha.state.md.us. Mr. Debasu will be happy to assist you.

Sincerely,



 Eric Marabello, PE
Director, Office of Highway Development

cc: Mr. Kidus Debasu, Project Manager, Office of Highway Development, MDOT SHA



Hyattsville City Council Agenda Item Report

Meeting Date: October 7, 2019

Submitted by: Jim Chandler

Submitting Department: Community & Economic Development

Item Type: Planning & Development

Agenda Section:

SUBJECT

Dewey East Preliminary Plan of Subdivision (PPS-4-18022) Presentation (15 minutes)

HCC-96-FY20

Recommendation:

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

[Dewey East PPS Presentation .pdf](#)

Summary Background:

The applicant is proposing a subdivision of the 3.86 acre parcel along Toledo Road in Hyattsville. The adjacent properties were the subject of a recent preliminary plan of subdivision application, which was supported by the City with conditions. The applicant intends to develop the parcel with a multi-family residential building, consistent with the Prince George's Plaza TDDP.

Next Steps:

The City Council will consider 'Action' on this item at its meeting scheduled for October 21, 2019.

Fiscal Impact:

N/A

City Administrator Comments:

For Presentation Only

Community Engagement:

The applicant is scheduled to present to the Hyattsville Planning on Tuesday, October 15, 2019.

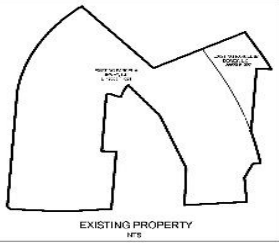
Strategic Goals:

Goal 2 – Ensure the Long-Term Economic Viability of the City

Legal Review Required?

N/A

4-18022
CHILLUM (17TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND



- [illegible]



SURVEYOR'S CERTIFICATE

Tolson HQ 9-8-69

OFFICE OF THE DIRECTOR NATIONAL SECURITY AGENCY WASHINGTON, D.C. 20505	THIS BLOCK IS FOR OFFICIAL USE ONLY
	USE ONLY FOR REPORTS OF THE COMMISSION OF THE REPORT OF THE COMMISSION OF THE REPORT OF THE COMMISSION OF THE REPORT
	M NCPPC
	APPROVAL
	PROJECT NAME:
	PROJECT NUMBER:

[illegible] SOLTESZ, LLC

Ring molding
 Sunbathing
 No ring
 Not a coastal Science

LANHAM OFFICE
 4300 Forbes Boulevard, Suite 200
 Lanham, MD 20706
 P. 301.794.7555 F. 301.794.7556

9	ADDRESS NINCPAC CERTIFICATION COMMENTS	
4	ADDRESS SENIC COMMENTS	
3	ADDRESS NINCPAC ACCEPTANCE COMMENTS	
2	ADDRESS NINCPAC ACCEPTANCE COMMENTS	
1	ADDRESS NINCPAC ACCEPTANCE COMMENTS	
NO		NOT SIGN
DATE	CJ 08/9	DATE 11/16/92/21601
DISC	NO	10000 AM YCR
		NR-155
		10/16/92

[illegible]

OWNER/DEVELOPER/APPLICANT

TRINITY L.C.
6520 Edinburg Road (EAM)
Houston, TX 77057-82

PHONE: 8 1741-015-0469
FAX: 8 1741-001-6109
CONTACT: MARY SCOTT DECAH

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	取引金額	取引金額
	取引回数	取引回数

PROFESSIONAL CERTIFICATION

BRIEF CERTIFICATE FOR REGISTERED TRADE
SPECIALIST IN ELECTRICAL ENGINEERING - 40 JANS
RENEWAL NO. 40896 EXPIRATION ON DATE: 6/30/16



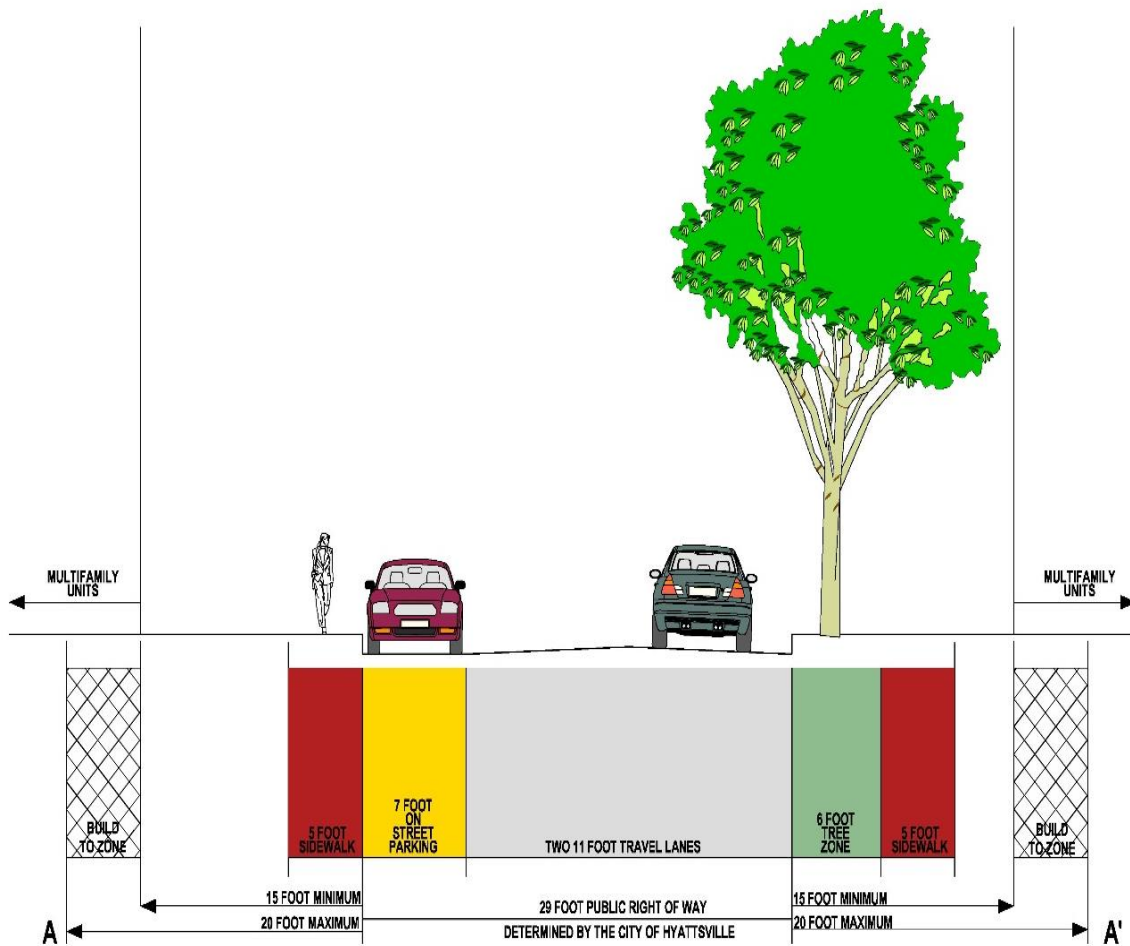
8/30/16

PRELIMINARY PLAN OF SUBDIVISION
4-18022
DEWEY PROPERTY

CHILLUP (17TH) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

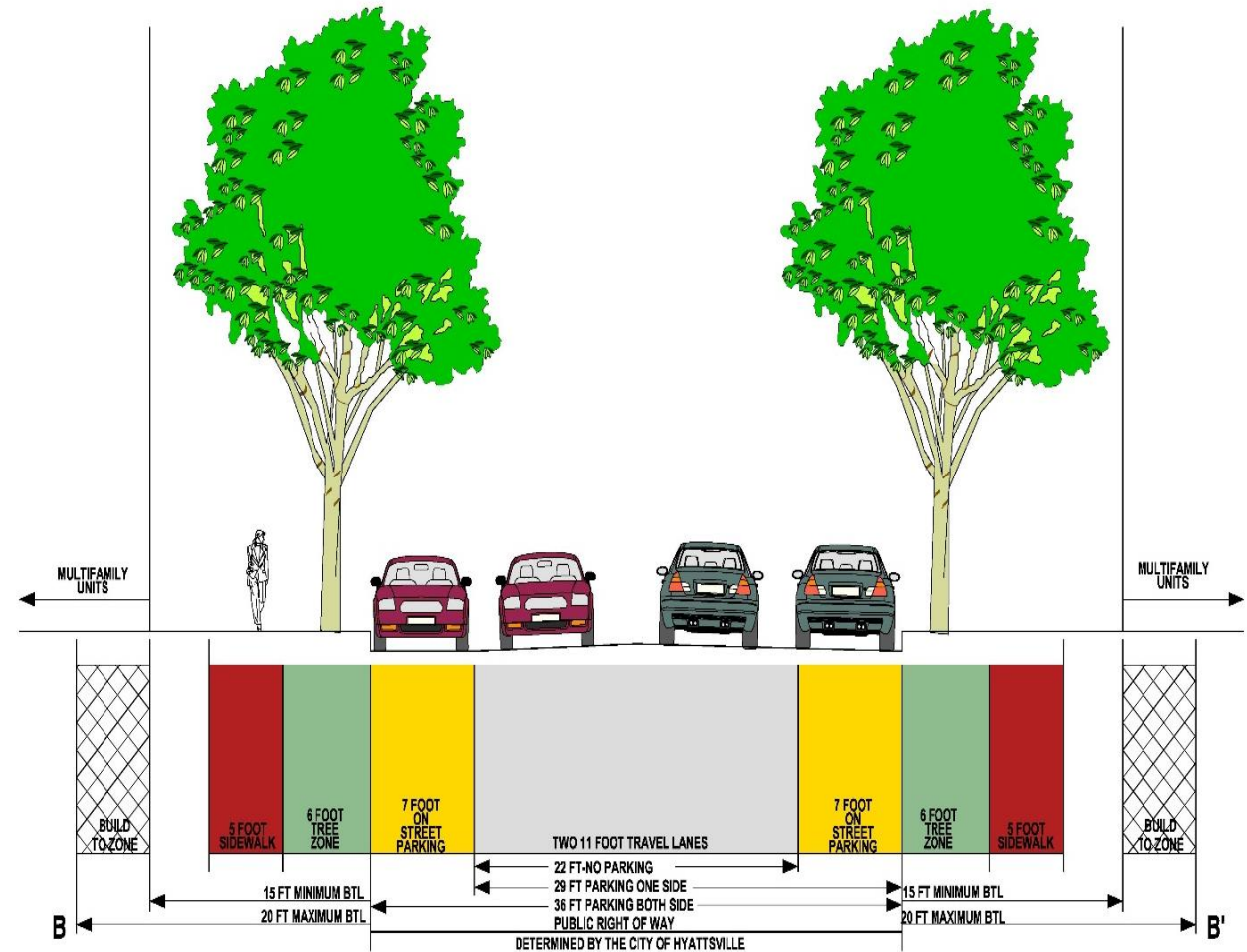
Dewey Preliminary Plan of Subdivision 4-18022

4-19033



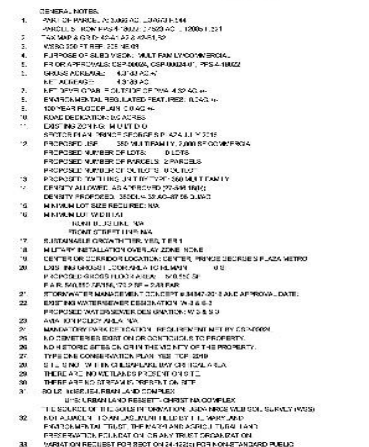
PROPOSED ROAD 'A'

SCALE: 1"=5'



PROPOSED ROAD 'B'

SCALE: 1"=5'



EDGE-TO-EDGE LINE

LX0 TWO COORDINATES EXISTING 2 CONFIGURES

LX0 TWO LINES

EXISTING 2 COORDINATES

PROPOSED BARRIER

PROPOSED L21 LINE

EDGE LINE

PROPOSED BARRIER LINE

PROPOSED BARRIER

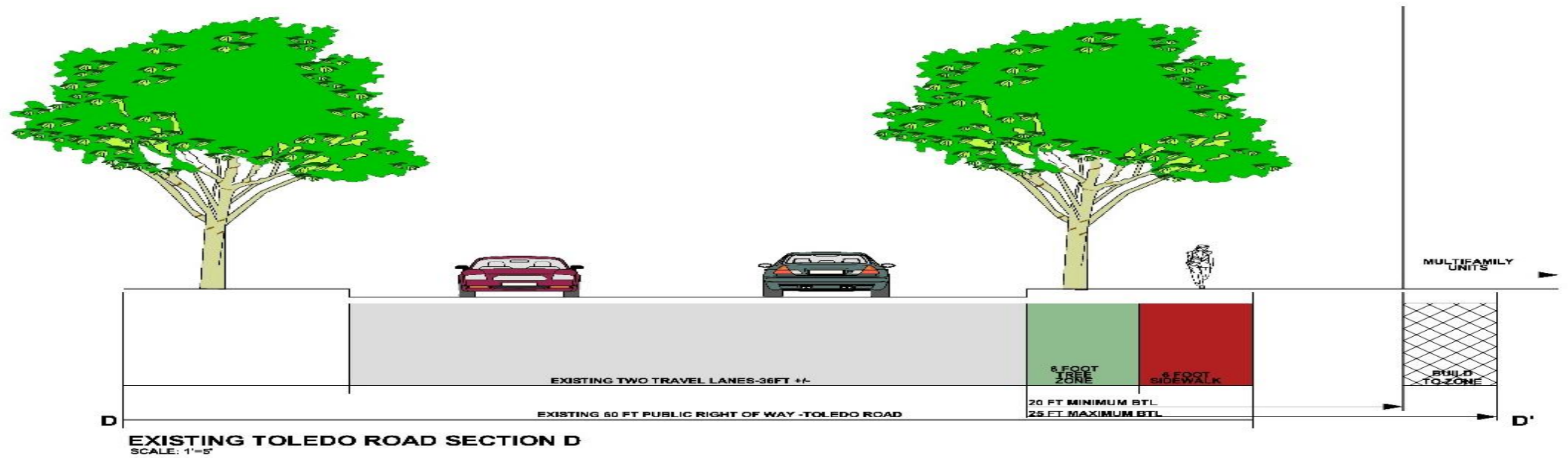
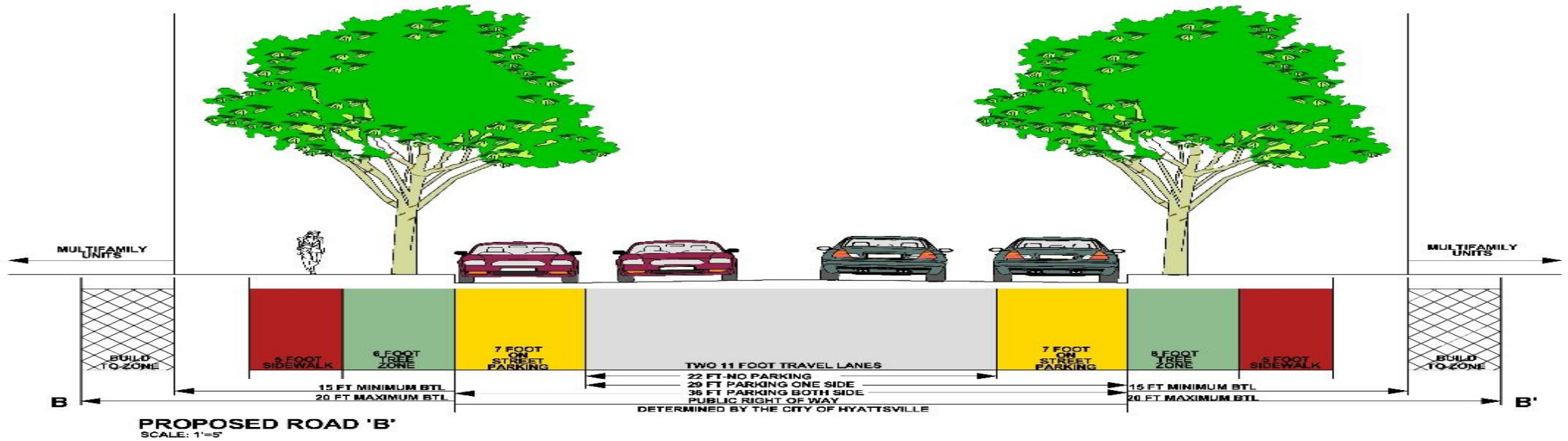
NO COORDINATES

EXISTING COORDINATES

EXISTING BARRIER

[illegible]

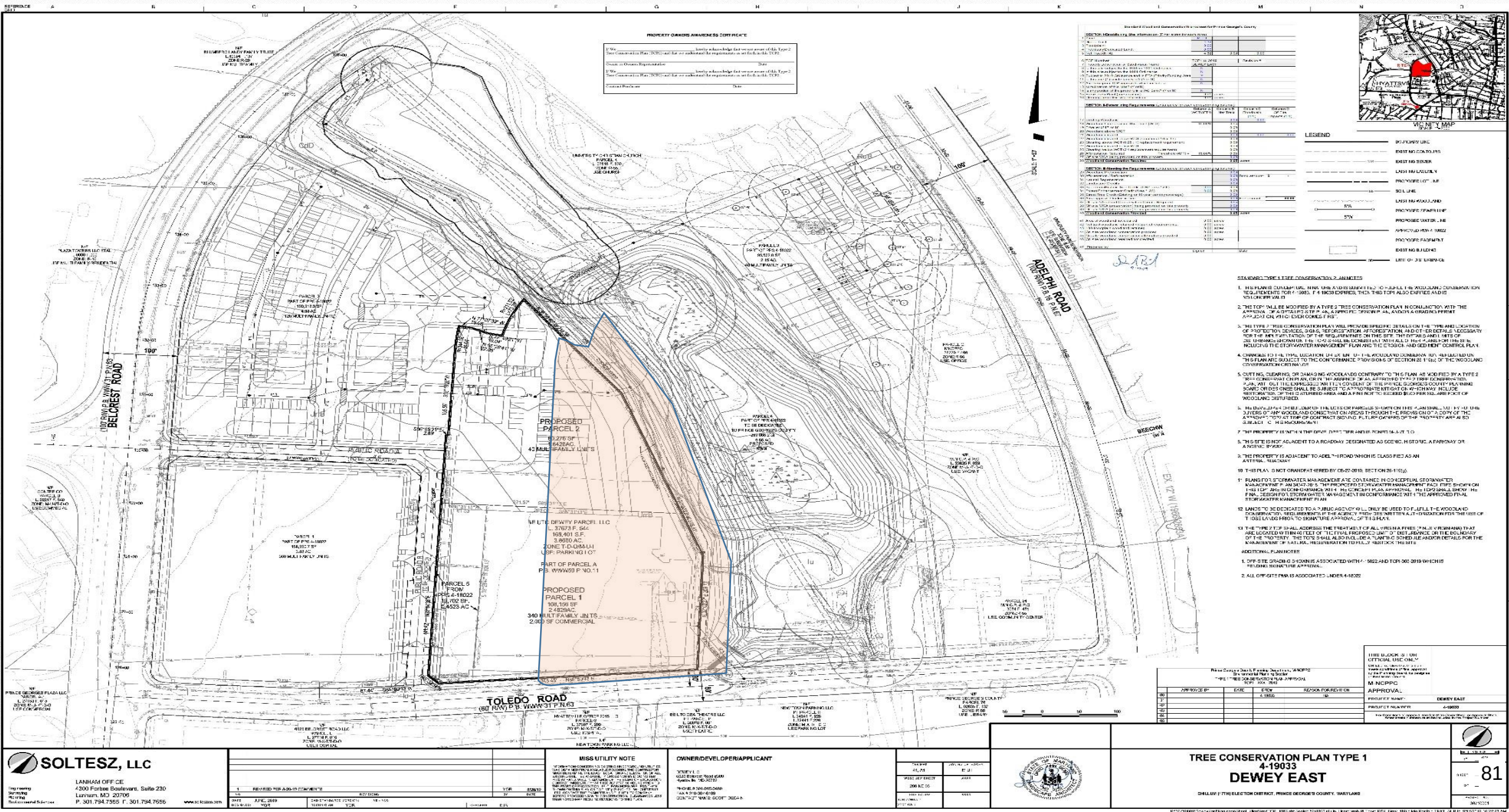
OFFICIAL USE ONLY	
UNCLASSIFIED//FOR OFFICIAL USE ONLY These conditions of release apply only if the item is being released under the authority of the President John F. Kennedy Library.	
M NCPPC APPROVAL	
PROJECT NAME:	DEWEY EAST
PROJECT NUMBER:	4-10033
For Guidance on Approval and Release from Dewey Group or Approval Group	



Dewey East Preliminary Plan of Subdivision 4-19033 **Master Plan Road Sections-Road B & Existing Toledo Road**

4-19033

THIS DOCUMENT IS THE PROPERTY OF SOLTESZ, LLC. IT IS TO BE USED FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF SOLTESZ, LLC. ANY VIOLATION OF THIS NOTICE SHALL BE SUBJECT TO LEGAL ACTION.



- STANDARD TREE CONSERVATION PLAN NOTES**
1. THIS PLAN CONVEYS THE TREE CONSERVATION PLAN TO THE CITY OF BALTIMORE FOR THE CITY OF BALTIMORE. THE CITY OF BALTIMORE SHALL BE RESPONSIBLE FOR THE PROTECTION AND MAINTENANCE OF THE TREES SHOWN ON THIS PLAN.
 2. THE TREE CONSERVATION PLAN SHALL BE REVIEWED BY THE CITY OF BALTIMORE. THE CITY OF BALTIMORE SHALL BE RESPONSIBLE FOR THE PROTECTION AND MAINTENANCE OF THE TREES SHOWN ON THIS PLAN.
 3. THE TREE CONSERVATION PLAN SHALL BE REVIEWED BY THE CITY OF BALTIMORE. THE CITY OF BALTIMORE SHALL BE RESPONSIBLE FOR THE PROTECTION AND MAINTENANCE OF THE TREES SHOWN ON THIS PLAN.
 4. CHANGES TO THE TREE CONSERVATION PLAN SHALL BE REVIEWED BY THE CITY OF BALTIMORE. THE CITY OF BALTIMORE SHALL BE RESPONSIBLE FOR THE PROTECTION AND MAINTENANCE OF THE TREES SHOWN ON THIS PLAN.
 5. CUTTING, REMOVAL, OR DAMAGING OF TREES SHOWN ON THIS PLAN SHALL BE REVIEWED BY THE CITY OF BALTIMORE. THE CITY OF BALTIMORE SHALL BE RESPONSIBLE FOR THE PROTECTION AND MAINTENANCE OF THE TREES SHOWN ON THIS PLAN.
 6. THE TREE CONSERVATION PLAN SHALL BE REVIEWED BY THE CITY OF BALTIMORE. THE CITY OF BALTIMORE SHALL BE RESPONSIBLE FOR THE PROTECTION AND MAINTENANCE OF THE TREES SHOWN ON THIS PLAN.
 7. THE TREE CONSERVATION PLAN SHALL BE REVIEWED BY THE CITY OF BALTIMORE. THE CITY OF BALTIMORE SHALL BE RESPONSIBLE FOR THE PROTECTION AND MAINTENANCE OF THE TREES SHOWN ON THIS PLAN.
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 13. THE TREE CONSERVATION PLAN SHALL BE REVIEWED BY THE CITY OF BALTIMORE. THE CITY OF BALTIMORE SHALL BE RESPONSIBLE FOR THE PROTECTION AND MAINTENANCE OF THE TREES SHOWN ON THIS PLAN.
- ADDITIONAL PLAN NOTES**
1. OFF-SITE GRADING SHALL BE ASSOCIATED WITH THE PROPOSED DEVELOPMENT.
 2. ALL OFF-SITE PAVING SHALL BE ASSOCIATED WITH THE PROPOSED DEVELOPMENT.

SOLTESZ, LLC

LANHAM OFFICE
4300 Forbes Boulevard, Suite 230
Lanham, MD 20706
P. 301.794.7555 F. 301.794.7556

MISS UTILITY NOTE

OWNER/DEVELOPER/APPLICANT

DATE: 04/10/2024

PROJECT NUMBER: 4-19033

TREE CONSERVATION PLAN TYPE 1

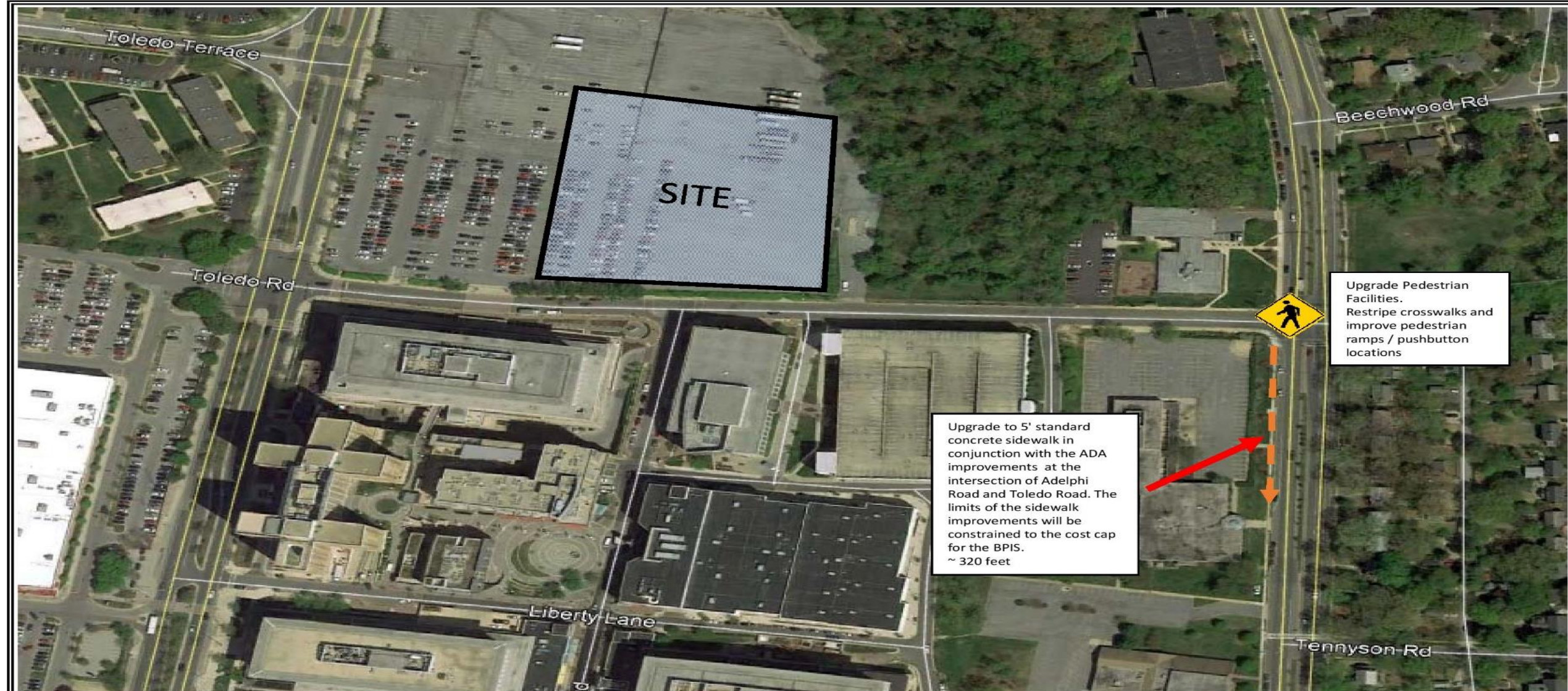
4-19033

DEWEY EAST

CITY OF BALTIMORE

81

9' = 1"



Traffic Impact Analysis

Pedestrian Improvement
Locations

Exhibit

1

82

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com





Hyattsville City Council Agenda Item Report

Meeting Date: October 7, 2019

Submitted by: Brayan Perez

Submitting Department: Community Services

Item Type: Proclamation

Agenda Section:

SUBJECT

Breast Cancer Awareness Month 2019 Proclamation

HCC-87-FY20

Recommendation:

I move that the Mayor and Council adopt a proclamation in support of Breast Cancer Awareness Month.

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

[Breast Cancer Awareness Month 2019.docx](#)

Summary Background:

This Breast Cancer Awareness Month proclamation recognizes the courage of those who have fought, are fighting, or will fight breast cancer in their lifetime. It also honors those who have lost their lives to the disease.

Next Steps:

To approve the 2019 Breast Cancer Awareness Month proclamation.

Fiscal Impact:

N/A

City Administrator Comments:

TBD

Community Engagement:

Celebration for Breast Cancer Awareness Month has been planned.

Strategic Goals:

Goal 5 – Strengthen the City's Identity as a Diverse, Creative, and Welcoming Community

Legal Review Required?

N/A

CITY OF HYATTSVILLE

PROCLAMATION

RECOGNIZING OCTOBER 2019 AS BREAST CANCER AWARENESS MONTH IN THE CITY OF
HYATTSVILLE

This proclamation recognizes the courage of those who have fought, are fighting, or will fight breast cancer in their lifetime. It also honors those who have lost their lives to the disease.

WHEREAS, the City of Hyattsville is committed to raising awareness about breast cancer and the impact it has on our loved ones, friends, colleagues and community members; and

WHEREAS, thousands of women and men in our country take on the fight against breast cancer each year; and

WHEREAS, screening and early detection can make a tremendous difference in overcoming breast cancer;

NOW, THEREFORE BE IT RESOLVED, that we acknowledge the importance of raising awareness of breast cancer in our community as we work to support survivors, those currently battling breast cancer and those who might detect it in its early stages, and that we recognize October 2019 as Breast Cancer Awareness Month in the City of Hyattsville.

Candace B. Hollingsworth
Mayor, City of Hyattsville

October 7, 2019





Hyattsville City Council Agenda Item Report

Meeting Date: October 7, 2019

Submitted by: Brayan Perez

Submitting Department: Community Services

Item Type: Proclamation

Agenda Section:

SUBJECT

Domestic Violence Awareness Month 2019 Proclamation

HCC-88-FY20

Recommendation:

I move that the Mayor and Council adopt a proclamation in support of Domestic Violence Awareness Month.

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

[Domestic Violence Awareness Month 2019.docx](#)

Summary Background:

This Domestic Violence Awareness Month proclamation recognizes that all Hyattsville residents deserve to live a life free from violence and abuse.

Next Steps:

To approve the 2019 Domestic Violence Awareness Month proclamation.

Fiscal Impact:

N/A

City Administrator Comments:

TBD

Community Engagement:

Recognition of Domestic Violence Awareness Month has been planned.

Strategic Goals:

Goal 5 – Strengthen the City's Identity as a Diverse, Creative, and Welcoming Community

Legal Review Required?

N/A

CITY OF HYATTSVILLE

PROCLAMATION

RECOGNIZING OCTOBER 2019 AS DOMESTIC VIOLENCE AWARENESS MONTH IN THE CITY OF HYATTSVILLE

This proclamation recognizes that all Hyattsville residents deserve to live a life free from violence and abuse. Through this proclamation, we pledge to ensure that victims of domestic violence know that they are not alone, and that our community is here to support survivors of domestic violence as they courageously move forward to enjoy full and healthy lives.

WHEREAS, anyone can be a victim of domestic violence regardless of age, sex, ability, ethnicity, sexual orientation, socioeconomic status, or religion; and

WHEREAS, children that grow up in violent homes are believed to be abused and neglected at a rate higher than the national average; and

WHEREAS, Domestic Violence Awareness Month provides an excellent opportunity for our community to learn more about preventing domestic violence and show support for many organizations and individuals providing critical advocacy, services, and assistance to its victims.

NOW, THEREFORE BE IT RESOLVED, that City Council, staff, and residents recognize October 2019 as Domestic Violence Awareness Month in the City of Hyattsville, as we work together to eliminate domestic violence from our community.

Candace B. Hollingsworth
Mayor, City of Hyattsville

October 7, 2019





Hyattsville City Council Agenda Item Report

Meeting Date: October 7, 2019

Submitted by: Brayan Perez

Submitting Department: Community Services

Item Type: Proclamation

Agenda Section:

SUBJECT

National Disability Employment Awareness Month 2019 Proclamation

HCC-89-FY20

Recommendation:

I move that the Mayor and Council adopt a proclamation in support of National Disability Employment Awareness Month.

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

[National Disability Awareness Month 2019.docx](#)

Summary Background:

This National Disability Employment Awareness Month proclamation shares the U.S. Department of Labor's vision of "the right talent, right now." In this way, the City of Hyattsville promotes inclusivity and recognizes the essential role that residents with disabilities make in our community daily.

Next Steps:

To approve the National Disability Employment Awareness Month proclamation.

Fiscal Impact:

N/A

City Administrator Comments:

TBD

Community Engagement:

Recognition of National Disability Employment Awareness Month has been planned.

Strategic Goals:

Goal 5 – Strengthen the City's Identity as a Diverse, Creative, and Welcoming Community

Legal Review Required?

N/A

CITY OF HYATTSVILLE

PROCLAMATION

CELEBRATING OCTOBER 2019 AS NATIONAL DISABILITY EMPLOYMENT AWARENESS
MONTH IN THE CITY OF HYATTSVILLE

This proclamation shares the U.S. Department of Labor's vision of "the right talent, right now," as we celebrate October 2019 as National Disability Employment Awareness Month. In this way, the City of Hyattsville promotes inclusivity and recognizes the essential role that residents with disabilities make in our community daily.

WHEREAS, the City of Hyattsville is committed to raise awareness about Americans with disabilities and their many contributions to the workforce and our community; and

WHEREAS, Our City is proud to be a welcoming community that strives to accommodate the needs of all residents, visitors, and employees; and

WHEREAS, residents with disabilities strengthen our community's social fabric, as well as increase our knowledge of the human condition, and enrich our society and workforce at local and national levels;

NOW, THEREFORE BE IT RESOLVED, that City Council, staff, and residents acknowledge the many contributions that those with disabilities make to our City, and that we recognize and celebrate October 2019 as National Disability Employment Month in the City of Hyattsville.

Candace B. Hollingsworth
Mayor, City of Hyattsville

October 7, 2019





Hyattsville City Council Agenda Item Report

Meeting Date: October 7, 2019

Submitted by: Jim Chandler

Submitting Department: Community & Economic Development

Item Type: Proclamation

Agenda Section:

SUBJECT

Economic Development Week 2019 Proclamation

HCC-98-FY20

Recommendation:

I move that the Mayor and Council recognize October 20 - 26, 2019 as Economic Development Week in the City of Hyattsville.

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

[Economic Development Week_2019 Proclamation.docx](#)

Summary Background:

This proclamation recognizes the week of October 20 – 26, 2019, as Economic Development Week in the City of Hyattsville. Economic Development Week is an annual opportunity to join other communities in recognizing the importance of investments and partnerships that further economic development across the State of Maryland.

Next Steps:

No additional action is required.

Fiscal Impact:

N/A

City Administrator Comments:

Recommend Support

Community Engagement:

The City will be highlighting local economic development investment throughout Economic Development Week. The City's events will also be highlighted by the Maryland Economic Development Association.

Strategic Goals:

Goal 2 – Ensure the Long-Term Economic Viability of the City

Legal Review Required?

N/A

CITY OF HYATTSVILLE

PROCLAMATION

RECOGNIZING THE WEEK OF OCTOBER 20-26, 2019 AS ECONOMIC DEVELOPMENT WEEK IN THE CITY OF HYATTSVILLE

This proclamation recognizes the week of October 20 – 26, 2019, as Economic Development Week in the City of Hyattsville. Economic Development Week is an annual opportunity to join other communities in recognizing the importance of investments and partnerships that further economic development across the State of Maryland.

WHEREAS, the economic growth and stability of the State affects all regions and jurisdictions of Maryland; and

WHEREAS, the City of Hyattsville is a vital component of Maryland's economic success; and

WHEREAS, the City of Hyattsville's Department of Community and Economic Development is an active member of the Maryland Economic Development Association (MEDA), a non-profit organization that promotes economic development as an investment in Maryland and Marylanders; and

WHEREAS, MEDA members promote the economic well-being of Maryland by working to improve the state's business climate and the professionalism of those working in the field of economic development in the State; and

WHEREAS, the City's Department of Community and Economic Development shall highlight a number of Hyattsville's successful development and revitalization efforts during the week of October 20 – 26, 2019;

NOW, THEREFORE BE IT RESOLVED, that our City Council hereby proclaims the week of October 20 – 26, 2019, to be Economic Development Week in the City of Hyattsville, in recognition of the importance of economic development as it creates new opportunities and transforms lives.

Candace B. Hollingsworth
Mayor, City of Hyattsville

June 3, 2019





Hyattsville City Council Agenda Item Report

Meeting Date: October 7, 2019
Submitted by: Laura Reams
Submitting Department: Legislative
Item Type: Appointment
Agenda Section:

SUBJECT

Appointments to the Complete Count Committee

HCC-102-FY20

Recommendation:

I move that the Mayor and Council appoint Christine Blackerby (Ward 2), Steven Blanco (Ward 2), and Alissa Scheller (Ward 2) to the Hyattsville Complete Count Committee for a term of one year to expire on September 16, 2020.

Sponsor(s):

Lawrence

Co-Sponsor(s):

Peabody, Schaible

ATTACHMENTS

[CCC Application_Blackerby_redacted.pdf](#)

[CCC Application_Blanco_redacted.pdf](#)

[CCC Application_Scheller_redacted.pdf](#)

Summary Background:

See attached applications.

Next Steps:

Staff will continue to recruit members up to 15. An initial meeting will be held in October.

Fiscal Impact:

N/A

City Administrator Comments:

Recommend support

Community Engagement:

Agendas for the Complete Count Meetings will be posted on the City's website. Meetings are open to the public and all are encouraged to attend.

Strategic Goals:

Goal 1 – Ensure Transparent and Accessible Governance

Legal Review Required?

N/A

Board, Committee and Commission Application

Profile

Christine

First Name

Blackerby

Last Name

Email Address

Street Address

City

Suite or Apt

State

Postal Code

To find your City Ward, click on this link! <http://www.hyattsville.org/538/Residency-Verification-Page>

*

☒ Ward 2

Primary Phone

Alternate Phone

Which Boards would you like to apply for?

HVL Counts! Census 2020 Complete Count Committee: Submitted

Referred By:

Please provide a brief background statement including why you want to serve on a committee. This statement may be posted on the City's website.

A complete and accurate census count is incredibly important for our community for multiple reasons. The census count affects decisions relating to resources and representation on the federal, state, and local level. These decisions persist for a full decade. I would like to do what I can to ensure that everyone in our community is counted. I don't have an official position to be able to do that, but I can offer my voice to communicate with our community about how important this count is. I appreciate the City's effort to get a complete count, and I am grateful for the opportunity to assist.

Board, Committee and Commission Application

Profile

Steven

First Name

Blanco

Last Name

Email Address

Street Address

City

Suite or Apt

State

Postal Code

To find your City Ward, click on this link! <http://www.hyattsville.org/538/Residency-Verification-Page>

*

☒ Ward 2

Primary Phone

Alternate Phone

Which Boards would you like to apply for?

HVL Counts! Census 2020 Complete Count Committee: Submitted

Referred By:

Kevin Blackerby & Laura Reams

Please provide a brief background statement including why you want to serve on a committee. This statement may be posted on the City's website.

I have lived in Hyattsville for the past 24 years and I really love it here and want to find a creative way to help my community. I have over 10 years of experience working with the youth of Hyattsville as a former educator and coach for Northwestern High School. It was there that I realized how many more latino families have moved into our city. I made sure to provide the best service to any family that would come into the school and needed assistance with breaking any communication barriers between staff and parents. I believe that I can benefit this committee through translation, community event planning and also my digital media experience. Thank you so much for the opportunity to be considered for the HVL Counts! Census 2020 committee.

Board, Committee and Commission Application

Profile

Alissa

First Name

Scheller

Last Name

Email Address

Street Address

City

Suite or Apt

State

Postal Code

To find your City Ward, click on this link! <http://www.hyattsville.org/538/Residency-Verification-Page>

*

☒ Ward 2

Primary Phone

Alternate Phone

Which Boards would you like to apply for?

HVL Counts! Census 2020 Complete Count Committee: Submitted

Referred By:

Please provide a brief background statement including why you want to serve on a committee. This statement may be posted on the City's website.

Having worked with Census data in past and current jobs, I know how important it is to researchers, policymakers and journalists to have access to accurate data when making decisions and conducting research. I'd like to serve on Hyattsville's Complete Count Committee to help ensure that every member of our community is counted, and make sure the city and state is able to properly allocate resources.



Hyattsville City Council Agenda Item Report

Meeting Date: October 7, 2019
Submitted by: Hal Metzler
Submitting Department: Public Works
Item Type: Contract
Agenda Section:

SUBJECT

DPW Renovation - Water Meter Vault Easement with Washington Suburban Sanitary Commission

HCC-90-FY20

Recommendation:

I move that the Mayor and Council authorize the City Administrator to enter into a utility easement with the Washington Suburban Sanitary Commission for the installation, inspection, and service of a water meter vault at 4633 Arundel Place, pending legal review.

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

[190925 - Easement - WSSC easement for DPW water meter.pdf](#)

Summary Background:

In 2016, the City Council approved a design/build contract with KellerCM for the renovation of the DPW facility at 4633 Arundel Place. As part of the project, new water and sewer mains had to be installed to the property. City Council approved an MOU with WSSC to complete this project. A condition of the approval for the new water main was that the City had to provide an easement to WSSC for the installation, inspection, and service for a water meter vault inside the gate of the DPW facility.

Next Steps:

N/A

Fiscal Impact:

N/A

City Administrator Comments:

Recommend Approval

Community Engagement:

N/A

Strategic Goals:

Goal 1 – Ensure Transparent and Accessible Governance

Legal Review Required?

Pending

Contract No. 18-SU-1253

THIS EASEMENT AND RIGHT OF WAY

Made this _____ day of _____ in the year _____ by and between

THE MAYOR & COMMON COUNCIL OF HYATTSVILLE,

a Municipal Corporation organized and existing under the laws of the State of Maryland, Grantor, and the WASHINGTON SUBURBAN SANITARY COMMISSION, a bi-county agency and public corporation of the State of Maryland, organized and existing under the laws of the said State, Grantee.

***Witnesseth:** That in consideration of the sum of One Dollar (\$1.00) to it in hand paid by the Grantee, the receipt of which is hereby acknowledged, the said Grantor does hereby grant and convey unto the said Grantee, its successors and assigns, an easement and right of way hereinafter described for the installation, construction, reconstruction, maintenance, repair, operation, and inspection of a water main, sanitary sewer and appurtenances thereto, including service connections within said easement and right of way, together with the right of ingress and egress along and over said right of way, for any and all of such purposes thereto; the said right of way and easement being fully described as follows:*

SEE ATTACHED SCHEDULES "A and B"

***To have and to hold** said easement and right of way, for a water main, sanitary sewer and appurtenances thereto, including service connections above described or mentioned and hereby intended to be granted and conveyed, together with the rights, privileges, appurtenances and advantages thereto belonging or appertaining unto and to the only proper use, benefit and behoof forever of the said Washington Suburban Sanitary Commission (Commission), its successor and assigns.*

And the Grantor, for itself, its successors and assigns, covenants and agrees with the Grantee, its successors and assigns, as follows:

FIRST: that it will obtain the written consent of the Grantee before it grants an easement or right of way within the above described easement and right of way, erects, places or permits to be erected or placed any building, structure (including but not limited to fencing and pavement), underground cables and channels, or landscaping (not including a lawn), or before it fills or excavates within the above described easement and right of way (hereinafter collectively referred to as "encroachments"). The repair and maintenance of any encroachments consented to by the Grantee and installed by Grantor shall be the sole responsibility of Grantor and Grantee shall have no responsibility for them. Grantor shall bear the sole cost of removing any encroachments that are constructed, located or installed within the easement and right of way without the consent of Grantee or which are constructed in a location not approved by Grantee or moved from the location approved by Grantee in its consent. In the event Grantor fails to remove any encroachment to which Grantee has not consented within a reasonable time after notice from Grantee, Grantee shall have the right, but no obligation, to remove such encroachment at the sole cost of Grantor. In such event, Grantee shall not be liable for damage caused to any such encroachment and shall have no obligation to restore such encroachment to its original or any other location within the easement and right of way or otherwise.

SECOND: that the Grantee, its successors and assigns, shall at all times have right of ingress and egress without prior notification over said easement and right of way for the purpose of installing, constructing, reconstructing, maintaining, repairing, operating and inspecting the water and sewer lines and appurtenances thereto, including service connections within said easement and right of way, said ingress and egress to be along the line herein designated and along such other lines as the Grantor may designate. And that Grantee shall have the right to cut or remove shrubs, trees, fencing, fill, encroachments or any impediment whatsoever located within the easement and right of way, whether installed or constructed with or without Grantee's consent, in order to install, construct, reconstruct, maintain, repair, operate or inspect its pipes and appurtenances.

THIRD: that this easement and right of way shall have priority over any subsequently recorded easements or rights of way, including but not limited to public utility easements or easements granted to private companies or persons, and, by accepting the grant of such a subordinate easement, any such public utility or private company or person agrees to indemnify and hold harmless Grantee, its employees, agents and contractors, and Grantor,

from any and all claims, demands, suits, losses, liabilities, damages or payments, including reasonable attorney's fees, arising out of the repair, maintenance, inspection, or reconstruction of Grantee's water and sewer lines and appurtenances thereto, including service connections, by any such utility company, private company or person, or by the presence of encroachments within the easement and right of way pursuant to such subordinate easement.

***FOURTH:** Grantor agrees to execute any permit application that may be required by a local, federal or State unit for work Grantee must accomplish in the easement and right of way. **FIFTH:** Grantor agrees to defend, indemnify, and hold harmless the Grantee, its employees, agents and contractors from any and all claims, demands, suits, losses, liabilities, damages or payments, including reasonable attorney's fees, arising out of the repair, maintenance, inspection, or reconstruction of Grantee's water and sewer lines and appurtenances thereto, including service connections, within the easement and right of way, caused by any damage to the water and sewer lines and appurtenances thereto, including service connections, caused by Grantor, by any person or entity directly engaged by Grantor to act on Grantor's behalf, or by the presence of encroachments constructed or installed by Grantor within the easement and right of way without Grantee's prior written consent as provided in the first paragraph above. Notwithstanding the language above, Grantee is not precluded from requiring Grantor to execute a separate hold harmless agreement.*

***SIXTH:** that it will warrant specially the easement and right of way hereby granted and will execute such further assurances thereof as may be requisite.*

***SEVENTH:** that it has the right to grant the easement and right of way.*

***EIGHTH:** that disturbances of the easement and right of way by Grantee for the purpose of performing its work shall be reasonably restored by Grantee, except for those encroachments installed or constructed by Grantor without Grantee's written consent as set forth in the first and second paragraphs contained hereinabove.*

THE MAYOR & COMMON COUNCIL OF HYATTSVILLE,

Sign: _____

Print: _____

Title: _____

STATE OF _____ :

COUNTY OF _____ :

I HEREBY CERTIFY that on this _____ day of _____, 20__, before me the subscriber, a Notary Public, in and for the County aforesaid, personally appeared _____ who acknowledged himself/herself to be _____ of _____, a Municipal Corporation, being authorized to do so, executed the foregoing instrument for the purposes therein contained.

WITNESS My Hand and Official Seal.

Notary Public

**WASHINGTON SUBURBAN
SANITARY COMMISSION**

By: _____
Michael Harmer
WSSC Chief Engineer

STATE OF _____ :

COUNTY OF _____ :

I HEREBY CERTIFY that on this _____ day of _____, 2019, before me, the subscriber, a Notary Public, in and for the County aforesaid, personally appeared Michael Harmer who acknowledged himself to be the Chief Engineer of the Washington Suburban Sanitary Commission, being authorized to do so, executed the foregoing instrument for the purposes therein contained.

WITNESS My Hand and Official Seal.

Notary Public

My Commission expires: _____

I hereby certify that I am an attorney duly admitted to practice before the Court of Appeals of Maryland and that the instrument was prepared under my supervision.

Claudia Koenig
Associate Counsel



10710 Gilroy Road
Hunt Valley, MD 21031
t 443.589.2400 f 443.589.2401 centuryeng.com

Tax I.D. #PG. 16-1805936

SCHEDULE "A"

DESCRIPTION OF A
W.S.S.C. EASEMENT

The Mayor & Common Council of Hyattsville

4310 Gallatin St., Hyattsville, Md. 20781

To The

WASHINGTON SUBURBAN SANITARY COMMISSION

14501 Sweitzer Lane
Laurel, MD, 20707

Being one (1) strip or parcel of land, hereinafter described, running in, through, over and across the land conveyed by The Board of County Commissioners of Prince George's County to The Mayor and Common Council of Hyattsville by deed dated September 22, 1938 and recorded among the Land Records of Prince George's County, Maryland in Liber 516 at Folio 193; being more particularly described, and referenced to the Maryland Coordinate System (NAD83/2011) as follows:

Beginning for the same at a point on the North 13° 37' 17" East 29.66 foot line of Arundel Place dedicated to public use, as shown on a plat entitled, "Dedication Plat Hyattsville" dated March 16, 2017 and recorded among the aforesaid Land Records in Plat Book SJH 247 at Plat 26, said point being distant 9.25' northerly from the beginning of said line, thence running with and binding on said line, in part, and running reversely with and binding on, the fifth or

South 16°45' West 133.56 foot line, of the firstly described parcel of land saved and excepted from owner's property, in part;

- 1) North 13° 37' 17" East 23.86', thence leaving said fifth line of the firstly described parcel of land saved and excepted from the owner's property and running through the land of said owner, the following five courses and distances;
- 2) South 87° 31' 25" East 16.53', thence;
- 3) South 82° 29' 21" East 30.23', thence;
- 4) South 76° 16' 25" East 30.46', thence;
- 5) South 13° 43' 35" West 30.35', and;
- 6) North 76° 16' 25" West 76.68' to the place of beginning.

Containing 2,200 square feet or 0.0505 acres of land more or less, as shown on Schedule B – WSSC sketch A-30069, attached hereto.

I hereby certify that the above description was prepared in compliance with COMAR 09.13.06.12.

Henry J. Knell, Jr. 9-17-19

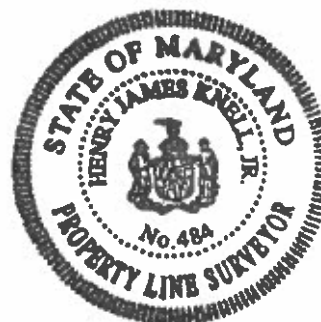
Henry James Knell, Jr.

Date

Property Line Surveyor

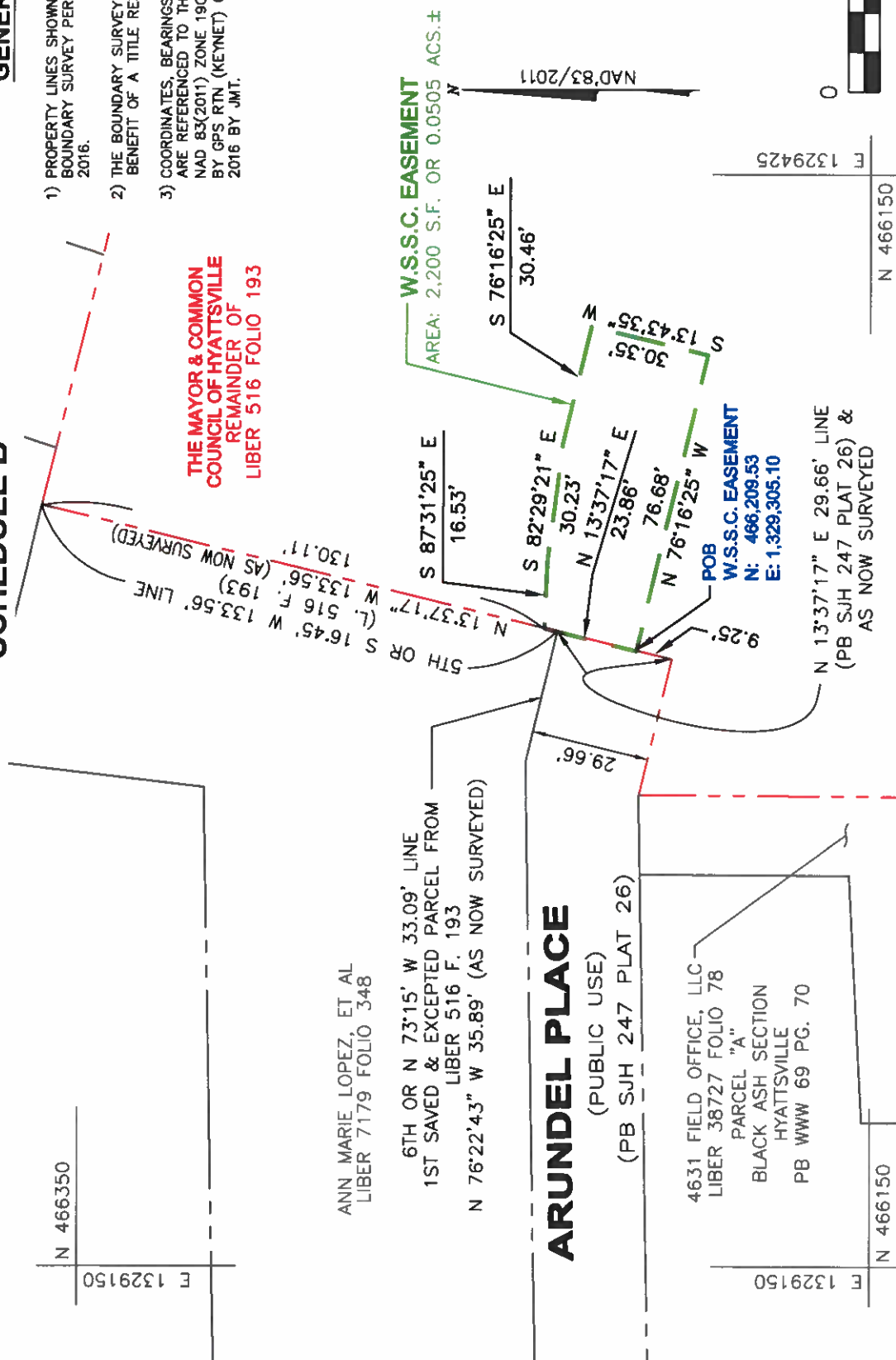
Maryland Registration No. 484

License Expiry/Renewal Date: 01/15/2021



GENERAL NOTES

- 1) PROPERTY LINES SHOWN HEREON ARE REFERENCED TO A BOUNDARY SURVEY PERFORMED BY JMT IN AUGUST OF 2016.
- 2) THE BOUNDARY SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE REPORT.
- 3) COORDINATES, BEARINGS AND DISTANCES SHOWN HEREON ARE REFERENCED TO THE MARYLAND COORDINATE SYSTEM NAD 83(2011) ZONE 1900 EPOCH 2010 AS DETERMINED BY GPS RTN (KEYNET) OBSERVATIONS IN AUGUST OF 2016 BY JMT.



SCHEDULE B

WASHINGTON SUBURBAN SANITARY
COMMISSION EASEMENT
ACROSS THE PROPERTY OF
THE MAYOR & COMMON COUNCIL OF HYATTSVILLE
REMAINDER OF
LIBER 516 FOLIO 193
4633 ARUNDEL PLACE
HYATTSVILLE, MD 20781
TAX MAP 50 GRID C2 PARCEL 49.



10710 GILROY ROAD
HUNT VALLEY, MD 21031
443.589.2400 f 443.589.2401

www.centuryeng.com

SCALE	DATE	DR. BY	CHK. BY	PLAT No.	JOB No.	WSSC CONTRACT No.	SKETCH NO.
1" = 40'	09/13/2019	G.M.B.	H.J.K. JR.	1 OF 1	151064.00	SU-1253-2018	A-30069



CONTRACT NO: 18-SU-1253

SKETCH NO(S): A-30069

LOCALITY: HYATTSVILLE

LOCATION :4633 ARUNDEL PLACE,
HYATTSVILLE MD 20781

RIGHT OF WAY

FROM

THE MAYOR & COMMON COUNCIL OF HYATTSVILLE,

TO

WASHINGTON SUBURBAN SANITARY COMMISSION

Return to

WASHINGTON SUBURBAN SANITARY COMMISSION
LAND SERVICES UNIT
14501 SWEITZER LANE, LAUREL, MD 20707



Hyattsville City Council Agenda Item Report

Meeting Date: October 7, 2019
Submitted by: Hal Metzler
Submitting Department: Public Works
Item Type: Purchase
Agenda Section:

SUBJECT

4310 Gallatin Street HVAC Repair Change Order

HCC-92-FY20

Recommendation:

I move that the Mayor and Council authorize an additional expenditure not to exceed \$20,000 to Wallmark Services Company, LLC. to cover the increases cost of the coil replacement for the HVAC system at 4310 Gallatin Street.

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

[Memo - HVAC coil change 2019.pdf](#)

[Est_3341_from_Wallmark_Service_Co._LLC_13452.pdf](#)

Summary Background:

At the Council Meeting on January 7th, 2019 the Council approved a contract with Wallmark services for the repair and service of the HVAC units at 4310 Gallatin Street. Due to a fabrication issue and damage during delivery, the aftermarket coils originally included in the proposal are no longer available. Wallmark was able to source OEM coils but at a higher cost.

Next Steps:

N/A

Fiscal Impact:

\$20,000

City Administrator Comments:

Recommend Support

Community Engagement:

N/A

Strategic Goals:

Goal 1 – Ensure Transparent and Accessible Governance

Legal Review Required?

N/A



Memo

To: Lesley Riddle, Director of Public Works

From: Michael Schmidl, Superintendent

CC: Ronald Brooks

Date: 9/11/19

Re: 4310 HVAC repairs

We currently have a contract with Wallmark service Co. LLC to make several repairs to our current HVAC units at 4310 Gallatin Street including replacement of the coils.

Wallmark has been in constant contact with me on an issue with these coils. The coil company they had contacted for the coils said they could make them, however, during the shipping they were damaged. Donny from Wallmark service went to inspect the damage and found the coils were built wrong.

The coil company used drawings from a different coil from Carrier (carrier is the brand of RTU's we have). Carrier has the plans however will not release the specs to anyone to build them. The coil company claims they can build them and will guarantee the coils will cool to capacity. Donny from years of HVAC experience is not confident that this is true and wants to give us the choice of using the coil company's coil or purchasing the OEM coils directly from Carrier.

If we use the coil company, there will be no cost added unless they do not work, I do not have an estimate for that.

We can purchase the OEM coils at an added cost of \$18,500.00

I recommend purchasing the OEM coils since the unit in question cools the first and second floor where we have 24-hour Police Department and the possible extra down time that would be required if the coils do not work.

I request to purchase the OEM coils and to make a PO not to exceed \$19,000.00 charge to 71-381-900-5610

Wallmark Service Co., LLC

780 Main Street
Prince Frederick, MD 20678

Phone # 410-414-7528 Fax # 410-535-9366

Proposal

Date

9/18/2019

Proposed price good for 30 days
after the above date.

City of Hyattsville
Attn: Accounts Payable
4310 Gallatin Street
Hyattsville, MD 20781

Property

Municipal Building

Purchase Order

Rebuild add-on

Description

Total

Substitute OEM (Carrier) coils to replace defective Condenser coils. Aftermarket coils were ordered under original contract and found to be inferior in design and execution - they were not accepted.

18,500.00

**PROPOSAL
ONLY
DO NOT PAY**

Accepted By: _____
(Print Name)

Signature: _____

For: _____
(Company Name)

Date: _____

Total

\$18,500.00

WSC USE ONLY

Work Completed - OK to
Invoice

Date: _____

WSC: _____

111

LIMITED WARRANTY: All materials, parts and equipment are warranted by the manufacturers' or suppliers' written warranty only. All labor performed Wallmark Service Co., LLC is warranted for 30 days or as otherwise indicated in writing. Wallmark Service Co., LLC makes no other warranties, express or implied, and its agents or technicians are not authorized to make any such warranties on behalf of Wallmark Service Co., LLC.



Hyattsville City Council Agenda Item Report

Meeting Date: October 7, 2019

Submitted by: Jim Chandler

Submitting Department: Community & Economic Development

Item Type: Planning & Development

Agenda Section:

SUBJECT

Board of Zoning Appeals Variance Request: 2907 Jamestown Road, Hyattsville

HCC-94-FY20

Recommendation:

I move the City Council authorize the Mayor to provide correspondence to the Prince George's County Board of Zoning Appeals in support of zoning variance application V-84-19, a request to permit 4.5-foot front building line width, 4.5-foot front yard depth, and a waiver of the parking area location requirements, for the subject property located at 2907 Jamestown Road, Hyattsville.

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

[Memo - V-84-19.docx](#)

[Application.pdf](#)

[Site Plan.pdf](#)

Summary Background:

The applicant, James Jackson, has applied to the Prince George's County Board of Zoning Appeals for a zoning variance to validate existing conditions and obtain a building permit for unauthorized construction of a driveway in front of the house. Specific violations of the Zoning Ordinance are outlined below:

- Section 27-442(d)(Table III) prescribes that each lot shall have a minimum width of 55 feet measured along the front building line.
- Section 27-442(e)(Table IV) states each lot shall have a front yard at least 25 feet in depth.
- Section 27-120.01(c) prescribes that no parking space, parking area, or parking structure other than a driveway no wider than its associated garage, carport, or other parking structure may be built in the front yard of a dwelling in the area between the front street line and the sides of the dwelling.

Variances of 4.5-foot front building line width, 4.5-foot front yard depth, and a waiver of the parking area location requirement, are being requested.

The property resides in an R-55 Property Zone and is located within Residential Parking Zone 8. The subject property is a one-story dwelling with a basement located on Jamestown Road. The property currently does not have a driveway, and the applicant is proposing the construction of a 10' x 24' driveway.

Next Steps:

No additional action is required.

Fiscal Impact:

N/A

City Administrator Comments:

Recommend Support. The applicant's variance request of 4.5-foot front building line width and 4.5-foot front yard depth, are pre-existing to the property. There is no practical way to incorporate additional frontage or square footage to the lot.

In addition, Staff recommends the City Council support the applicant's parking area location waiver, as the location of the proposed driveway is consistent with the surrounding properties.

Community Engagement:

The Prince George's County Board of Zoning Appeals is scheduled to hear this case on October 7, 2019, but will hold the record open for City comments and take action at its meeting on Wednesday, October 9th.

Strategic Goals:

Goal 2 – Ensure the Long-Term Economic Viability of the City

Legal Review Required?

N/A



Memo

To: Jim Chandler, Asst. City Administrator and Director, Community & Economic Development
From: Kate Powers, City Planner
CC: Tracey Nicholson, City Administrator
Date: September 30, 2019
Re: Zoning Variance Request V-84-19 – 2907 Jamestown Road, Hyattsville
Attachments: Application for Variance (Appeal No. V-84-19)
City of Hyattsville Variance Policy

The purpose of this memorandum is to provide the Director of Community & Economic Development with a briefing on the Zoning Variance request V-84-19, for the property located at 2907 Jamestown Road, Hyattsville, MD, 20782.

Summary of Variance Conditions:

The applicant, James Jackson, has applied to the Prince George's County Board of Zoning Appeals for a zoning variance to validate existing conditions and obtain a building permit for unauthorized construction of a driveway in front of the house. Specific violations of the Zoning Ordinance are outlined below:

- Section 27-442(d)(Table III) prescribes that each lot shall have a minimum width of 55 feet measured along the front building line.
- Section 27-442(e)(Table IV) states each lot shall have a front yard at least 25 feet in depth.
- Section 27-120.01(c) prescribes that no parking space, parking area, or parking structure other than a driveway no wider than its associated garage, carport, or other parking structure may be built in the front yard of a dwelling in the area between the front street line and the sides of the dwelling.

Variances of 4.5-foot front building line width, 4.5-foot front yard depth, and a waiver of the parking area location requirement, are being requested.

The property resides in an R-55 Property Zone and is located within Residential Parking Zone 8. The subject property is a one-story dwelling with a basement located on Jamestown Road. The property currently does not have a driveway, and the applicant is proposing the construction of a 10' x 24' driveway.

Recommendation:

Staff recommends the City Council support the applicant's variance request of 4.5-foot front building line width and 4.5-foot front yard depth, as these conditions are pre-existing to the property and there is no practical way to incorporate additional frontage or square footage to the lot.

In addition, Staff recommends the City Council support the applicant's parking area location waiver, as the location of the proposed driveway is consistent with the surrounding properties.



THE PRINCE GEORGE'S COUNTY GOVERNMENT

115

BOARD OF ZONING APPEALS

BOARD OF ADMINISTRATIVE APPEALS

COUNTY ADMINISTRATION BUILDING, UPPER MARLBORO, MARYLAND 20772
TELEPHONE (301) 952-3220

NOTICE OF HEARING

Date: September 4, 2019

Petitioner: James Jackson

Appeal No.: V-84-19

Hearing Date: WEDNESDAY, SEPTEMBER 18, 2019, AT 6:00 P.M. **EVENING**

Place: Zoning Hearing Room #L205
County Administration Building, Upper Marlboro, Md.

Appeal has been made to this Board for permission to validate existing conditions (property and dwelling) and obtain a building permit for unauthorized construction of a driveway in front of the house on R-55 Zoned (One-Family Detached Residential) property known as Lot 7, Block A, Queens Chapel Manor Subdivision, being 2907 Jamestown Road, Hyattsville, Prince George's County, Maryland, contrary to the requirements of the Zoning Ordinance.

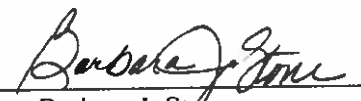
The specific violation resides in the fact that Zoning Ordinance Section 27-442(d)(Table III) prescribes that each lot shall have a minimum width of 55 feet measured along the front building line. Section 27-442(e)(Table IV) prescribes that each lot shall have a front yard at least 25 feet in depth. Section 27-120.01(c) prescribes that no parking space, parking area, or parking structure other than a driveway no wider than its associated garage, carport, or other parking structure may be built in the front yard of a dwelling in the area between the front street line and the sides of the dwelling. Variances of 4.5 feet front building line width, 4.5 feet front yard depth and a waiver of the parking area location requirement are requested.

Public hearing on this Appeal is set for the time and place stated above. **Petitioner, or counsel representing Petitioner, should be present at the hearing. A Petitioner which is a corporation, limited liability company, or other business entity *MUST* be represented by counsel, licensed to practice in the State of Maryland, at any hearing before the Board. Any non-attorney representative present at the hearing on behalf of the Petitioner (or any other person or entity) shall not be permitted to advocate.**

Adjoining property owners, who are owners of premises either contiguous to or opposite the property involved, are notified of this hearing in order that they may express their views if they so desire. However, their presence is not required unless they have testimony to offer the Board.

If inclement weather exists on hearing date, please contact the office to ascertain if hearing is still scheduled.

BOARD OF ZONING APPEALS

By: 
Barbara J. Stone
Administrator

cc: Petitioner
Adjoining Property Owners
Park and Planning Commission
City of Hyattsville

(USE BLACK INK ONLY)**PLEASE READ ALL INSTRUCTIONS
BEFORE FILLING OUT APPLICATION**

**TO: BOARD OF ZONING APPEALS FOR PRINCE
GEORGE'S COUNTY, MARYLAND**
County Administration Building, Room 2173
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
(301) 952-3220

Filing Fee Paid: \$	200.00
CKM.O. #	357
By:	James Jackson
	2907 Jamestown Rd
	Hyattsville, MD 20782
Sign Posting Fee Paid: \$	30.00
CKM.O. #	
By:	SAME
APPEAL NO.	V-84-19
(OFFICE USE ONLY)	

APPLICATION FOR A VARIANCE FROM STRICT APPLICATION OF THE ZONING ORDINANCE

(If variance is being applied for due to receipt of a Violation Notice, a copy of the notice is required.)

Owner(s) of Property James Jackson
(AS SHOWN ON DEED)
Address of Owner(s) 2907 Jamestown Rd
City HYATTSVILLE State MD Zip Code 20782
Telephone Number (home) _____ (cell) 301 219-6151 (work) 301 474-4441
E-mail address: J James X 08 @ Yahoo . Com

Attorney/engineer/contractor name, address and telephone number (applicant if different from above): (circle one)

NA

For assistance in completing questions below, see corresponding paragraphs on *Instructions to Applicants*, which is designed to help you fill out this form. **SUBMITTED SITE PLANS/PLATS MUST BE DRAWN TO SCALE BY A CERTIFIED ENGINEER, SURVEYOR OR ARCHITECT (WITH OFFICIAL SEAL OR STATE OF MARYLAND REGISTRATION NUMBER SHOWN ON THE SITE PLAN/PLAT) AND MUST SHOW ALL STRUCTURES (TO INCLUDE ALL DIMENSIONS AND NUMBER OF STORIES) AS WELL AS OFF-STREET PARKING AND ANY PROPOSED CONSTRUCTION ON THE PROPERTY. THE PLAN MUST NOTE THE SCALE, THE LOT SIZE, THE LEGAL DESCRIPTION AND A NORTH ARROW.**

Location of Property involved: a) Street Address 2907 Jamestown Rd
City HYATTSVILLE MD 20782
b) Lot(s) 7 Block A Parcel _____
Subdivision Name Queens Chapel Manor
c) Association Name(s) & Address(es) (Homeowners/Citizens/Civic and/or Community):
NA
d) Municipality (Incorporated City/Town) Name HYATTSVILLE

What will be/has been constructed on the property? (Variance(s) Required) _____

New 10 X 24 Driveway Concrete

Do you need the services of a foreign language interpreter at your hearing? (Additional \$30 fee required)

Yes _____ No ☒

Foreign Language: _____

James Jackson
Signature of Owner/Attorney

James Jackson
Printed Name

IMPORTANT: Failure to provide complete and accurate information on this application may delay or jeopardize consideration of the request. Applications on which all required information is not furnished will be returned for completion before processing. Filing fees must be made payable to Prince George's County and sign posting fees must be made payable to M-NCPPC. Approval of a variance is not a guarantee that further review will not be necessary by other governmental authorities. For further information regarding Board of Zoning Appeals policies and procedures, see Sections 27-229 through 27-234 of the County Zoning Ordinance and/or the Board's website at <http://pgccouncil.us/>.

FOR COUNTY USE ONLY

Property Zone: R-55 Overlay Zone: _____

Has the property in question ever been subject to previous Board, County Council or Zoning Hearing Examiner action? _____ If so, give Case No.(s)/Decision Date(s) _____

Is the property subject to any action by the Planning Board? _____

If so, what type of action? _____

Variance(s) requested: _____

FOR A LIST OF ALL NAMES AND MAILING ADDRESSES OF ADJOINING PROPERTY OWNERS AND OTHER PARTIES, PLEASE SEE THE PERSONS OF RECORD LIST



Hyattsville City Council Agenda Item Report

Meeting Date: October 7, 2019
Submitted by: Laura Reams
Submitting Department: Legislative
Item Type: Legislative
Agenda Section:

SUBJECT

Disbursement of Ward 2 Discretionary Funds

HCC-101-FY20

Recommendation:

I move that the Mayor and Council approve the appropriation of \$200 from the Ward 2 Council Discretionary Fund to offset costs for the installation of a shade structure at Art Works Now.

Sponsor(s):

Croslin

Co-Sponsor(s):

Schaible

ATTACHMENTS

Summary Background:

The mission of Art Works Now is to create stronger community through the arts. Art Works provides affordable, content rich-art classes and projects, with a focus on social justice. Art Works is committed to reducing economic barriers to art education and nurturing long-term, accountable community relationships. Art Works is committed to providing quality programming to area residents and demonstrating how “art works” on both the individual and community levels.

Funds will be used to offset the costs of the installation of a shade structure at Art Works. The structure will provide a shaded area for youth activities.

Next Steps:

Upon approval, City staff will process the payment.

Fiscal Impact:

250

City Administrator Comments:

TBD

Community Engagement:

N/A

Strategic Goals:

Goal 3 – Promote a Safe and Vibrant Community

Legal Review Required?

N/A



Hyattsville City Council Agenda Item Report

Meeting Date: October 7, 2019
Submitted by: Ron Brooks
Submitting Department: Finance
Item Type: Personnel
Agenda Section:

SUBJECT

Health Care, Prescription Drug and Dental Care Rates for CY20 (10 minutes)

HCC-104-FY19

Recommendation:

I move that the Mayor and Council approve the 2020 calendar year health insurance premium costs that maintains the current City and employee's contributions in all plans, except the Kaiser EPO Plan that will have an increase in the employee contribution per pay of approximately \$14 for single, \$29 for individual plus one and \$36 for family; makes no changes to the employee contributions for Prescription Drugs, no increase in the Dental PPO Plan and the employee increase in the Dental HMO Plan per pay, is less than \$8.00.

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

Summary Background:

On October 3, 2018, the City received the new State of Maryland calendar year (CY) 2020 Health Care Program guidance. There were no changes to Blue Cross Carefirst or United Health Care plans. There was a increase in the Kaiser EPO plan. The Kaiser EPO plan increased for single employees from \$21.76 to \$26.19 (\$4.43); for employee plus one from \$114.34 to \$123.63 (\$9.29), and for the family plan from \$122.76 to \$134.26 (\$11.51). Open Enrollment period will begin on October 14, 2019 and run through November 14, 2019. During this period, employees will be given the opportunity to add, drop or change coverage plans to best meet their individual or family needs. These new rates will become effective January through December 2020.

Next Steps:

Upon approval, the administration will meet with City employees to provide an overview of the 2020 Health Care Plans and rates.

Fiscal Impact:

Overall no increase to the City's share of contributions to employee's health care plans.

City Administrator Comments:

Recommend Approval.

Community Engagement:

N/A

Strategic Goals:

Goal 4 – Foster Excellence in all City Operations

Legal Review Required?

N/A



Hyattsville City Council Agenda Item Report

Meeting Date: October 7, 2019

Submitted by: Jim Chandler

Submitting Department: Community & Economic Development

Item Type: Planning & Development

Agenda Section:

SUBJECT

DSP-19020: Landy Project Architecture Detailed Site Plan (20 minutes)

HCC-95-FY20

Recommendation:

I move that the City Council authorize the Mayor to provide correspondence to the Maryland-National Capital Park & Planning Commission in support of Detailed Site Plan 19020, subject to the following conditions:

1. Doorway awnings shall be incorporated in no less than 50% of townhouse units.
2. Brick facades shall be extended to the sides of high-visibility end-units, with brick extending throughout the entire side façade on select end-units.
3. Fourth-floor additions or roof decks shall be incorporated in no less than 25% of townhouse units.
4. End-unit townhouses shall incorporate additional windows to those present in the current designs and renderings.
5. The (3) proposed *Acer rubrum* ("Red Sunset Red Maple") shall be replaced with a more appropriate canopy tree species.
6. The (66) proposed *Rhododendron catawbiense* ("White Catawba Rhododendron") shall be replaced with a more appropriate species, such as Oak Leaf Hydrangeas.
7. The (8) proposed *Cercis canadensis* ("Eastern Redbud") shall be replaced with a more appropriate ornamental tree species.
8. The proposed (11) *Lagerstroemia indica* ("Natchez Crape Myrtle") will be replaced with a more appropriate ornamental tree species.

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

[Landy City Council Memo - 10.3.2019 - Final.docx](#)

[Exhibit 1 - Brick Facade on End-Units.pdf](#)

[Landy Property Architecture DSP - HyattsvillePresentation-091719.pptx](#)

[A-SOJ-DSP19020.pdf](#)

[CIVP-DSP19020.pdf](#)

[LSLP-DSP19020.pdf](#)

[Planning Committee DRAFT Minutes - Sept 17, 2019.doc](#)

Summary Background:

The subject property is approximately 24.58 acres and located in the northwest quadrant of the intersection of Toledo Terrace and Belcrest Road, north of the existing Plaza Towers and Seville multifamily buildings and south of Northwestern High School. The Landy Property is currently undeveloped and was annexed into Hyattsville earlier this year.

The site is zoned R-20 and located within the “Neighborhood Edge” character area of the Prince George’s Plaza Transit District Overlay Zone. The applicant, Marvin R. Blumberg Company, is proposing a first phase the development of a townhouse community, consisting of 131 townhouses, on the subject property.

Next Steps:

No additional action is required.

Fiscal Impact:

N/A

City Administrator Comments:

Staff is generally supportive of the Landy Project as presented in the DSP. The recommended revisions will enhance the existing architectural elements and add to the long-term value of the townhouse products.

Community Engagement:

The project was presented to the Hyattsville Planning Committee on September 17, 2019. The Planning Committee members were generally supportive of the application as presented. The members were specifically supportive of the artistic elements and public park incorporated into the project. The Committee voiced some concerns with the proposed architectural design, specifically regarding the lack of vibrant colors, lack of windows on side units, and the façade materials presented.

The Planning Committee unanimously recommended the Landy Property enhance the standard architectural design by including more colorful elements as well as additional windows to side elevations. In addition, the Committee recommended the elimination of vinyl from public-facing end units.

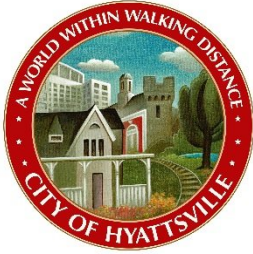
The draft meeting minutes from the September 2019 meeting are attached to this memo as reference.

Strategic Goals:

Goal 2 – Ensure the Long-Term Economic Viability of the City

Legal Review Required?

N/A



Memo

To: Mayor and City Council

CC: Tracey Nicholson, City Administrator

From: Jim Chandler, Assistant City Administrator and Director, Community & Economic Development
Kate Powers, City Planner

Date: October 2, 2019

Re: DSP-19020: Landy Project Architectural Detailed Site Plan

Attachments: Architecture Detailed Site Plan, DSP-19020
DSP-19020 Statement of Justification
Landy Proposed Products – Renderings
Landy Proposed Products – Architectural Design
September 2019 Planning Committee Minutes

The purpose of this memorandum is to provide the City Council with information regarding Detailed Site Plan (DSP) 19020, an architectural plan application for the proposed townhouse community development in the northwest quadrant of the intersection of Toledo Terrace and Belcrest Road, Hyattsville.

Project Summary

- The applicant is proposing the development of 131 townhouses in the northwest quadrant of the intersection of Toledo Terrace and Belcrest Road.
- The property is located within the “Neighborhood Edge” character area of the Prince George’s Plaza Transit District Overlay Zone.
- DSP-19020 includes architecture, community signage, and the location of public art for Phase 1, the eastern portion of the townhouse community.

Project Details

The subject property is approximately 24.58 acres and located in the northwest quadrant of the intersection of Toledo Terrace and Belcrest Road, north of the existing Plaza Towers and Seville multifamily buildings and south of Northwestern High School. The Landy Property is currently undeveloped and was annexed into the City of Hyattsville earlier this year. The site is zoned R-20 and

located within the “Neighborhood Edge” character area of the Prince George’s Plaza Transit District Overlay Zone. The intention of the Neighborhood Edge area is to act as a “transition from the intensity and vibrancy of the Downtown Core to the surrounding established residential neighborhoods” (TDDP, pg. 70). As per the TDDP, the Neighborhood Edge should have a mix of housing types – including townhouses and single-family detached homes – to “broaden the Transit District’s appeal to current and future residents” (TDDP, pg. 70).

DSP-19020 details the first 131 units of the proposed townhouse community, which will be comprised of a total of 331 townhouse units. As per the application, three types of units are being proposed:

1. Thirty-five 22’-wide, front-loaded garage units with two-car garages (“Louisa”);
2. thirty-five 20’-wide, alley-loaded garage units with two-car garages (“Jenkins”); and
3. sixty-one 16’-wide, alley-loaded garage unit, with optional single-car garage or two-car tandem-loaded garage (“Hugo”).

Only single-family attached dwellings are being proposed. A fourth level with a rear-facing balcony or deck will be an add-on option for buyers.

To see renderings of the proposed products, see pdf document entitled “Landy Proposed Products – Renderings” attached. To see the architectural designs of the proposed products, see pdf document entitled “Landy Proposed Products – Architectural Design” attached.

Within the development, all the proposed streets and alleys will be designed and constructed to public standards and dedicated to the City of Hyattsville for public use. Belcrest Road, Northwest Drive, and Dean Drive will be considered “A Streets” while all newly proposed streets will be classified as “B Streets.” All proposed new streets will have sidewalks on both sides with a 6’ Sidewalk Clear Zone and a 6’ Tree and Furnishing Zone, as well as on-street parking on either one or both sides. The development’s proposed main east-west street will be located closely adjacent to the southern boundary of Northwestern High School. No front-loaded garages will be located along this main east-west street.

Along the main east-west street, northwest of the proposed units, the applicant has dedicated space for a public park. This park will include a play structure for pre-teen children, separate play equipment for preschool children, and a shaded seating area. Details of the proposed equipment can be found on page 6 of the applicant’s Landscape Plan. The park will be owned and maintained privately by the builder and HOA until the last residential dwelling unit is sold by the builder, at which point the park will be publicly dedicated to the City of Hyattsville.

In terms of landscaping for the property, during the first phase, 133 shade trees and 110 ornamental/evergreen trees are scheduled to be planted. Proposed street trees will be placed in a grassed strip within the Tree and Furnishing Zone. Select existing mature shade trees will be preserved but will not count toward landscaping requirements as they are either too far from the proposed dwellings to count towards the requirement or are close to dwellings but not located on the subject property.

At the entrance of the development, the applicant is proposing a single-faced development identification monument sign. This will be located on the right side of the entrance, off Belcrest Road. It is the only sign currently being proposed, though additional signs may be erected at a later date, specifically at potential future entrances located on Northwest Drive and on Dean Drive. In addition, the applicant is proposing an artistic, sculptural element be included on the left side of the entrance, opposite the monument sign.

Previous Development Approvals

In order to develop Land Units 1, 2, and parts of 3 with the proposed 331 townhouse lots as well as several parcels for homeowners association purposes, the applicant submitted Preliminary Plan of Subdivision 4-17007 in 2017. The Planning Board approved PPS 4-17007 for the Landy Property on March 29, 2018 and adopted the Resolution of Approval for 4-17007 on April 26, 2018.

In 2018, the applicant submitted DSP-18003 for approval of the infrastructure for Phase 1. On March 11, 2019, the District Council approved the Order of Approval for DSP-18003. The Planning Board approved the Resolution of Approval for DSP-18003 on November 8, 2018, subject to conditions.

Variance Requests

The applicant is not requesting any variances to the 2016 Prince George's Plaza Transit District Development Plan.

Planning Committee Review

On September 17, 2019, the applicant met with the Hyattsville Planning Committee to present and discuss the subject property.

The Planning Committee members were generally supportive of the application as presented. The members were specifically supportive of the artistic elements and public park incorporated into the project. The Committee voiced some concerns with the proposed architectural design, specifically regarding the lack of vibrant colors, lack of windows on side units, and the façade materials presented.

Unanimously, the Planning Committee recommended the Landy Property enhance the standard architectural design by including more colorful elements as well as additional windows to side elevations. In addition, the Committee recommended the elimination of vinyl from public-facing end units.

The draft minutes from the September 2019 meeting are attached to this memo as reference.

Staff Recommendations

Staff is generally supportive of the Landy Project as presented in the DSP. Staff believes the following recommendations can improve the current application by enhancing the existing architectural elements and adding to the long-term value of the townhouse products.

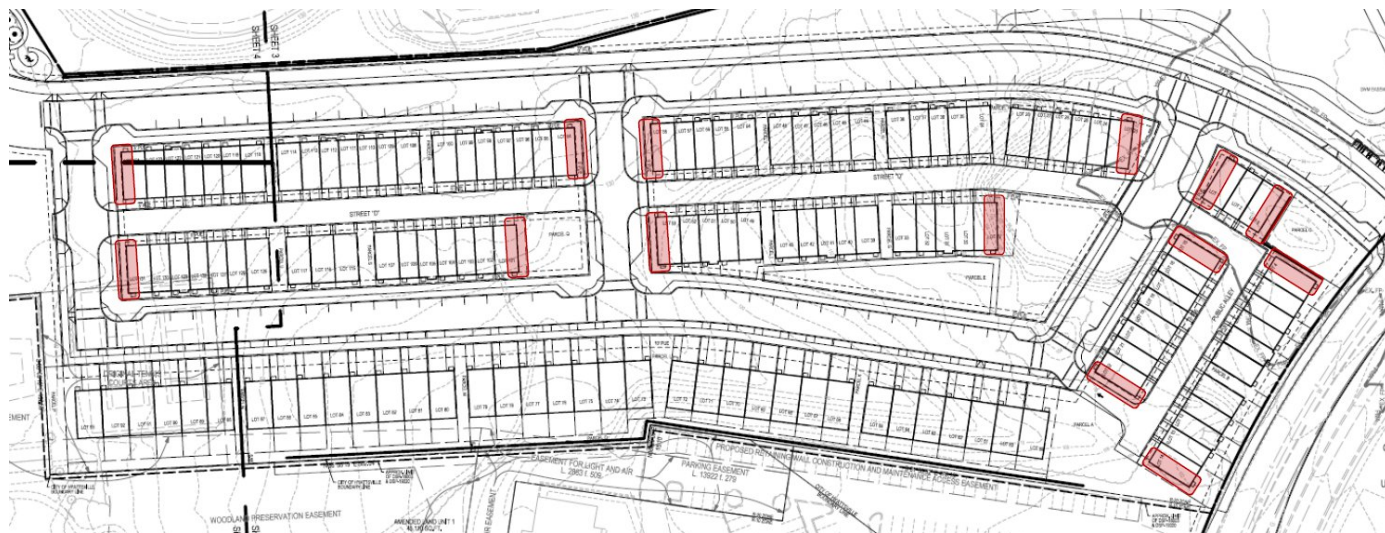
- Ensure a set percentage of doorway awnings throughout the development.

Currently, doorway awnings are proposed as an optional, add-on item buyers can select when purchasing a townhouse in the Landy Development. It is Staff's professional opinion that doorway awnings should be incorporated in no less than 50% of all townhouse units. Staff views awnings as a standard feature of a home, rather than an add-on. Awnings provides residents with protection from the elements, and this visual element will further improve curb appeal of the townhouse products.

- Extension of brick façade on high-visibility end-units.

All products have some amount of vinyl siding present either on one or both sides of the unit. In terms of side façade options, units are either fully vinyl, have brick covering the first-floor level, or have brick extending to the third floor. Staff recommends the brick material present along the frontage of high-

visibility end-units seen readily from trafficked roadways be extended to the entire side facade. All other end-units would utilize vinyl material along the side facades. It is our opinion this recommendation will further improve the townhouse products, as brick is both a higher quality material and more aesthetically pleasing.



The end-units indicated in red (above) are the high-visibility units selected by staff. Under Staff recommendations, the brick façade present along the frontage of these end-units will be extended to the side of the units.

- Ensure a set percentage of roof decks throughout the development.

Currently, fourth floor additions and roof decks are proposed as optional, add-on items buyers can select when purchasing a townhome in the Landy Development. It is Staff's opinion that the applicant should ensure a set percentage of units include either a fourth floor or roof deck. Staff recommends no less than 25% of units include either a fourth floor or roof deck. Staff believes this will add to the overall long-term value of the property.

- Incorporation of additional windows to end-unit products.

In review of the architectural design of the units, Staff would like to see additional windows included on the left and right sides of end-units. In the current design, the number of windows on the left and right sides of end-units range from three to four windows, depending on the unit model. Staff believes additional windows will not only improve the aesthetics of the units but will also provide additional visibility and natural lighting.

In addition to Planning Staff recommendations, Public Works Staff provided feedback on the Landscape Plan for DSP-19020. Public Works Staff is generally supportive of the Landscape Plan but do have a few concerns with the tree species selected for the development. In support of this Public Works review, Staff is recommending the following:

- The replacement of the (3) proposed *Acer rubrum* ("Red Sunset Red Maple") with a canopy tree species which has a higher probability of surviving in an urban environment.

- The replacement of the (66) proposed *Rhododendron catawbiense* (“White Catawba Rhododendron”) with a more appropriate species (e.g. Oak Leaf Hydrangeas) or splitting the (66) shrub trees between rhododendron and a more appropriate shrub species.
- The replacement of the highly sensitive (8) proposed *Cercis canadensis* (“Eastern Redbud”) with an ornamental tree species which has a higher probability of surviving.
- The replacement of the proposed non-native (11) *Lagerstroemia indica* (“Natchez Crape Myrtle”) with a more appropriate ornamental tree species.

Public Works Staff expressed support of all other tree species selected, as they range from fair to very good.

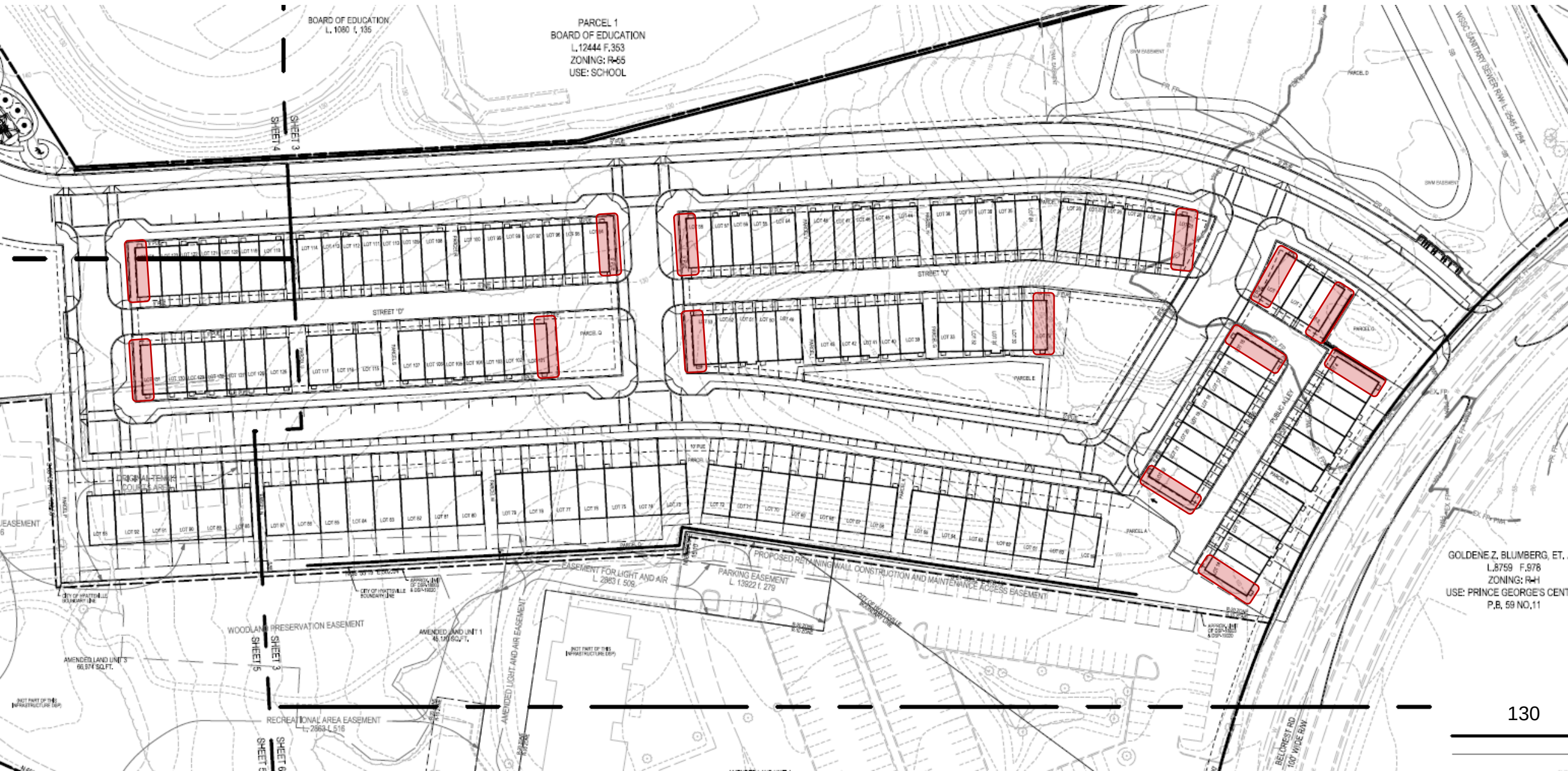
City Council Action

The M-NCPPC Planning Board is scheduled to conduct a hearing to consider DSP-19020 in November 2019. Any recommendations adopted by the City Council at the October 7, 2019 meeting will be conveyed to the Planning Board before the M-NCPPC hearing.

Staff is recommending the City Council adopt the following motion:

“I move the City Council authorize the Mayor to provide correspondence to the Maryland-National Capital Park & Planning Commission in support of Detailed Site Plan 19020, subject to the following conditions:

1. Doorway awnings shall be incorporated in no less than 50% of townhouse units.
2. Brick facades shall be extended to the sides of high-visibility end-units, with brick masonry treatment extending throughout the entire side façade on select units.
3. Fourth floor additions or roof decks shall be incorporated into no less than 25% of townhouse units.
4. End-unit townhouses shall incorporate additional windows to those present in the current designs and renderings.
5. The (3) proposed *Acer rubrum* (“Red Sunset Red Maple”) shall be replaced with a more appropriate canopy tree species.
6. The (66) proposed *Rhododendron catawbiense* (“White Catawba Rhododendron”) shall be replaced with a more appropriate species, such as Oak Leaf Hydrangeas.
7. The (8) proposed *Cercis canadensis* (“Eastern Redbud”) shall be replaced with a more appropriate ornamental tree species.
8. The proposed (11) *Lagerstroemia indica* (“Natchez Crape Myrtle”) will be replaced with a more appropriate ornamental tree species.”



PARCEL 1
BOARD OF EDUCATION
L. 12444 F. 353
ZONING: R-55
USE: SCHOOL

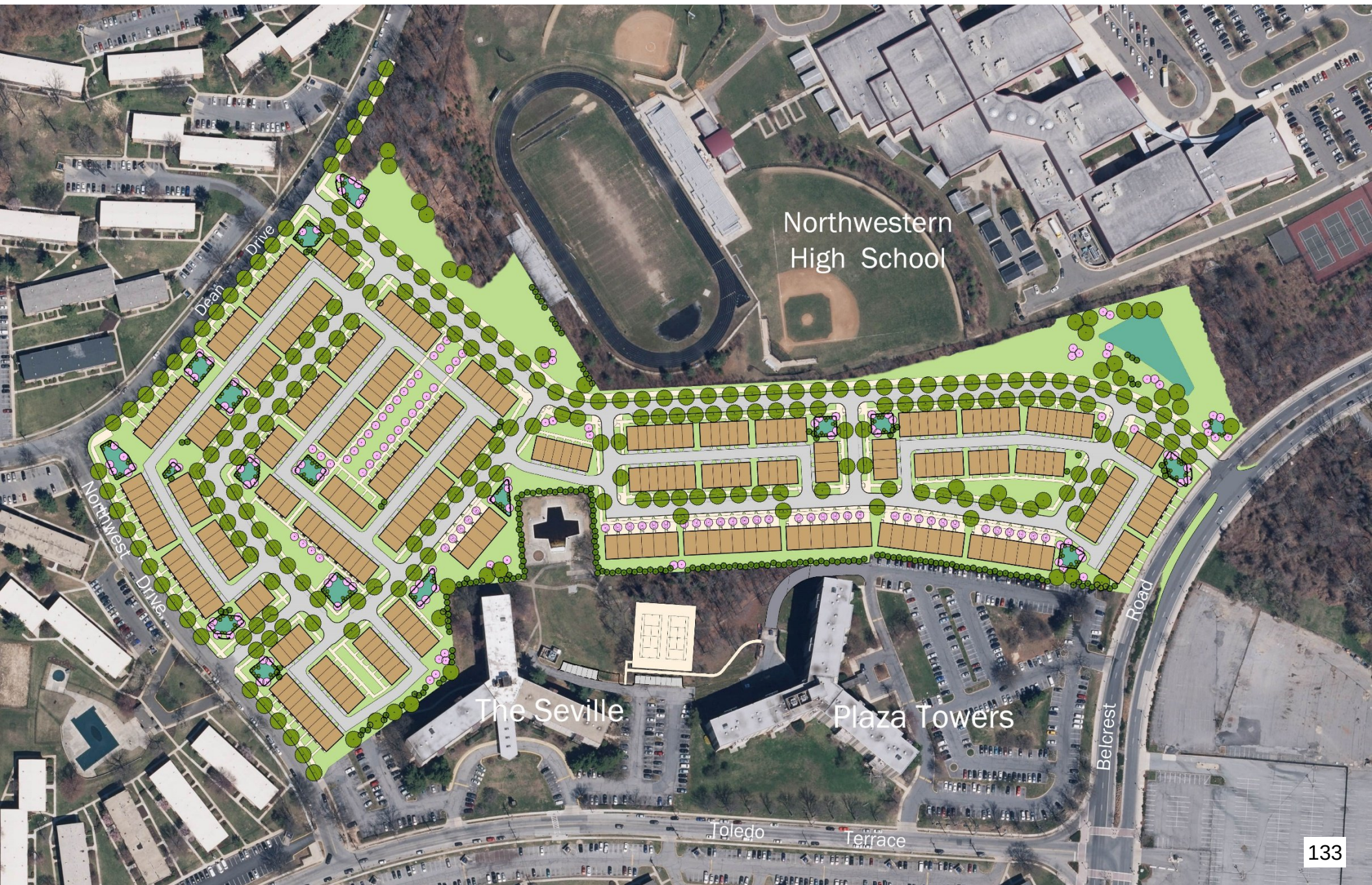
BOARD OF EDUCATION
L. 1080 F. 135

GOLDENE Z. BLUMBERG, ET. AL.
L. 8759 F. 978
ZONING: R-1
USE: PRINCE GEORGE'S CENT.
P.B. 59 NO. 11

The Landy Property

Project Team

- Owner: Blumberg Landy Family Trust
- Contract Purchaser: Stanley Martin Companies, LLC
- Civil Engineer: Soltesz, LLC
- Traffic Engineer: Lenhart Traffic Consulting, Inc.
- Geotechnical Engineer: Geotech Engineers, Inc.
- Utilities Consultant: Richter & Associates
- Land Use Counsel: Chris Hatcher
- Owner's Representative: Mark Ferguson



Northwestern
High School

The Seville

Plaza Towers

Toledo

Terrace

Belcrest
Road















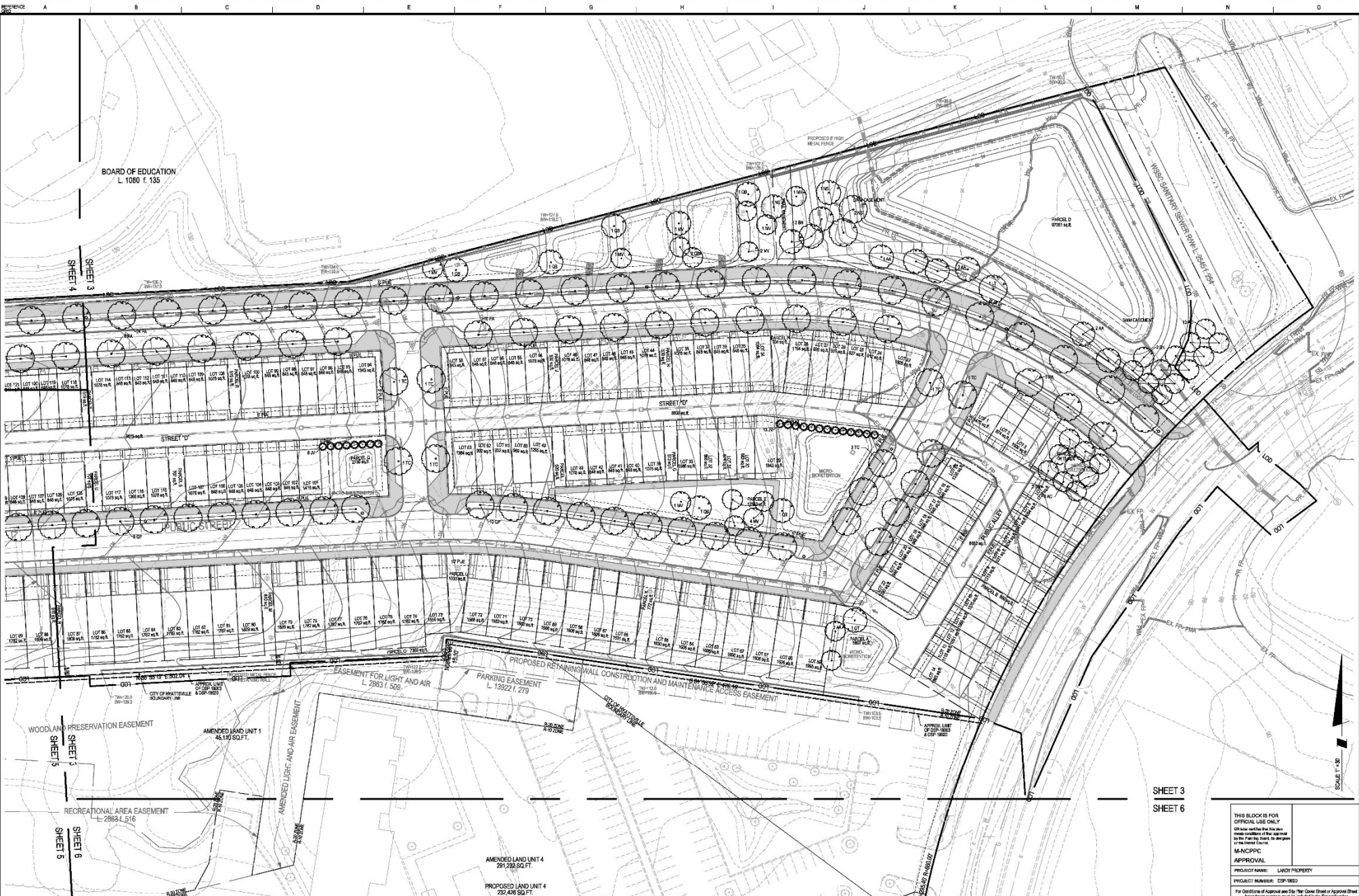






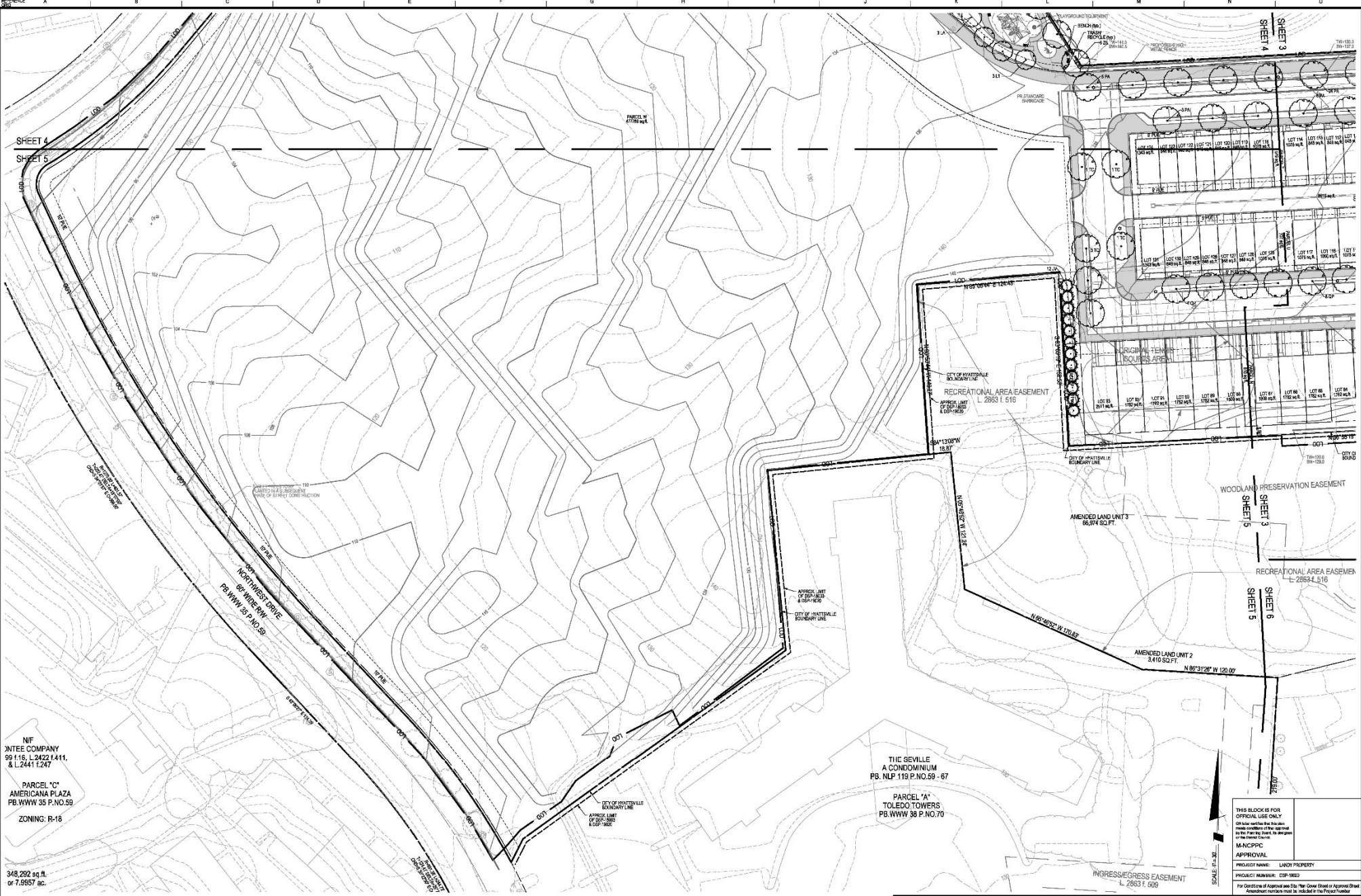


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SOLTESZ, LLC Engineering Surveying Planning Environmental Services 4300 Forbes Boulevard, Suite 230 Lanham, MD 20706 P. 301.794.7555 F. 301.794.7556 www.soltesz.com	MISS UTILITY NOTE NO UTILITY RECORDS WERE FOUND FOR THIS PROJECT. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION. IF ANY UTILITIES ARE FOUND, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING OR RELOCATING THEM AT HIS OWN RISK. IF ANY UTILITIES ARE FOUND, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING OR RELOCATING THEM AT HIS OWN RISK. IF ANY UTILITIES ARE FOUND, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING OR RELOCATING THEM AT HIS OWN RISK.	OWNER/DEVELOPER/APPLICANT MARVIN R. BLUMBERG COMPANY 400 ONE PARK BLVD SUITE 1000 ROCKVILLE, MD 20850 301.440.1000 CONTACT: SETH BLUMBERG	PLAN VIEW		 09052019	LANDSCAPE PLAN. DSP-19020 LANDY PROPERTY	145 SHEET 3 OF 6 PROJECT NO. 1902-03-00
			LANDSCAPE PLAN. DSP-19020 LANDY PROPERTY				

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NF
ONTEE COMPANY
59 I.16, L.2422 I.411,
& L.2441 I.247

PARCEL "C"
AMERICANA PLAZA
PB. WWW 35 P.NO.59

ZONING: R-18

348,292 sq. ft.
or 7.9957 ac.

SOLTESZ, LLC

Engineering
Surveying
Planning
Environmental Services

4300 Forbes Boulevard, Suite 230
Lanham, MD 20706
P. 301.794.7555 F. 301.794.7556

www.soltesz.com

DATE	BY	DATE	BY	DATE	BY
10/1/2023	DAVID W. BLUMBERG	10/1/2023	DAVID W. BLUMBERG	10/1/2023	DAVID W. BLUMBERG

MISS UTILITY NOTE

NO MISS UTILITY INFORMATION WAS PROVIDED BY THE CLIENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY MISS UTILITY INFORMATION FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY MISS UTILITY INFORMATION FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY MISS UTILITY INFORMATION FROM THE APPROPRIATE AGENCIES.

OWNER/DEVELOPER/APPLICANT

MARVIN R. BLUMBERG COMPANY
4300 FORBES BLVD
SUITE 230
ROCKVILLE, MD 20850
CONTACT: SETH BLUMBERG

NO.	DATE	DESCRIPTION
1	10/1/2023	LANDSCAPE PLAN
2	10/1/2023	LANDSCAPE PLAN
3	10/1/2023	LANDSCAPE PLAN

PLAN VIEW

LANDSCAPE PLAN. DSP-19020

LANDY PROPERTY

CHILLIAM CITY ELECTION DISTRICT, PRINCE GEORGE COUNTY, MARYLAND

146

5

6

10/1/2023

Questions?

Contact: Chris Hatcher
CLHatcher@lerchearly.com

I. INTRODUCTION

Marvin R. Blumberg Company (hereinafter the “**Applicant**”) by and through its attorneys, Lerch, Early & Brewer, Chartered, submits this Architecture Detailed Site Plan (hereinafter the “**DSP**”) Justification Statement to demonstrate that the proposed townhouse community on the subject property is in compliance with the applicable provisions of Subtitle 27 of the Prince George’s County Code (hereinafter the “**Zoning Ordinance**”), *Prince George’s Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (hereinafter the “**TDDP**”) and other applicable review requirements and criteria. The subject property consists of approximately 24.58 acres located on the northwest corner of the intersection of Toledo Terrace and Belcrest Road (hereinafter the “**Property**”). The Property is currently zoned R-20/T-D-O and is subject to the recommendations of the TDDP, and is located within the Prince George’s Plaza Downtown as designated by *Plan Prince George’s 2035 Approved General Plan* (hereinafter the “**General Plan**”). Additionally, the Property is located within the municipal boundaries of the City of Hyattsville (hereinafter the “**City**”).

As described in detail herein and shown on DSP-19020, the Applicant proposes townhouse architecture, community signage, and public art for Phase 1, 131 single-family attached lots. Accordingly, the Applicant respectfully requests Planning Board approval of DSP-19020.

II. PROPERTY DATA

A. Location:

Northwest Quadrant of the
Intersection of Toledo Terrace and Belcrest
Road.

B. Tax Map #:	42-A1. 41-F1.
C. Frontage:	Belcrest Road. Toledo Terrace. Northwest Drive. Dean Drive.
D. Election District:	17.
E. Legislative District:	22.
F. Councilmanic District:	2.
G. Municipality:	City of Hyattsville.
H. Acreage:	±24.58 Acres.
I. Zoning:	R-20/T-D-O.
J. Subdivision:	4-17007.
K. Existing Water Category:	3.
L. Existing Sewer Category:	3.
M. Historic:	N/A.
N. Master Plan & SMA:	<i>Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment.</i>
O. General Plan:	<i>Plan Prince George's 2035.</i>

III. LAND USE BACKGROUND

A. *DSP-99048 AND AMENDMENTS*

In 2001, the Prince George's County Planning Board approved DSP-99048, and the development of 1,283 multifamily dwelling units on the Landy Property within Subarea 1 of the 1998 Plan. In 2011, the District Council approved DSP-99048/01, which permitted the

development of 406 multifamily dwelling units on a portion of Land Unit 2. In 2013, the Planning Director approved DSP-99048/02, which increased the previously approved number of multifamily units on Land Unit 2 to 420 units, and revised the building architecture and associated parking.

B. GENERAL PLAN

The Landy Property is located within the Prince George's Plaza "Downtown" area as designated by the General Plan. The General Plan envisions a place for residents "to live in safe, walkable healthy communities that supply a variety of high-quality housing options – ranging in price, density, and type." Additionally, the General Plan envisions the revitalization of existing neighborhoods through the promotion of "redevelopment around existing infrastructure and facilities to leverage public investment," and the strengthening of "older communities."

C. PRINCE GEORGE'S PLAZA TRANSIT DISTRICT DEVELOPMENT PLAN AND TRANSIT DISTRICT OVERLAY ZONING MAP AMENDMENT

The Landy Property is located within the Neighborhood Edge of the TDDP. The TDDP rezoned Land Units 1, 2 and 3, the undeveloped portion of the Landy Property, from the R-10/T-D-O Zone to the R-20/T-D-O Zone. Land Unit 4, the portion of the Landy Property on which Plaza Towers East multifamily building is located, retained the R-10/T-D-O Zone. The R-20/T-D-O permits the development of townhouses up to a density of 16.33 dwelling units per acre.

D. PRELIMINARY PLAN OF SUBDIVISION: 4-17007

In 2017, the Applicant submitted Preliminary Plan of Subdivision 4-17007 (hereinafter the "PPS"), in order to develop Land Units 1, 2, and parts of 3 with 331 townhouse lots and several parcels for homeowner association purposes, consistent with the R-20/T-D-O Zone. This

PPS also created a parcel which contains Land Unit 4 (zoned R-10/T-D-O) and remaining parts of Land Unit 3.¹

E. DSP-18003

In 2018, the Applicant submitted DSP-18003 for approval of the infrastructure for Phase 1, 131 single-family attached lots, of the proposed development and permit rough grading for the remaining portion of the site. On March 11th, 2019, the District Council approved the Order of Approval for DSP-18003.

IV. EXISTING AREA/NEIGHBORHOOD

North of the Property is Northwestern High School. East of the Property is Belcrest Road. A surface parking lot, which is currently zoned M-U-I/T-D-O, is located on the property on the east side of Belcrest Road. South of the Property are the existing Plaza Towers and Seville multifamily buildings. West of the Property is Northwest Drive and Dean Drive. A multifamily building and attached single-family dwellings are currently being constructed on the property beyond Northwest Drive. Older multifamily buildings currently exist on the property located beyond Dean Drive.

V. ANALYSIS

A. COMPLIANCE WITH ZONING ORDINANCE

1. §27-548.08 – Site Plan.

(c) Required findings.

(1) In addition to the findings required by Section 27-276(b) for approval of a Conceptual Site Plan in the T-D-O Zone, the Planning Board shall find that the Transit District Site Plan is consistent with, and reflects the guidelines and criteria for development contained in, the Transit District Development Plan.

¹ This parcel is not a part of the subject DSP.

Comment: The architecture proposed for the townhouse community will further several policies and utilize the following strategies of the TDDP. The DSP is consistent with the overall purpose to create “a walkable, transit-oriented community within the Prince George’s Plaza Transit District using a market-driven approach.” The proposed architecture is highly contextualized, and will brand the townhouse community a signature identity. The following guidelines and criteria for development, organized by TDDP Element², support approval of the DSP:

Land Use

The DSP furthers the following Land Use policies:

- *LU1: Promote a pedestrian-friendly, transit-supportive development pattern in the Transit District.*
- *LU2: Create sufficient residential capacity to help meet the County’s Growth Management Goal of 50 percent of new dwelling units within Regional Transit Districts.*
- *LU7: Limit nonresidential development in the Neighborhood Edge.*

This DSP, includes architecture, community signage, and the location of public art for Phase 1, the eastern portion of the townhouse community, facilitating the fulfillment of the above policies. The Future Land Use map (Map 15) designates the Landy Property for residential high, and the approval of this application will enable compliance with this designation. The townhomes will be designed in a manner that strengthens the residential fabric of the Neighborhood Edge.

Economic Prosperity

This DSP furthers the following policies designed to encourage Economic Prosperity:

- *EP4: Diversify residential options to appeal to a range of current and future buyers and renters, including young professionals, first-time homebuyers, and seniors looking to age-in-place.*
- *EP5: Rebrand the Transit District and market it as an exciting, dynamic, and growing regional destination.*

With the addition of these 131 townhouse units, the proposed townhouse community is a residential option designed to diversify the wide range of choices for future homeowners and renters in the area. The proposed architecture included with this DSP ensures that this option is one that is attractive, exciting, and offers a sense of comfort to prospective residents. With high quality architectural elements, as well as the proposed public art, the DSP will assist with the facilitation of the rebranding of the Transit District as a growing regional destination.

Transportation and Mobility

This DSP furthers the following Transportation and Mobility policies:

² See TDDP, Chapter 3.

- *TM1: Incorporate street planning and design practices that allow Complete and Green Streets to facilitate the efficient movement of people throughout the Transit District while simultaneously serving as great public spaces.*
- *TM6: Construct off-street bicycle and pedestrian facilities that are comfortable for bicyclists of all abilities.*
- *TM7: Provide off-street bicycle and pedestrian connections between neighboring developments and surrounding communities wherever feasible. All connections should be continuously lit, patrolled regularly by police or other security personnel, and clearly visible by adjacent buildings. Connections through parks or school grounds that must be closed during the nighttime hours due to security and safety considerations should have alternative routes that are accessible 24 hours a day.*
- *TM8: Provide additional amenities to encourage bicycle use and enhances convenience.*
- *TM15: Provide safe, well-lit, clean, and highly visible places for bus and shuttle passengers to board, alight, or wait for buses and shuttles.*
- *TM17: Manage the supply of parking within the Transit District to provide convenient, safe, and affordable parking options.*

The TDDP envisions “a multimodal network [that] will provide residents, employees, shoppers, and visitors a variety of safe, easy to navigate, and invite ways to access destinations within and outside the Transit District.” The proposed architecture and signage for the townhouse community will complement the construction of roads, alleys, sidewalks, and trails that will be pedestrian-friendly and improve wayfinding within Prince George’s Plaza.

Natural Environment

This DSP furthers the following Natural Environment policies:

- *NE4: Encourage the integration of green building techniques into all building designs to help reduce overall energy and water consumption.*
- *NE5: Address adverse impacts of transportation-related noise.*

The TDDP envisions “a built environment that preserves and complements the natural environment in which it is located” that ultimately establishes a “sustainable and resilient community.” The DSP includes several green building techniques that meet this overall vision and advance the policies identified above. These features aim to create a residential community that advances environmental compatibility, addresses current issues, and mitigates future adverse impacts in advance.

Housing and Neighborhoods

This DSP furthers the Housing and Neighborhoods policies:

- *HN1: Provide a variety of housing types and unit sizes, and neighborhoods to accommodate and meet the demands of existing and future residents in the Transit District.*
- *HN3: Minimize and mitigate adverse impacts of new and infill development on surrounding residential communities.*
- *HN4: Develop and promote a brand for the Transit District neighborhoods that highlights their unique features and enhances the Transit District's competitiveness within the regional housing market.*
- *HN5: Promote sustainable, green neighborhoods and housing options.*
- *HN6: Promote home ownership opportunities.*

The Housing and Neighborhoods element of the TDDP envisions a “diverse community of housing opportunities and neighborhood characteristics” that meets housing preferences and will stimulate mixed-use development in the Transit District. The proposed townhouse community represents a major step forward in turning this vision into a reality. In turn, the DSP serves as the requisite foundation for such a development.

Community Heritage, Culture, and Design

This DSP furthers the following Community Heritage, Culture, and Design policies:

- *HD2: Create or preserve natural barriers and build transitions between the Transit District and surrounding residential communities.*
- *HD3: Redevelop the Transit District to the urban scale appropriate for a designated Regional Transit District.*
- *HD4: Create an active, interesting, enlivening, and dynamic public realm.*
- *HD5: Create significant urban design features at signature sites that establish a distinct identity of place, create symbolic gateways and significant points of interest, and contribute to the visual and architectural character of the Transit District.*
- *HD6: Create opportunities for artistic and cultural expression and events.*
- *HD7: Encourage a variety of modern signs, facilitating opportunities for property owners to utilize signage as artistic expression as well as appropriate marketing and wayfinding.*

- *HD8: Limit regulation of architecture, encourage property owners to respond to market demands with visually appealing and cutting-edge architectural amenities.*

The Community Heritage, Culture, and Design element of the TDDP envisions "a memorable, walkable, vibrant, and welcoming regional urban destination." The proposed townhouse community is precisely the type of development foreseen by this vision. Accordingly, the DSP will build a visually aesthetic transition between the Transit District and surrounding residential communities, especially when considering its location within the Neighborhood Edge. The architecture incorporates design features that will give the community its own identity and stimulate visual interest. The public art creates avenues for artistic expression and additional opportunities for branding the Transit District. Consistent with HD8, the Applicant is submitting a DSP that is responsive to market demands and incorporates a design that is at the forefront of residential design trends.

Healthy Communities

This DSP furthers the following Healthy Communities policies:

- *HC1: Ensure that permitted land uses benefit the overall health and wellness of the community.*
- *HC2: Incorporate a health and wellness focus in the desired network of urban and natural park spaces.*

This DSP will encourage a healthy lifestyle by incorporating walkability, open space and constructing recreational facilities. The design of the townhouse community stimulates opportunities for pedestrian activity and community interaction.

Parks and Recreation

This DSP furthers the following Parks and Recreation policies:

- *PR1: Incorporate and design parks, open spaces, and recreational facilities throughout the Transit District to support health and wellness, create opportunities for social gatherings and public events, and foster a sense of place.*
- *PR3: Ensure the Transit District's Park and open space network is connected to the pedestrian and bicyclist network emphasizing convenience, accessibility, and safety.*
- *PR4: Pursue innovative approaches to acquiring and maintain public parks and open spaces in the Transit District.*

This DSP will incorporate open space and lay the foundation for a community that is socially engaging and integrated with the larger Transit District community. Additionally, the Applicant will provide for the Master Plan shared-use trail through the Property. Finally, the Planning Board found in DSP-18003 that the park proposed for the community was sufficient.

(2) The findings required by Section 27-285(b) shall not apply to the T-D-O Zone. Instead, the following findings shall be made by the Planning Board when approving a Detailed Site Plan in the T-D-O Zone:

(A) The Transit District Site Plan is in strict conformance with any mandatory requirements of the Transit District Development Plan;

Comment: This DSP is in compliance with any and all mandatory requirements or has requested amendments through the appropriate process. See Exhibit "A" for the analysis of the Transit District Standards.

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

Comment: The Applicant incorporates its response provided in V.(A)(1), which demonstrates that this DSP is consistent with, and reflects the guidelines and criteria for development contained in the TDDP. The DSP advances several policies under the TDDP Land Use, Economic Prosperity, Transportation and Mobility, Natural Environment, Housing and Neighborhoods, Community Heritage, Culture, and Design, Healthy Communities, and Parks and Recreation elements

(C) The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone, and applicable regulations of the underlying zones, unless an amendment to the applicable requirement or regulation has been approved;

Comment: The Applicant incorporates its response provided in V.(A)(1) and Exhibit "A", which outlines the DSP's compliance with all the requirements of the TDDP and Transit District Overlay Zone.

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

Comment: The location, size, and architectural design proposed are adequate to meet the purposes of the Transit District Overlay Zone, which "is intended to ensure that the development of land in the vicinity of Metro stations maximizes transit ridership, serves the economic and social goals of the area, and takes advantage of the unique development opportunities that mass transit provides." Additionally, the DSP satisfies many of the specific purposes of the Transit District Overlay Zone, including "to insure that developments within the Transit District possess a desirable urban design relationship with one another, the Metro Station, and adjoining areas."³ The DSP achieves this goal by incorporating design elements that will create a visually

³ Sec. 27-548.03(11).

stimulating and attractive townhouse community that is desired in the Neighborhood Edge of the Transit District.

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

Comment: The development of 131 townhouses is compatible with the R-20/T-D-O Zone and other uses in the Transit District. The DSP is also compatible with the Plaza Towers East multifamily building located on the adjacent property located to the south in the R-10/T-D-O Zone.

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

Comment: The Applicant is not requesting any reductions from the total minimum required parking spaces.

(3) The applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan, unless the plan provides otherwise. The Board may amend any mandatory requirements except building height restrictions and parking standards, requirements which may be amended by the District Council under procedures in Part 10A, Division 1. The Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.

Comment: To the extent that it is necessary, the Applicant will request amendments to the mandatory requirements in the Transit District Development Plan.

In approving the Transit District Site Plan, the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan, and the Board shall then find that the site plan meets all mandatory requirements which apply.

Comment: The Applicant will request all amendments to the mandatory requirements as necessary.

2.§27-276 – Planning Board Procedures.

(b) Required findings.

(1) The Planning Board may approve a Conceptual Site Plan if it finds that the Plan represents a most reasonable alternative for satisfying the site

design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make this finding, the Planning Board may disapprove the Plan.

Comment: The DSP represents the most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs, and it does not detract substantially from the utility of the proposed development for its intended use. No CSP is required for this site.

(2) The Planning Board may approve a Conceptual Site Plan for a Mixed-Use Planned Community in the E-I-A or M-X-T Zone if it finds that the property and the Plan satisfy all criteria for M-X-T Zone approval in Part 3, Division 2; the Plan and proposed development meet the purposes and applicable requirements of the M-X-T Zone; the Plan meets all requirements stated in the definition of the use; and the Plan shows a reasonable alternative for satisfying, in a high-quality, well-integrated mixed-use community, all applicable site design guidelines.

Comment: Not applicable.

(3) The Planning Board may approve a Conceptual Site Plan for a Regional Urban Community in the M-X-T Zone if it finds that proposed development meet the purposes and applicable requirements of the M-X-T Zone and the Plan meets all requirements stated in the definition of the use and Section 27-544 of this Code.

Comment: Not applicable.

(4) The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

Comment: The Applicant requested, and the Planning Board approved, impacts to regulated environmental features. The DSP does not propose any additional impacts.

B. MASTER PLAN TDDP AND TDOZ MANDATORY STANDARDS

Please see Exhibit "A" for an analysis of the Transit District Standards.

C. CONFORMANCE WITH PREVIOUS APPROVALS

1.DSP-99048 and Amendments

As referenced above, DSP-99048 and Amendments were approved on the Landy Property. Each of the DSPs were approved consistent with the 1998 Plan for multifamily dwelling units in the R-10/T-D-O. The TDDP rezoned the Property to the R-20/T-D-O. The R-

20/T-D-O permits townhouses at a density of 16.33 dwelling units per acre. The change in zoning and proposed change in use, combined with the update to the TDDP render the conditions imposed by DSP-99048, and subsequent amendments, moot.

2.PPS: 4-17007

The Planning Board approved Preliminary Plan of Subdivision 4-17007 for the Landy Property on March 29th, 2018. The Resolution of Approval for 4-17007 was adopted by the Planning Board on April 26th, 2018. Below please find the relevant conditions of approval contained in the Preliminary Plan of Subdivision Resolution of Approval that may require analysis.

(2) Total development within the subject property shall be limited to uses which generate no more than 325AM and 402PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new determination of adequacy of transportation facilities.

Comment: The Planning Board found in DSP-18003 that this condition was satisfied. This DSP for architecture includes only 131 townhouse lots out of the approved 331 lots, with a layout that is identical to the PPS. Therefore, the proposed development in this DSP is within the approved trip cap.

(3) With the exception of Parcel 1, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate private recreational facilities, in accordance with the standards outlined in the Park and Recreation Facilities Guidelines. With the exception of Parcel 1, at the time of detailed site plan, the type and siting of the facilities shall be determined, including appropriate triggers for construction.

Comment: The Planning Board found in DSP-18003 that this condition was satisfied. The Applicant is required to provide \$15,357.00.

(6) With the exception of Parcel 1, prior to approval of any building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following required adequate pedestrian and bikeway facilities, as designated below or as modified by DPW&T/DPIE/DPR, in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have

been permitted for construction through the applicable operating agency's access permit process, and (c) have agreed-upon timetable for construction and completion with the appropriate operating agency:

a. Provide space for a bike share docking station (the vendor of the bike share must be approved by the Prince George's County Department of Public Works and Transportation (DPW&T) on the subject site to enable this form of transportation to be used by the future residents of the subject site. The conceptual location of the station should be indicated on the preliminary plan of subdivision and the final location of the docking station will be selected by the County and the applicant, based upon the requirements of the bike sharing system, and in a highly-visible convenient, and well-lit location that is publicly accessible. The location requires at least four hours of solar exposure per day, year round. In the event an appropriate location cannot be located on-site that meets bike share sitting criteria, DPW&T will select another off-site location for the station based upon the requirements of the bike sharing system in the County, as close as possible to the subject site. The applicant shall allow DPW&T or its contractors/vendors access to the site to install, service, and maintain the bike share stations.

Comment: The Applicant proposes to locate the bike share docking station near the entrance of the proposed community. The specific location is reflected on the Architecture DSP.

b. The alignment and specifications of a trail or sidewalk connection from the subject site to Northwestern High School will be determined at the time of detailed site plan, if acceptable to both the applicant and the school.

Comment: The Planning Board found in DSP-18003 that this condition was satisfied.

(7) With the exception of Parcel 1, at the time of DSP, the applicant shall provide an exhibit that illustrates the location, limits, and details of a trail/sidewalk connection to Northwestern High School. This exhibit shall show the location of the sidewalk or trail connection, include any associated Americans with Disabilities Act (ADA) improvements or pedestrian amenities, and provide appropriate details and specification for the improvements, consistent with Section 24-124.01(f) of the Subdivision Regulations. If it is determined at the time of DSP that alternative off-site improvements are appropriate, the applicant shall demonstrate that the substitute improvements shall comply with the facility types contained in Section 24-124.01(d), be within one-half mile walking or biking distance of the subject site, within the public right-of-way, and within the limits of the cost cap contained in Section 24-124.01(c). The Planning Board shall find that the substitute off-site improvements are

consistent with the BPIS adequacy finding made at the time of PPS.

Comment: The Planning Board found in DSP-18003 that this condition was satisfied.

(8) With the exception of Parcel 1, prior to approval of the DSP, the applicant and the applicant's heirs, successors, and/or assignees shall submit Phase II and Phase III archeological investigations as determined by the Maryland-National Capital Park and Planning Commission (M-NCPPC), Prince George's County Planning Department staff, as needed. The plan shall provide for the avoidance and preservation of the resources in place or shall provide for mitigating the adverse effect upon these resources. All investigations must be conducted by a qualified archaeologist and must follow The Standards and Guidelines for Archeological Investigations in Maryland and must be presented in a report following the same guidelines. The plan shall provide for:

- (a) Evaluating the resource at the Phase II level, or*
- (b) Avoiding and preserving the resource in place.*

Comment: The Planning Board found in DSP-18003 that this condition was satisfied.

(9) Depending upon the significance of the archeological investigation findings (at Phase I, II, or III level), the applicant shall provide an interpretive sign for the property. The location and wording shall be subject to approval by the staff archeologist within the Historic Preservation Section prior to issuance of any building permits.

Comment: The Planning Board found in DSP-18003 that this condition was satisfied.

(10) If a Phase II and/or Phase III archeological evaluation or mitigation is necessary, the applicant shall provide a final report detailing the Phase II and/or Phase III investigations and ensure that all artifacts are curated at the Maryland Archaeological Conservation Lab prior to any ground disturbance or the approval of any grading permits.

Comment: As noted in Planning Board Resolution No. 18-102, the Phase II final reports were submitted and accepted by the staff archeologist within the Historic Preservation Society on July 6, 2018. Accordingly, the Planning Board found in DSP-18003 that this condition was satisfied.

(12) Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan, TCP1-010-2017. The following note shall be placed on the Final Plat of Subdivision:

"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-008-17), or as modified by

the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

Comment: The Planning Board found in DSP-18003 that this condition was satisfied. The note will be incorporated into the Final Plat.

(13) Prior to issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:

"This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved."

Comment: The Planning Board approved a TCP2 along with DSP-18003. The above note will be incorporated into the Final Plat.

(17) With the exception of Parcel 1, prior to approval of the DSP, a revised stormwater concept plan and letter based on the approved layout shall be submitted and correctly reflected on the TCP2 and the DSP.

Comment: The Planning Board found in DSP-18003 that this condition was satisfied.

(18) A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require approval of a new preliminary plan of subdivision prior to approval of any building permits.

Comment: The development proposed in the Preliminary Plan of Subdivision is the same development proposed in this Architecture DSP. Thus, no substantial revision to the uses have been proposed that affects Subtitle 24 adequacy findings.

(19) Development of this site shall be in conformance with approved Stormwater Management Concept Plan 31834-2017 and any subsequent revisions.

Comment: The proposed development is in conformance with Stormwater Management Concept Plan 31834-2017 and its revisions.

(20) *With the exception of Parcel 1, prior to approval of the final plat, the applicant and the applicant's heirs, successors, and/or assignees shall:*

- (a) *Demonstrate that a homeowners association has been established. The draft covenants shall be submitted to the Subdivision Review Section to ensure that the rights of the Maryland-National Capital Park and Planning Commission are included. The Liver/folio of the declaration of covenants shall be noted on the final plat of prior to recordation.*
- (b) *Grant public utility easemtn along the public rights-of-way, as delineated on the approved preliminary plan of subdivision or as modified by the public utility companies at the time of detailed site plan.*
- (c) *Dedicated public rights-of-way as delineated on the approved preliminary plan of subdivision.*

Comment: The Applicant will satisfy this condition prior to the approval of the final plat.

(21) *With the exception of Parcel 1, prior to approval of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall convey to the homeowners' association land as identified on the approved preliminary plan of subdivision and detailed site plan (DSP). Land to be conveyed shall be subject to the following:*

- (a) *A copy of the deed for the property to be conveyed shall be submitted to the Subdivision Review Section of the Development Review Division, Upper Marlboro.*
- (b) *All waste matter of any kind shall be removed from the property prior to conveyance, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section, or the entire project.*
- (c) *The conveyed land shall not suffer the disposition of construction materials or soil filling, other than the placement of fill material associated with permitted grading operation that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.*
- (d) *Any disturbance of land to be conveyed to a homeowners' association shall be in accordance with an approved DSP.*

This shall include but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and stormdrain outfalls.

- (e) *Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to the homeowners' association. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by the Development Review Division, in accordance with the approved DSP.*
- (f) *The Planning Board, or its designee, shall be satisfied that there are adequate provisions to ensure retention and future maintenance of the property to be conveyed.*

Comment: The parcels to be conveyed to the homeowners association are reflected on the DSP. The necessary plan elements, including stormwater management facilities and stormdrain outfalls, are reflected on the DSP.

(23) No lots for the development of buildings shall be platted within 25 feet of the 100-year floodplain.

Comment: The Applicant will not plat any lots within 25 feet of the 100-year floodplain.

(24) With the exception of Parcel 1, prior to the approval of the DSP, the applicant shall provide a color-coded utility plan that has been approved by the affected utility companies. The approved location of the public utility easements shall be shown on the DSP.

Comment: The Planning Board found that this condition needs to be satisfied prior to the certification of DSP-18003.

3.DSP – 18003

The District Council approved⁴ the Order of Approval for DSP-18003 on March 11th, 2019. The Planning Board approved the Resolution of Approval for DSP-18003 on November 8th, 2018 subject to two (2) conditions of approval. Below please find the relevant condition of approval contained in the Resolution of Approval for DSP-18003.

⁴ The District Council did not impose any additional conditions on DSP-18003 other than the conditions imposed by the Planning Board.

(2) *Prior to the issuance of the first grading permit, copies of the recorded easement documents with the liber and folio shall be provided to the Environmental Planning Section, and the liber and folio of the recorded woodland conservation easement shall be added to the TCP2.*

Comment: The Applicant will provide recorded easement documents with the liber and folio to the Environmental Planning Section prior to the issuance of the first grading permit.

VI. CONCLUSION

The Applicant respectfully requests the Planning Board grant approval of this Architecture DSP-19020 for 131 townhouse units. The subject DSP provides the proposed architecture, community signage, and public art that will help to identify and enliven the proposed townhouse community. The above analysis and submitted plans establish that the DSP satisfies the required findings that the Planning Board must make to approve a DSP application in accordance with the Zoning Ordinance and other applicable criteria.

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Exhibit A

Transit District Standards Conformance

The following analyzes the conformance of the proposed development to the Transit District Standards beginning on Page 201 of *The Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (hereafter "TDDP"). The prefatory provisions, including those addressing General Applicability & Administration and Exemptions, are noted but not discussed in detail.

Transit District Standards | Purpose

The purpose of the Transit District Standards is to shape the character of the built environment and fulfill the recommendations of the Prince George's Plaza Transit District Development Plan to create a walkable, mixed-use downtown. An essential component of any downtown is the public realm—streets, sidewalks, squares, and other open spaces—that creates the spine of a successful downtown, fosters community activity and provides a distinct sense of place (identity).

Comment: The proposed development for which the infrastructure was approved under DSP-18003 was planned to conform closely to the Transit District Standards, in order to create a walkable residential community in the Neighborhood Edge character area of the Plan, which will support the mixed-use activities in the Downtown Core. The subject DSP for architecture will not revise the approved lot, street and public facilities layout.

Transit District Standards | Organization

The Transit District Standards are organized into three sections. The General Standards cover the entirety of the Transit District and govern all new development, and redevelopment located within its boundaries. They regulate the creation of a public realm, including streets, frontage zones, block size, building form, parking, and architecture. The Transit District consists of two distinct character areas: the Downtown Core and the Neighborhood Edge. Unique standards are provided for each. The General Standards should be consulted first, followed by those for the Downtown Core or Neighborhood Edge

NOTE

The Transit District Standards consist of tables, cross-sections, and text. Graphics and tables containing standards are clearly labeled as “Standards.” Information found within tables labeled “Standards” represent mandatory requirements.

Dimensions identified in cross-sections of private streets to be constructed outside of the City of Hyattsville represent mandatory requirements. Dimensions identified in cross-sections of existing and proposed state, County, and municipal streets are illustrative in nature.

Comment: As noted above, the proposed development is located in the Neighborhood Edge character area. The applicable general standards are each discussed, following, as are the Neighborhood Edge-specific standards after.

Since the approval of DSP-18003, the area of the proposed townhouse development area was fully annexed into the City of Hyattsville. As provided for under approved Detailed Site Plan DSP-18003, all of the proposed streets and alleys will be dedicated to public use, and will be designed and constructed to the City’s approved standards, namely the County’s newly-approved Urban Street Standards. The Urban Street Standards closely conform to – but are not identical with – the street dimensions approved under DSP-18003.

Streets and Frontage | Streets

Standards

A street hierarchy is established between primary and secondary streets. Building form, entries, and service functions are tailored to the specific role of each. All new and existing streets shall be classified as one of the following, in order of importance:

A Streets

B Streets

Pedestrian Streets

Promenades

Alleys

All new A and B Streets constructed within the City of Hyattsville shall be constructed to the City of Hyattsville’s Street Design Standards.

All other new streets shall be constructed to the Transit District Standards; travel lanes may be constructed to less than 11 feet in

width only with the written permission of the Director of the Department of Permitting, Inspections and Enforcement.

Comment: The existing perimeter streets, Belcrest Road, Northwest Drive and Dean Drive, are all classified by this Plan as “A Streets,” though only Belcrest Road abuts the development phase which is the subject of this Detailed Site Plan. The new streets proposed for the subject development will be classified as “B Streets” for purposes of application of these Transit District Standards, but are classified as “Neighborhood Residential” streets or “Alleys” for application of the Urban Street Standards.

Except where natural resource conservation, parkland, or vertical changes in grade that exceed the maximum grade permitted for construction of a road prevent connection to another street, forcing the creation of a dead-end, all streets shall terminate at other streets, forming a network.

Comment: All proposed streets terminate at other streets to form a network, as intended by this Standard.

Alleys or service drives, where necessary, shall be included within blocks and shall not divide one block from another.

Comment: This standard is noted. Maximum block lengths are calculated from street to street; alleys are not considered in the application of that Standard.

Medians shall be prohibited on all new private streets and are discouraged on all new public streets, except as needed to accommodate the Central Plaza recommended by Strategies TM3.2 and HD4.3

Comment: No medians are proposed.

Along private streets, crosswalks shall be provided at all intersections and shall use highly visible markings and/or decorative alternative paving material.

Along private streets, all signalized intersections with bike lanes, cycle tracks, or any type of bicycle facility as part of the road design shall include bike boxes that allow bicyclists to proceed on green ahead of motorized vehicles.

Comment: All proposed streets will be public.

Each end of all crosswalks within the Transit District shall have a dedicated curb ramp.

Comment: All proposed crosswalks will have dedicated curb ramps in accordance with Urban Street Standards 100.36 and 100.37.

Guidelines

Internal streets should provide access or connection, wherever possible, to adjacent properties within the Transit District.

Comment: Both adjacent properties (the Seville Condominiums and Northwestern High School) are developed, and do not provide for vehicular connection points to this first proposed phase of the development. The development's proposed main east-west street will run closely adjacent to the Northwestern High School boundary; a pedestrian connection to the High School was explored with Prince George's County Public Schools, but was deemed not to be desired by PGCPs.

Along public streets, crosswalks should be provided at all signalized intersections and should use highly visible markings and/or decorative alternative paving material.

Comment: No intersections of the new streets will be signalized.

Decorative paving that clearly defines an intersection of private streets is permitted.

Comment: All proposed streets will be public.

Promenades and Pedestrian Streets should only be constructed in the Downtown Core.

Comment: The proposed development is entirely in the Neighborhood Edge Character Area.

Streets and Frontage | Blocks

Standards

The street network shall define blocks of up to 500 linear feet on each side. Each side of a block shall not be more than 500 linear feet from right-of-way to right-of-way.

Comment: The sides of the two blocks approved by DSP-18003 are 392' and 434' respectively. Dedication of the right-of-way of the main east-west street will continue beyond the proposed first phase to extend all the way to Dean Drive; the dedication is proposed to accommodate the construction of the public trail which is required by the TDDP. This main street will be intersected with other streets in future phases of the development which will meet this 500'-maximum standard.

For all new redevelopment on existing block frontages of greater than 500 linear feet, a perpendicular A Street or B Street (or, in

the Downtown Core, a Pedestrian Street) shall be constructed at no greater than a 500-foot interval from the nearest existing or proposed street.

Comment: The existing frontage on Belcrest Road is 470' long, and will feature the construction of a new intersecting "B Street."

A block shall be divided by an A, B, or Pedestrian Street, or a Promenade, to allow a pedestrian or vehicular connection from the front of the block to the rear of the block.

Comment: The first phase of the proposed development is divided by three "B [cross-]Streets" to allow for multiple pedestrian and vehicular connections.

Alleys or service drives, where necessary, shall be included within blocks and shall not divide one block from another.

Comment: This standard is (again) noted. Maximum block lengths are calculated from street to street; the alleys are considered to be interior to the proposed blocks.

Streets and Frontage | Frontage Zones

All existing and proposed A, B, and Pedestrian Streets shall have sidewalks on both sides constructed to the frontage standards prescribed in this plan. At a minimum, all sidewalks shall have a Sidewalk Clear Zone and a Tree and Furnishing Zone. Provision of Buffer Zones, Residential Frontage Zones, or Retail Zones is optional, as needed.

Comment: All new streets are to be public, and are proposed to have sidewalks on both sides. The sidewalks will be constructed to the Urban Street Standards, which provide for a 6' Sidewalk Clear Zone (instead of 5', as provided by these Standards), and a 6' Tree and Furnishing Zone (instead of 5', as provided by these Standards). The existing Belcrest Road is already improved with a sidewalk which conforms to this Plan's intent.

Where Retail Zones are provided, they shall be located as follows:

- *Retail Zone 1: Adjacent to the building.*
- *Retail Zone 2: If necessary to meet eating and drinking establishment seating needs, adjacent to, or integrated with, the Tree and Furnishing Zone.*

Comment: Retail Zones are not proposed.

Tables 42 and 43 contain dimensional standards for frontage zones and new private streets. The Total Frontage Depth Requirements referenced in the text and identified in Table 44

and Figures 9-24 (see pages 213-230) reflect the minimum amount of frontage required for each street. The maximum amount of frontage permitted is equivalent to this minimum, plus 5 feet in the Downtown Core and the minimum plus 10 feet in the Neighborhood Edge.

Individually, the Buffer Zone, Retail Zone, and Residential Zones have no dimensional requirements. Their dimensions will be governed by the amount of each zone needed to support the proposed development and the total amount of required frontage. (See Tables 42 and 43 on pages 211-212.)

Comment: All proposed new streets are to be publicly dedicated and maintained, and as such the dimensional standards do not apply within those rights-of-way.

The Sidewalk Clear Zones and Tree and Furnishing Zones shall be consistent along a block.

Comment: The Sidewalk Clear Zone and Tree & Furnishing Zone are all consistent along block lengths, except at intersections where the Tree and Furnishing Zone is expanded to contain the ends of the parking areas and protect the pedestrian crossings, as provided for in the Urban Street Standards.

Primary building entrances or exits shall not open directly into a parking lot, onto a driveway (where permitted), side street, alley, loading dock, or other vehicle cartway.

Comment: The primary entrances of all proposed buildings will be oriented to the streets to which the buildings face. There will be no primary entrances onto side streets or alleys.

On A Streets, B Streets, Pedestrian Streets, or Promenades, no new public utilities, including, but not limited to, transmission or distribution lines and mechanical equipment, are permitted above-ground.

Comment: All proposed distribution lines will be below ground, as indicated on the various “dry utilities” plans which have each been approved by the public utilities. Small transformers, distributed throughout the development, will be located above ground.

Streets and Frontage | Build-To Lines and Zones

Standards

The minimum BTL shall be established at the rear of the frontage zones (except for promenades).

The total frontage depth requirement in Tables 42- 43 and Figures 9-23 shall represent the distance between the street curb and BTL.

The maximum BTL shall be 5 feet further from the curb in the Downtown Core, and 10 feet further from the curb in the Neighborhood Edge, than the minimum BTL.

The area between the minimum and maximum BTL shall be the BTZ.

Comment: All of the proposed interior Streets are “B Streets” in the Neighborhood Edge. Table 43 provides that the minimum frontage zone depth/minimum build-to line on Neighborhood Edge B Streets is 13’ and the maximum frontage depth requirement/minimum build-to line is 23’. With the 10’ variation permitted, the buildings must be located between 13’ and 33’ from the curb line of a B Street to meet the standard. The minimum curb setback along the B Streets proposed is 18.0’, and the maximum curb setback proposed is 33.0’.

Table 42 provides that the minimum frontage zone depth/minimum build-to line on the west side of Belcrest Road is 28’ and the maximum frontage depth requirement/minimum build-to line is 33’. With the 10’ variation permitted, the buildings must be located between 28’ and 43’ from the curb line of Belcrest Road to meet the standard. The minimum curb setback along Belcrest Road is 30.0’, and the maximum curb setback proposed is 37.0’.

Streets and Frontage | Build-to Lines and Zones | Building Entrances

Standards

Primary entrances shall be located at the front façade of the buildings. If a building fronts on both A and B Streets, Pedestrian Street, or Promenade, its primary entry shall be located on the A Street.

Service entrances shall be at the rear of the building.

Comment: All primary entrances will be oriented to the streets to which the buildings face. There will be no primary entrances onto side streets or alleys, and the entrances to the building which will front on both Belcrest Road and the proposed “B Street” will face Belcrest Road.

Streets and Frontage | Build-to Lines and Zones | Articulation

Standards

Unless otherwise stated in the Transit District Standards, bays, balconies, cornices, and blade signs may only encroach across the build-to line for up to 25 percent of the building frontage.

For multifamily residential buildings, bays, balconies, cornices, and shading devices shall not encroach across the build-to line beyond 10 feet.

Porches and stoops may only encroach beyond the BTL within the Residential Frontage Zone for a maximum of nine feet.

To provide visual interest and to reduce the perceived massing and scale of buildings, building architecture shall incorporate at least three of the following design elements:

- *Colonnades*
- *Gables*
- *Hip roofs*
- *Towers*
- *Dormers*
- *Archways*
- *Covered entries*
- *Repetitive window openings*
- *Arched and corbelled parapets*
- *Cornices*
- *Transoms*
- *Other design elements deemed appropriate by the Planning Board*

Comment: Bays and cornices will not extend beyond the minimum BTLs provided for above.

Stoops will be provided, but will generally be behind the minimum BTLs provided for above; along eight of the units which front on Belcrest Road, stoops will project beyond the BTL into the Residential Frontage Zone to a maximum of 1.7’.

To provide visual interest, the proposed architecture incorporates dormers, covered entries, repetitive window openings, gables, bays, and precast lintels over windows and doors.

Guidelines

Architectural treatment is recommended at the expression line to provide a shadow line, pattern, or texture effect. The treatment may be molding, projection, material change, or architectural element that serves to separate the lower story from the upper stories of the building façade at that location.

Roof lines, parapets, and building heights should be architecturally articulated, diverse in design form, and varied in height with adequately scaled and proportioned architectural cornices and applied treatments that complement the building's design.

Upper-story wall treatment should be coordinated and complement the design of the lower-story façade.

Along primary building façades facing streets, façade articulation should average a minimum of 50 feet.

Blank walls should be avoided because they disrupt the street pattern and make an uninviting pedestrian experience; however, if necessary, blank walls should not be more than 10 to 20 feet wide.

Building corners should be articulated.

Comment: The proposed architecture features material changes at projecting bays; covered entrances will also work to delineate building stories.

Roof lines are diverse, featuring gables and two variants of dormers (one with a single window and one with a double window).

The upper and lower stories of the proposed units are designed as a unified façade, as the proposed units each have single occupancy and single use.

2' offsets are provided between units to provide façade articulation.

No blank walls are proposed; all will be provided with at least three architectural features, as well as material changes at visible side facades.

Streets and Frontage | Alleys

Alleys in the Downtown Core shall have a Sidewalk Clear Zone; the Sidewalk Clear Zone shall be a minimum of four feet wide and a maximum of eight feet wide.

In the Neighborhood Edge only, residential driveways are permitted on Alleys.

Comment: The proposed development is located in the Neighborhood Edge; as such, no Sidewalk Clear Zone is required nor is it proposed. Residential driveways will be provided on Alleys.

Streets and Frontage | Tree and Furnishing Zones

GENERAL

Guideline

All public or privately installed street furniture, including lights, benches, waste receptacles, mailboxes, newspaper boxes and bicycle racks, or similar elements should be consistent within a project and be placed at regular intervals within the Tree and Furnishing Zone.

Comment: The proposed public streetlights will be installed at regular intervals in accordance with the City and County's standards, as were illustrated on approved DSP-18003. Benches and waste receptacles were proposed on Homeowners' Association Open Space parcels rather than in the Tree and Furnishing Zone. Finally, the proposed Capital Bikeshare station (which will include bicycle racks) will be constructed outside of the Tree and Furnishing Zone along Belcrest Road.

STREET TREES

Standards

Street trees shall be located within the Tree and Furnishing Zone; additional trees may be provided within the Retail or Residential Zones, as appropriate.

Shade trees two and one-half to three-inch caliper in size, shall be planted along each street with spacing of not greater than 40 feet on center, excluding driveway openings. Spacing allowances may be made, where necessary, to accommodate curb cuts, fire hydrants, and other infrastructure elements.

Ornamental trees, seven to nine feet in height, may only be used to meet the requirements of this section where overhead wires prohibit the planting of shade trees.

Comment: The proposed street trees will be located in the Tree and Furnishing Zone as required by Urban Street Standard 600.21, including its allowances for curb cuts, fire hydrants, and other infrastructure elements. Street trees shall be shade trees and shall meet the plant size requirements of this Standard. Additional trees have also been provided along the perimeter of the existing swimming pool serving the adjacent apartment buildings (with additional trees to be planted in future phases of the development).

Guidelines

Each street should use a consistent species pallet that supports the long-term health of the trees.

Street trees should be located a minimum 35 feet from the point of curvature of an intersection of two streets.

Street trees should be located a minimum 10 feet from the point of curvature of residential driveway entrances.

Street trees should be located a minimum 20 feet from the point of curvature of commercial driveway entrances.

Street trees should be located a minimum 15 feet from the center of street light poles.

Street trees should be located a minimum 10 feet from water meters.

Street trees should be located a minimum 10 feet from storm drain inlets, hydrants, or manholes.

Comment: The proposed street trees will be located as required by Urban Street Standard 600.21, which also includes the same requirements provided for in the above Guidelines.

TREE BOXES

Tree boxes are openings in the sidewalks for street trees.

Standard

Tree grates are prohibited.

Comment: The proposed street trees will be located as required by Urban Street Standard 600.21, which provides for their placement in a grassed strip in the tree and Furnishing Zone. No tree boxes or tree grates will be proposed.

Guidelines

If tree boxes are provided, all boxes along the length of a single block should be of the same type for a uniform appearance and the underground soil volumes should be connected. Uniform type around the entire length of a street within the Transit District, or around the entire perimeter of a plaza, square, or pocket park is preferable.

Tree boxes or pits may include additional landscaping. In addition to the tree, the tree box or pit may include flowering plants and shrubs. However, no plants with thorns or other sharp protrusions should be used, and these plants should be maintained below a height of 42 inches.

Tree box openings should be delineated from hard surfaces to prevent soil compaction.

Tree boxes adjacent to on-street parking areas should be spaced to provide adequate pedestrian access to other frontage zones.

Comment: The proposed street trees will be located as required by Urban Street Standard 600.21, which provides for their placement in a grassed strip in the tree and Furnishing Zone. No tree boxes or tree grates will be proposed.

Streets and Frontage | Street Lights

Standards

All pedestrian rights-of-way—including sidewalks, trails, paths, and pathways from building entrances and exits to the sidewalk—shall be continuously lit.

Comment: Streetlights will be installed at regular intervals along all of the proposed streets, in accordance with the City and County's standards, as illustrated for reference on the Detailed Site Plan.

Street lights shall either be pedestrian-scale fixtures or a combination of a street light and a pedestrian fixture. Pedestrian lights shall be no higher than 14 feet. Existing street lights shall not be counted toward this requirement unless they include pedestrian-scale fixtures that meet this standard.

Street lights installed along MD 410 (East West Highway) and Belcrest Road shall use PEPCO's Teardrop or equivalent style from PEPCO's most recent Street Light Catalog.

All other streets in the Transit District shall use PEPCO's Acorn or equivalent style from PEPCO's most recent Street Light Catalog.

Cobra fixtures and high pressure sodium fixtures shall not be permitted.

Comment: The proposed streetlights will be PEPCo's Acorn style, 14' in height, and will be LED light fixtures in accordance with PEPCo's new practice.

Street light fixtures shall be spaced a maximum of 40 feet apart in the Downtown Core.

Street light fixtures shall be spaced a maximum of 50 feet apart in the Neighborhood Edge, and may be placed in a staggered arrangement.

Comment: The proposed public streetlights will be installed at regular intervals in accordance with the City and County’s standards, as illustrated for reference on the Detailed Site Plan.

Guidelines

Street light fixtures should allow for the hanging of banners and other amenities, including artwork, hanging flower baskets, etc.

Street light fixtures should include electric weather protectant receptacles.

Energy-efficient lighting should be used to conserve energy and reduce long-term cost.

Comment: As noted above, the proposed streetlights will be PEPCo’s Acorn style, 14’ in height, and will be energy-efficient LED light fixtures to conserve energy.

Bulk and Height | Intent

To create opportunities for walkable, mixed-use development that support the transformation of Prince George’s Plaza into a Regional Transit District and reinforces the street and sidewalk as the focal points of activity.

Comment: The proposed development was planned to conform closely to the Transit District Standards in order to create a walkable, street-oriented residential community in the Neighborhood Edge character area of the Plan, which will support the mixed-use activities in the Regional Transit District.

Bulk and Height | Lots and Building Placement

Standards

Each new lot shall abut an A, B, or Pedestrian Street to permit, at a minimum, emergency vehicle access.

When a building abuts multiple classes of a street, it shall face and front onto the highest level of the street. For example, if a building abuts an A Street and a B Street, that building shall front onto the A Street.

Comment: Each proposed lot will abut either existing Belcrest Road or a “B Street,” and will front on the higher level street when it abuts two streets of different classifications.

Guidelines

Buildings should occupy the perimeter of a block.

Buildings constructed on corner lots should not extend beyond the façade of other buildings on the block, to minimize sight distance impact

Comment: Buildings occupy the perimeter of each block, except along the boundary with Northwestern High School, where a community park and the necessary stormwater management facility is located.

Bulk and Height | Density and Building Height

These standards establish building height limits which will permit the density of development appropriate to a Downtown, and a context-sensitive transition to a scale compatible with surrounding neighborhoods. In keeping with best practices in transit-oriented development, the greatest height is established in the Downtown Core, along Belcrest Road and MD 410 (East West Highway).

A story is defined as “an interior space measured from one finished floor to the next finished floor or roof above.”

Section 27-548.06(a)(1) establishes that development within a Transit District shall not exceed the specified maximum residential density and any floor area ratio (FAR) requirements of the underlying zones. For ease of reference, the relevant density maximums are listed in the following table.

Pursuant to Section 27-548.06(b), this TDDP establishes the height regulations for the Transit District. The height regulations for buildings consist of five features:

- 1. Single-story buildings.*
- 2. Minimum first (ground) floor height.*
- 3. Stepback and transition requirements (where applicable).*
- 4. Height Maximums*
- 5. Public amenity height bonuses.*

Table, Page 235:

Zone Maximum Permitted Density

R-20 16.33 dwelling units per acre

R-10 48 dwelling units per acre

Comment: The proposed density for the overall development approved by preliminary plan 4-17007 on the 24.47 net acres proposed for townhouse development is 13.53 units per acre.

Bulk and Height | Density and Building Height | Maximum Building Heights

As a new Regional Transit District, Prince George's Plaza will attract new residents, visitors, and workers and help sustain the existing population. This will, in turn, drive demand for new, modern, easily accessible public facilities. Much of the Transit District and surrounding community is built out, and construction of new public facilities will require coordination with property owners and stakeholders; innovative approaches to design, function, and colocation of facilities; and incentives to encourage provision of public facilities within the Transit District.

GENERAL

Standards

For the purposes of this TDDP, building height shall be measured in number of stories above the ground-level public entrance at the highest elevation. Differences in topography may permit ground-level entrances at lower elevations; these stories shall be considered basement or subgrade floors and shall not count against the story maximum. For example, a building may front on side A at street level; an entrance on side B may be two floors below the entrance on side A. The height of the building would be measured in stories from side A.

When a mezzanine is present, the mezzanine shall be counted as an additional story.

Habitable space in roof and attic areas with a sloping roof shall not be counted as a story.

Any portion of the building below the ground level shall not count as a story.

Raised basements shall not exceed one-half of a story in height above grade along the build-to line.

Guideline

Corner towers, vertical bays, and other features should be utilized to give the appearance of a taller building height.

[Map 34. Maximum Building Heights]

4 Stories (R-20-zoned portion)

10 Stories (R-10-zoned portion)

Comment: Maximum building height proposed is three stories. A fourth level is proposed as an option in the units, but this fourth level would not be defined as a “story” under the Transit District Standards, as it would occur behind the sloping roof of the front facades.

SINGLE-STORY BUILDING HEIGHT AND FRONTAGE

Standards

Single-story buildings and single-story portions of multistory buildings are prohibited on corner lots in the Downtown Core.

Single-story buildings in the Downtown Core, or portions of multistory buildings consisting of a single story, shall have a façade of at least 20 feet in height measured from the average mean building grade at the front of the building to the top of the façade, with a minimum floor-to-ceiling height of 14 feet.

Comment: The subject property is located in the Neighborhood Edge.

Commercial, institutional, mixed-use, or multifamily residential buildings: the first (ground) floor shall be at least 20 feet high, with a floor to ceiling height of at least 14 feet.

Comment: Only single-family attached dwellings are proposed.

No accessory building within the Neighborhood Edge shall be taller than two stories.

Comment: No accessory buildings are proposed under this Detailed Site Plan.

The maximum height of all other buildings is regulated by the standards (on page 236).

Comment: Only single-family attached dwellings are proposed; these are limited to three stories as provided for on Map 24 and on Page 238 (and the definition of “story” on page 236).

STEPBACKS AND TRANSITIONS

Standards

All buildings or portions of buildings, within 250 feet of the northern boundary of the Oliver Street right-of-way shall be a maximum of six stories.

Comment: No portions of the subject property are located within 250 feet of the northern boundary of the Oliver Street right-of-way.

All buildings or portions of buildings, within 500 feet of the western boundary of the Adelphi Road right-of-way shall be a maximum of four stories.

Comment: The only portions of the subject property that are located within 500 feet of the western boundary of the Adelphi Road right-of-way are located in the undisturbed areas of stream buffer along the easternmost edge of the subject property.

Guidelines

All buildings should have step back of at least 10 feet above the fourth story and may have subsequent setbacks.

Comment: No buildings are proposed higher than three stories.

On sites or lots with multiple buildings, buildings closer to MD 410 (East West Highway) should be tallest, with building heights stepping down as they are sited closer to the adjacent community outside the Transit District. Buildings adjacent to the Transit District border should be the shortest buildings on a particular site or lot.

Comment: The buildings proposed will be of uniform visible height and number of stories, though they may vary in the number of occupiable levels: fourth levels are provided as an option behind the roofs on the front facades, but these fourth levels do not count as “stories” under the Transit District Standards.

Bulk and Height | Density and Building Heights | Public Amenity Height Bonus Program

One way in which this TDDP can incentivize the construction of public facilities is through the provision of height bonuses. These bonuses effectively permit the construction of taller buildings in exchange for the provision of land, buildings, or building space for public facilities.

No height bonus shall be granted in the T-D-O/R-O-S, T-D-O/O-S, T-D-O/R-80, T-D-O/R-20, or T-D-O/R-18 Zones.

Comment: The subject site is located in the T-D-O/R-20 Zone, and as such, the public amenity height bonus program does not apply. And thus, the remainder of the provisions of this section of the Transit District Standards are not reproduced here.

Site Elements | Intent

To create an integrated system of safe environmentally-conscious and inviting spaces that encourage and facilitate active and passive uses, social interactions, and cultural events easily accessible via a short walk.

Site Elements | Placemaking and Open Spaces

Standard

Privately owned and/or operated open spaces within the Downtown Core that abut a street or frontage zone shall be accessible to the public through a public use easement or other mechanism.

Comment: The subject property is located in the Neighborhood Edge.

Guidelines

Other privately owned and operated open spaces should be accessible to the public whenever feasible through a public use easement or other mechanism.

Comment: The non-lot, non-public street areas of the subject property will be open space that will be owned and maintained by a Homeowner's Association.

Open spaces should be designed in accordance with the Formula 2040 Park Typology and their associated characteristics.

Comment: An extended discussion of the conformance of the proposed open space components to the Formula 2040 Park Typology will follow. Park types present at the subject site include pocket /mini parks, commons/greens, greenways/linear parks, and streets.

Consideration should be given to providing open spaces for important events or programming including, but not limited to, fitness activities; passive and active uses; toddler and child urban playground; neighborhood and community parks; dog parks; open greens; and picnic areas.

Comment: The Homeowner's Association open spaces will accommodate most of the components listed above:

- The shared-use trail which runs along the south side of the open space parcel will eventually (beyond the subject property) connect with the trail networks in both Northeast and Northwest Branches, accommodating hiking and biking;
- Retained woodlands on the hill in the northeast corner of the site will be a dog-friendly area for passive recreation (and in the winter, active sledding in the event of snow!). This area will have access from a subsidiary path leading from the main shared-use path, and will feature a shaded seating area at the edge of the woods on the hillside;
- A play structure will be provided for pre-teen children, and separate play equipment for preschoolers will be included as well, together with a shaded sitting area;
- An open green of approximately ¼ acre in area will be provided for unstructured play; and
- A picnic area will be provided.

Permeable materials are encouraged, wherever possible, to facilitate the growth of trees and vegetation, and the absorption and treatment of rainwater runoff.

Comment: Almost all of the Homeowner's Association open spaces will be permeable surfaces, with the exception of the path network.

Site Elements | Placemaking and Open Space

MURALS AND PUBLIC ART

Guidelines

Murals or works of public art are encouraged in the Transit District. Wherever possible, such displays should reflect the aesthetic and cultural traditions of Hyattsville and Prince George's County, including their past, present, and future, and the environmental and geographic characteristics that make both the City and the County unique places.

Works of art, architectural enhancements and special landscape treatments should be located in areas where residents and visitors live, work, or congregate and should be highly visible and accessible.

COLOR

Guideline

The use of bright colors for trim and accent elements is encouraged.

Comment: These guidelines are noted.

Site Elements | Lighting

Guidelines

Exterior areas, rear entryways, public spaces, roads, crosswalks, sidewalks, pedestrian overpasses, and trails should be well-illuminated to ensure safety and improve visibility while minimizing light spillover to other properties.

Comment: Exterior lighting of the streets will be provided by streetlights in accordance with the City and County's standards. Alley lighting will be supplied by building-mounted lights.

Light fixtures should be placed so as to avoid conflicts with trees or other obstructions and should direct light to specific locations and away from adjoining properties. Consideration of security and pedestrian comfort should be prioritized by increasing illumination low to the ground in public parking lots, at building entrances, in public plazas and open spaces, and transit stops.

Comment: Streetlights will be located in accordance with the City and County's standards to avoid conflicts with trees and other obstructions. No public parking lots, building entrances, public plazas or transit stops are proposed as a part of the subject Detailed Site Plan

Site Elements | Green Infrastructure

Guidelines

To the maximum extent practicable, no private development should be permitted within the Primary Management Area.

Comment: As provided in Preliminary Plan of Subdivision 4-17007, impacts to the Primary Management area have been limited in accordance with the three-part analysis for Avoidance, Minimization and Mitigation provided for in the Environmental Technical Manual. Impacts to the area of existing 100-year floodplain which were caused by an inadequate culvert under Belcrest Road were mitigated by the installation of flood control measures that relieved the culvert inadequacy. The extent of the Primary Management Area as defined by the limit of the 100-year floodplain after the installation of the flood control measures will not be impacted.

Environmentally sensitive stormwater management facilities customarily found in a city or urban area should be used where appropriate, including subsurface collection facilities under parking lots, to store and slowly infiltrate stormwater.

Comment: Microbioretention facilities, which are environmentally-sensitive facilities that provide for storage and (where soils are compatible, as they generally are here) infiltration of groundwater, are provided throughout the proposed development.

Site and street designs should avoid the use of unshielded roof, side, and parking lot lights, and include the use of full cut-off optic lighting systems that provide consistent lighting levels.

Comment: Streetlights will be PEPCo's Acorn standard cut-off fixtures, as specified in other standards, above.

Pervious paving is encouraged throughout the Transit District. Examples include:

- *Cast-pressed concrete paver block*
- *Grassed cellular plastic or concrete*
- *Stamped asphalt or concrete*
- *Pea gravel, washed stone, or paving blocks*
- *Wood or concrete paving block*

Comment: This guideline is noted; almost all of the hard surfaces proposed will be in public rights-of-way, in which pervious paving is not permitted.

Stormwater management measures should be integrated with bioswales, naturalistic green fingers, rain gardens, waterscapes and other green and environmental site design practices that minimize stormwater runoff and increase the infiltration of rainwater into the ground.

Comment: As described above, the subject development will feature the use of microbioretention facilities, which are rain-garden-type facilities that meet the County's environmental site design requirements and provide for storage and infiltration of groundwater.

New development should be encouraged to adopt LEED-ND or similar sustainability standards, incorporating innovative solutions such as green buildings, reuse of gray water, reusable energy generation onsite, technologies that lower electricity consumption, as well as green and habitable roofs where appropriate (rooftops that building occupants can use for gardening, socializing, and sunning).

Comment: The proposed townhouses will feature a number of sustainable practices, including use of Energy Star-qualified appliances to reduce power consumption, low-flow toilets, sinks and showers to reduce water consumption,

enhanced construction to reduce air infiltration, and the use of R-410A refrigerant in the air conditioning units to be more efficient and environmentally friendly.

Site Elements | Tree Canopy Coverage

Standard

Section 25-127(b)(1)(I) of the County Code states that “properties subject to tree canopy coverage requirements contained in an approved Transit District Overlay (T-D-O) Zone or a Development District Overlay (D-D-O) Zone are exempt from the tree canopy coverage requirements contained in this Division.” Pursuant to this section, the tree canopy coverage requirements for the Prince George’s Plaza Transit District Overlay Zone shall be met through the provision of street, on-site, and other trees preserved by a property owner or provided to comply with other Transit District Standards and guidelines.

Comment: As no dwelling units are proposed under this Infrastructure Detailed Site Plan, conformance to the Standards contained following for street, on-site and other trees will be addressed in a subsequent Detailed Site Plan, when dwelling units are proposed. The subject Detailed Site Plan does, however, propose street trees and open space planting which will count towards the development’s ultimate planting requirement.

Site Elements | Screening

Standards

Screening materials shall consist of evergreen trees and shrubs, walls, or fences.

Loading areas consisting of off-street loading spaces, loading docks, and service or maintenance areas shall be screened so as to not be visible from an A Street or single-family residential dwelling units.

Comment: No loading areas or service or maintenance areas are proposed under this Detailed Site Plan.

All mechanical equipment and meters shall be screened to prevent excessive noise and visual impacts on surrounding properties.

Comment: Mechanical equipment will either be located in rear alleys, or will be located in the back yards of Lots 59-93 and screened by dividing fences. Electric meters will be located in the rear alleys of the rear-loaded garage units. Gas meters will be located in the back yards of Lots 59-93, and will be screened by the

dividing fences; gas meters on the front elevations of the rear-loaded garage units will be screened by shrub planting.

Guidelines

Screening options may include:

- *Six-foot-high, sight-tight, and/or green fences. » Architecturally decorative or green walls.*
- *Evergreen screens (height, spacing, and variety to be determined at the time of Detailed Site Plan based upon the size and location of the area to be screened).*

*All dumpsters; trash pads; trash and recycling collection; or storage areas should be carefully located and oriented on the site to be as inconspicuous as possible.**

**Blank walls should be avoided along pedestrian rights-of-way because they disrupt the street pattern and make an uninviting pedestrian experience; however, if necessary, blank walls should not be more than 10 to 20 feet wide.*

Comment: No exterior dumpsters, trash pads, recycling or storage are proposed under this Detailed Site Plan. Trash toter alcoves are provided in the garages of each 16'-wide unit, and sufficient space exists in the garages of the wider units for toter storage.

Site Elements | Walls, Fences, and Gates

Standards

The following are permitted:

- *Fences and gates, up to a height of 40 inches, to delineate outdoor seating areas within the retail zone for eating and drinking establishments.*
- *Walls, fences, and/or gates where expressly permitted by this TDDP for screening purposes.*
- *Walls required for the retention of earth, support of a structure, or architectural façade of a structure.*
- *Only in the R-20 and R-80 zones, fences enclosing all or a portion of a rear yard and garden walls; such walls shall not occur forward of the rear of a primary building.*

Comment: The subject property is located in the R-20 Zone and the Neighborhood Edge character area; fences were approved by DSP-18003 along the rear yards of open space areas which abut Northwestern High School and the existing Plaza

Towers Apartments. The subject Detailed Site Plan proposes fences enclosing a portion of the rear yards of Lots 59-93.

The following are prohibited:

- *Chain link fencing, barbed wire, wire mesh, corrugated metal or fiberglass, split fencing, sheet metal, and paneled materials.*
- *Except where expressly permitted by this TDDP, all other walls, fences, and gates abutting pedestrian or vehicular rights-of-way in the Neighborhood Edge or located anywhere in the Downtown Core.*

Comment: No fence abutting pedestrian or vehicular rights-of-way are proposed.

Guideline

Fence type should be consistent along a block face.

Comment: The fence material will be uniform throughout the proposed development.

Architectural Elements | Intent

To create attractive and visually interesting buildings that enliven and reinforce streetscapes and public spaces while respecting existing development, including neighboring single-family residential neighborhoods.

Architectural Elements | Signage | General

Standards

All attached or projecting signs are permitted to be placed horizontally or vertically.

Attached signs shall consist of three types: wall signs, window signs, and digital signs, as defined in this section.

Projecting signs shall consist of four types: blade signs, awning signs, high-rise building identification signs, and vertical corner signs.

The following signs are not permitted in the Transit District:

- *Signs not expressly identified in this chapter.*
- *Signs that obstruct any opening intended to provide ingress or egress for any building or structure.*
- *Signs that obstruct the view of traffic control devices.*

- *Signs that, because of their shape, color, or wording, may be confused with any traffic control device (placed by a public authority), or may mislead motorists.*

[The only signage proposed is a development identification monument sign; all other signage standards have not been reproduced here.]

Comment: The only sign which is proposed is a single, wall-mounted development identification monument sign, conforming to the standards and guidelines discussed, following:

SINGLE-FAMILY DETACHED HOME AND TOWNHOME DEVELOPMENT IDENTIFICATION

Standards

Maximum sign area per sign face shall be 24 square feet, not exceeding 4 feet in height.

Comment: The greatest perimeter of the individual letters which form the sign face will be 15" tall and 18' long, for a total of 22.5 square feet.

Entranceway signs shall be separated from signs at other entranceways by at least 200 feet and from other on-site signs by at least 100 feet, such distance to be measured along the build-to line.

Comment: Only the single development identification sign is being proposed by this Detailed Site Plan; other signs at future entrances (on Northwest Drive and on Dean Drive) will each be a third of a mile distant from this sign, as the crow flies (more distant measured along the build-to lines).

Guidelines

Signs should be located within 30 feet of an entranceway as follows:

Wall-mounted: one face may be provided on each side of the entranceway, mounted flat against the entranceway wall.

Comment: The edge of the proposed sign wall will be 5' from the edge of the right-of-way at the Belcrest Road entrance.

Ground-mounted development identification signs may be one of the following:

- *A single-faced sign*
- *A double-sided sign back-to-back*

- *A double-sided sign in a “V” configuration with a maximum 45-degree angle.*

Comment: The proposed development identification sign will be a single-faced sign.

Architectural Elements | Awnings

Comment: No awnings are proposed by the subject Detailed Site Plan.

Architectural Elements | Balconies

Standard

All balconies, including the addition of balconies to an existing structure, are permitted in the Transit District.

Comment: Balconies/decks are proposed on the rears of the proposed units.

Architectural Elements | Sustainable Building Materials

Guideline

Buildings should be built with “green” building materials. Green materials should meet the following criteria: produced locally or salvaged; recycled and/or recyclable; rapidly renewable; durable; containing a low embodied energy; manufactured in a less environmentally hazardous or toxic manner; for wood, certified in accordance with the Forest Stewardship Guidelines for environmentally responsible forest management; for refrigerants and fire suppression devices, not containing CFCs or Halon gas. Common green materials include cement and wood fiber composite siding, cellulose insulation, glue-lam beams, and concrete with fly ash content.

1. **Comment:** The proposed buildings will be built with a number of green materials: The concrete which will be used will contain fly ash, both to promote recycling, and to act as a curing retarder (which increases concrete strength); as noted above, the R-410A refrigerant which will be used is non-CFC; recycled concrete is used throughout the construction process for sediment controls such as temporary driveways; engineered wood is used throughout the building construction, including TJI joists, glulam and parallam beams and OSB - these materials do not rely on mature lumber. Furthermore, material quantity and cut lists are provided to the framing trades to reduce waste of framing lumber (or its engineered equivalents). Finally, 50% or more of the installed carpet installed will be certified to meet NSF140; 50% or more of the installed resilient coloring installed will be certified to meet NSF332; 50% or more of the installed insulation will be

certified to meet EcoLogo CCD-016; 50% or more of the installed interior wall covering installed will be certified to meet NSF 342; 50% or more of gypsum board installed will be certified to meet UL 100; and, 50% or more of tile installed will be certified to meet TCNA A138.1 specifications for sustainable ceramic tiles.

Parking and Loading | Intent

To promote a “park once” environment that enables people to conveniently park and access a variety of uses in a pedestrian-friendly environment where streetscapes are vibrant and active and not dominated by parking lots or garages and to encourage nonmotorized modes of travel to and within the Transit District.

Standards

There is no minimum number or ratio of off-street parking spaces for any development within the Transit District.

The maximum number of off-street parking spaces permitted for nonresidential and residential development is specified in the table of maximum parking ratios on the following page. For the purposes of this table, the type of development refers to its description in the table of uses.

[Table: Maximum Parking Ratios

Neighborhood Edge (Single Family Development) 2.0 spaces per dwelling unit.]

Comment: The subject Detailed Site Plan proposes the first 131 units of the 331 which were approved by Preliminary Plan of Subdivision 4-17007. Three types of units are proposed: (1) Thirty-five 22'-wide, front-loaded garage units with two-car garages; (2) thirty-five 20'-wide, alley-loaded garage units with two-car garages; and, sixty-one 16'-wide, alley-loaded garage units. The 16'-wide units have options for either a single-car garage, or a two-car tandem-loaded garage.

On-street parking shall be required on all new private A and B Streets constructed pursuant to this TDDP and is encouraged on all County and municipal A and B Streets.

Comment: On-street parking will be provided on one or both sides of all proposed public streets which are a part of the subject Detailed Site Plan.

On-street parking in Alleys shall be prohibited.

Comment: No on-street parking in Alleys is proposed.

Development may only be permitted to exceed the maximum parking ratios if all of the following criteria are met:

Additional parking spaces may only be provided in the form of structured parking.

[Standards following for structured parking limits and total permissible number of off-street parking spaces in the Transit District are not reproduced here.]

Comment: No buildings or associated off-street parking spaces are proposed by the subject Detailed Site Plan. Conformance to these Standards will be addressed in a subsequent Detailed Site Plan, when dwelling units are proposed.

All applicants, other than those proposing solely single-family dwelling units, shall demonstrate the extent to which their proposed development reduces the total number of surface parking spaces within the Transit District.

Comment: The subject Detailed Site Plan proposes solely single-family dwellings.

All new structured parking facilities shall include secure bicycle parking. One bicycle parking space shall be provided for every 10,000 square feet of building area for office, retail, hospitality, and other commercial, public, and institutional uses. One bicycle parking space shall be required for every 20 units for multifamily residential development. These bicycle parking requirements are cumulative for mixed-use development, and both open and covered bicycle parking areas may be provided, as appropriate.

Comment: No structured parking facilities are proposed.

Parking may be located on- or off-site within one-quarter mile walk of the development site. When off-site parking is used to meet any parking needs, the applicant shall provide a site plan and narrative statement demonstrating that parking is provided off-site and that pedestrian facilities necessary to serve the walk from the parking facility to the building will be constructed prior to the opening of the parking facility.

Comment: No off-site parking will be required to satisfy the proposed development's parking needs.

Carpool and vanpool parking spaces shall be required at a minimum ratio of one reserved high occupancy vehicle space per every 100 regular parking spaces for any development including in excess of 50,000 square feet of office use. Free or reduced

parking costs for authorized carpools and vanpools are encouraged.

Comment: The proposed development will be for single-family attached dwellings; no office use will be proposed.

Restriping of surface parking facilities that result in an addition of general purpose parking spaces is prohibited.

Comment: No surface parking facilities currently exist within the limits of the subject Detailed Site Plan.

On-street parking shall be required on all new private A and B Streets constructed pursuant to this TDDP and is encouraged on all County and municipal A and B Streets.

Comment: On-street parking will be provided on one or both sides of all proposed public streets, which were previously approved under Detailed Site Plan DSP-18003.

On-street parking in Alleys shall be prohibited.

Comment: No on-street parking in Alleys is proposed.

On-street parking spaces on private streets shall not count toward off-street parking requirements.

Comment: This Standard is noted.

All parking for buildings that front on Adelphi Road shall not be visible from Adelphi Road.

Comment: No part of the subject property fronts on Adelphi Road.

Guidelines

Commercial parking facilities should leave at least 25 percent of their spaces available for hourly and daily rental by the general public.

Comment: No commercial parking facilities are proposed.

All parking spaces that are provided should be unbundled from the leasing and/or rental rates of associated development.

Comment: No rental facilities will be proposed: the subject development will be for fee-simple ownership.

Parking and Loading | Surface Parking

Parking and Loading | Structured Parking

Parking and Loading | Underground Parking

Parking and Loading | Loading

Comment: No surface or structured parking is proposed by the subject Detailed Site Plan; only streets are proposed, all of which will be public, and all of which will be furnished with on-street parking on one or both sides of the streets.

Transportation Adequacy | General

Standards

Within the Prince George's Plaza Transit District, properties are required to demonstrate that the transportation facilities (limited to only signalized and/or unsignalized intersections) will be adequate to serve the proposed development for any preliminary plan, and any DSP if prior adequacy findings are more than six years old.

The adequate public facilities (APF) finding must follow and conform to the procedures and methodologies outlined in the most recent edition of the Planning Board's Transportation Review Guidelines, Part 1, unless as specified in this section. Within the Prince George's Plaza Transit District, the transportation facilities adequacy standard shall be LOS E for individual critical intersections.

Comment: Preliminary Plan 4-17007 was accompanied by a Traffic Impact Study that indicated that public transportation facilities are adequate to serve the proposed development.

Determination of Intersections to Be Studied

The number of intersections that shall be included in the required adequacy analysis will be based on the total projected total weekday vehicle trips generated by the proposed development under consideration. Table 48 on page 295 shows the number of signalized and/or unsignalized intersections within the Transit District required to be included in the adequacy analysis. The Planning Director, in consultation with the County and/or appropriate municipality, may adjust the number of intersections required for analysis if he/she finds that special circumstances warrant a different number of intersections to be scoped for adequacy determination.

[Table: Maximum number of Intersections to be Studied:

*Proposed Vehicle Trips: 2,614
Intersections: 4]*

Maximum Number of

Comment: Preliminary Plan 4-17007 was accompanied by a Traffic Impact Study that indicated that studied four signalized intersections and two unsignalized intersections, as well as two site access points.

Required Improvements

For all the required intersections, the applicant shall demonstrate one of the following:

- 1. There will be adequate intersection level of service, as defined by Section 24-124(a), provided that the intersection(s) are fully built to the plan's ultimate configuration.*
- 2. Applicant is willing to fully fund and implement trip reduction program(s), deemed appropriate by the County DPW&T for a period of at least six years after the issuance of first occupancy permit that would alleviate any reported inadequacy as defined by the Transportation Review Guidelines.*
- 3. The applicant agrees to make a one-time Prince George's TDDP Transportation Mitigation Payment to the County and for each signalized intersection that is projected to operate above the acceptable LOS, provided the intersection(s) are fully built to the plan's recommended configurations.*

Comment: Preliminary Plan 4-17007 was accompanied by a Traffic Impact Study that indicated that the existing public transportation facilities are adequate to serve the proposed development.

Site access adequacy and needs shall be determined by the appropriate operating agency having jurisdiction over the roadway where the access point(s) are to be located.

Comment: Site Development Concept Plan 31834-2017-0 was reviewed by the Department of Permitting, Inspections and Enforcement on behalf of the City of Hyattsville for the configuration of the entrance points and for sight distance adequacy.

Calculation of TDDP Transportation Mitigation Payment

The required one-time transportation mitigation fee for each required signalized intersection that is operating above the minimum acceptable clear lane volume (CLV) of 1,600 vehicles per hour, or as modified by the Guidelines, to be paid to the

County prior to issuance of any building permit shall be the smaller of one of the following:

- a. \$10,000 per unit of CLV over the Acceptable Value of 1,600 critical vehicle volume.*
- b. \$100 per projected daily weekday vehicle trip for the proposed development.*

Allocation of the Collected TDDP Transportation Mitigation Fees

On an annual basis, the Prince George's County Planning Board and/or the City of Hyattsville, can request that the County appropriate any portion or all of the collected funds to any transportation enhancement projects, excluding capacity enhancements to existing roads, within, and projected to serve, the Transit District

Comment: Preliminary Plan 4-17007 was accompanied by a Traffic Impact Study that indicated that the existing public transportation facilities are adequate to serve the proposed development.

Downtown Core Standards

DOWNTOWN CORE A STREET

Standards

The following streets existing in the Downtown Core on July 19, 2016, are to be considered A Streets:

- *Belcrest Road*

[Other streets not listed here]

Comment: This list is noted. Belcrest Road abuts the subject development.

Primary entrances to new buildings shall be located on A Streets.

Comment: The primary entrances for buildings which abut Belcrest Road will face Belcrest Road. It is noted that while the right-of-way of Belcrest Road is in the Downtown Core, the entirety of the subject site is in the Neighborhood Edge. As such, the frontage standards which will be applied are the Neighborhood Edge standards, discussed following.

[Remainder of Downtown Core Standards not reproduced here.]

Neighborhood Edge Standards | Intent

To create a walkable, moderate-density residential environment that serves to buffer nearby existing residential communities and open spaces from the more intense mix of uses in the Downtown Core.

Neighborhood Edge | General

Standards

There are no lot coverage requirements for development within the Neighborhood Edge.

Except in the T-D-O/R-80 Zone, where dwelling units must be detached, there are no side or rear setbacks within the Neighborhood Edge. Structures may be built to the side or rear property line.

Comment: These Standards are noted.

Residential driveways are permitted in Alleys and B Streets shall not exceed 18 feet in length. Front-loaded garages are permitted only for dwelling units 22 feet wide or greater.

Comment: Residential driveways are only proposed to front on Alleys and on “B Streets.” The 35 front-loaded garage units which will be proposed for this phase will all be at least 22 feet wide; furthermore, no front-loaded garages will be located along the main east-west street, even though it is a “B Street.”

Guidelines

All single-family dwelling units should front onto an A or B Street.

Comment: As indicated above, proposed building entrances will front on the proposed “B Streets,” except where frontage on Belcrest Road is instead available.

Primary entrances to single-family dwelling units should be located along the front façade

Comment: Each proposed building entrance will uniformly be located on each unit’s front façade.

On private streets in the Neighborhood Edge, all pedestrian crosswalks should be a minimum of eight feet wide

Comment: All proposed streets will be public.

All public utilities should be placed underground, above-ground in alleys, or otherwise behind structures.

Comment: All public utilities will be underground, except for electric transformers which will be generally above-ground in the alleys, or else behind structures

Neighborhood Edge | A Street

The following streets existing on July 19, 2016 are considered Neighborhood A Streets:

- *Northwest Drive*
- *Dean Drive*
- *Highview Terrace*
- *Adelphi Road*

Comment: This list is noted. Northwest Drive and Dean Drive about the subject development, though not this phase of it.

Standards

Entrances into private off-street parking facilities are not permitted, except along Adelphi Road.

Comment: No private off-street parking facilities are proposed by the subject Detailed Site Plan.

New surface parking lots are not permitted.

Comment: No new surface parking lots are proposed by the subject Detailed Site Plan.

Residential driveways are not permitted.

Comment: No residential driveways will front on Belcrest Road (or, in future phases, on any of the existing “A Streets which surround the subject development).

Guideline

Primary building entrances should be located on these streets.

Comment: Each proposed building entrance, will uniformly be located on each unit’s front façade.

[Figure 30. Neighborhood Edge: Townhomes and Two-Family Attached Standards

Building Placement

Build-to Line Regulated by Street Section

BTL Defined by a Building

Front: 80% minimum

Side Street: 40% minimum

Zones Permitted: R-18, R-20

Building Form

Height: See Density and Building Height section.

1. Primary entrance shall be located along the front façade.]

Comment: As indicated above, proposed building entrances will uniformly be located on each unit's front façade.

Neighborhood Edge | B Street

Standards

Streets existing in the Neighborhood Edge on July 19, 2016, not identified as A Streets are to be considered B Streets.

Comment: All existing streets which abut the subject development (for this phase of the development, Belcrest Road) are identified as "A Streets."

Private off-street parking facilities shall front onto B Streets, provided there is appropriate screening consisting of an architectural façade composed of concrete, masonry, screening materials, or sustainable features such as green walls.

Comment: No private off-street parking facilities are proposed by the subject Detailed Site Plan.

Guideline

Primary building entrances may be located on these streets.

Comment: As indicated above, proposed building entrances will front on the proposed "B Streets," except where frontage on Belcrest Road is instead available.

Structured parking facility entrances are permitted.

Comment: No structured parking facilities are proposed by the subject Detailed Site Plan.

Alley, service, and loading entrances should be located along these streets.

Comment: All of the proposed alleys have been laid out to have their entrances on the proposed “B Streets.” In fact, the alleys have even been laid out so that no entrances will be located along the main east-west street, even though it will be a “B Street.”

Neighborhood Edge | Landscape Standards

All residential development in the Neighborhood Edge shall comply with the following standards.

Townhouses, One-Family Semi-Detached, Two-Family, and Three-Family Dwellings Arranged Horizontally

Standards

Plant a minimum of one and one-half major shade trees and one ornamental or evergreen tree every two dwelling units located on individual lots and/or common open space. Trees planted in the Street Tree and Furnishing Zone shall count toward this requirement.

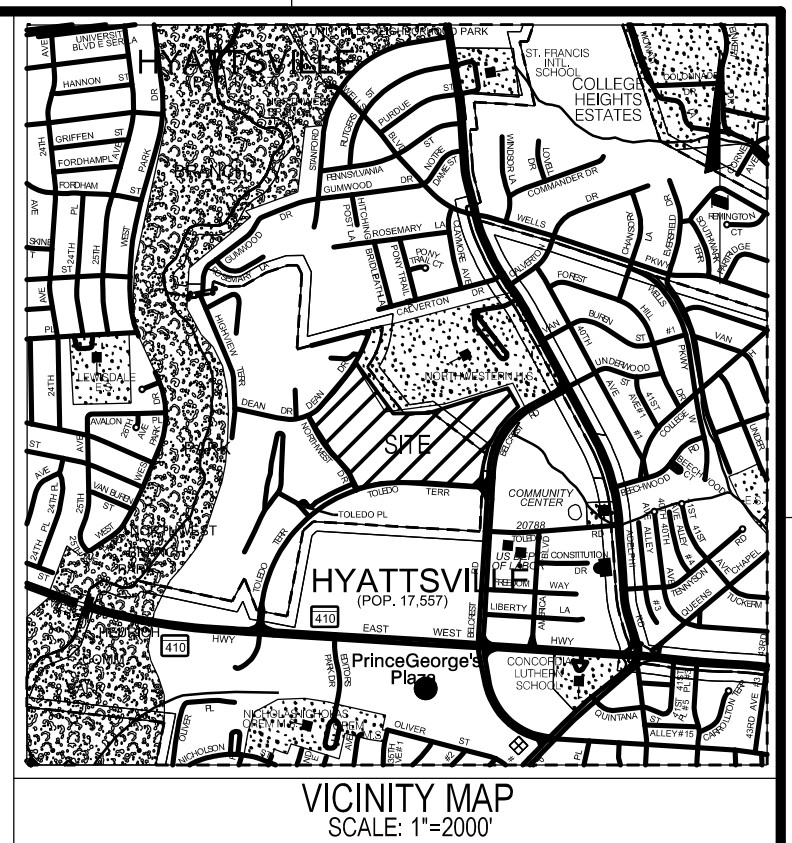
Comment: While meeting the requirement will not need to be finally determined until the approval of the second and third phases, the Landscape Plan nevertheless proposes the planting in this first phase of 133 shade trees and 110 ornamental/evergreen trees. Were the development limited to the 131 lots which are proposed in the first phase, it would only require the planting of 99 shade trees and 66 ornamental or evergreen trees. As such, the planting for the first phase will run proportionally ahead of the total development’s ultimate tree planting requirement.

An existing shade tree, except for an invasive species, exceeding two and one-half inches diameter at breast height (dbh) located in the common area or open space within 75 feet of a dwelling unit may be counted toward fulfillment of the requirement for a tree, provided that the size (dbh), genus, condition, and location of each tree to be counted toward the fulfillment of this requirement is shown on the landscape plan. The site and landscape plan must also demonstrate that a minimum of 70 percent of the critical root zone of such tree will remain undisturbed.

Comment: This provision is noted. Existing mature shade trees which are to be preserved as a part of TCP2-097-00-02 are either: (1) too far from proposed (Phase 2) dwellings to count towards meeting the requirement, or (2) sufficiently close to dwelling units, but are located on adjacent property and not part of the Landy Property townhouse development’s common area or open space.

ON-STREET PARKING SPACES PROVIDED IN THE PUBLIC RIGHTS-OF-WAY: 73

DSP-19020



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203

[illegible]

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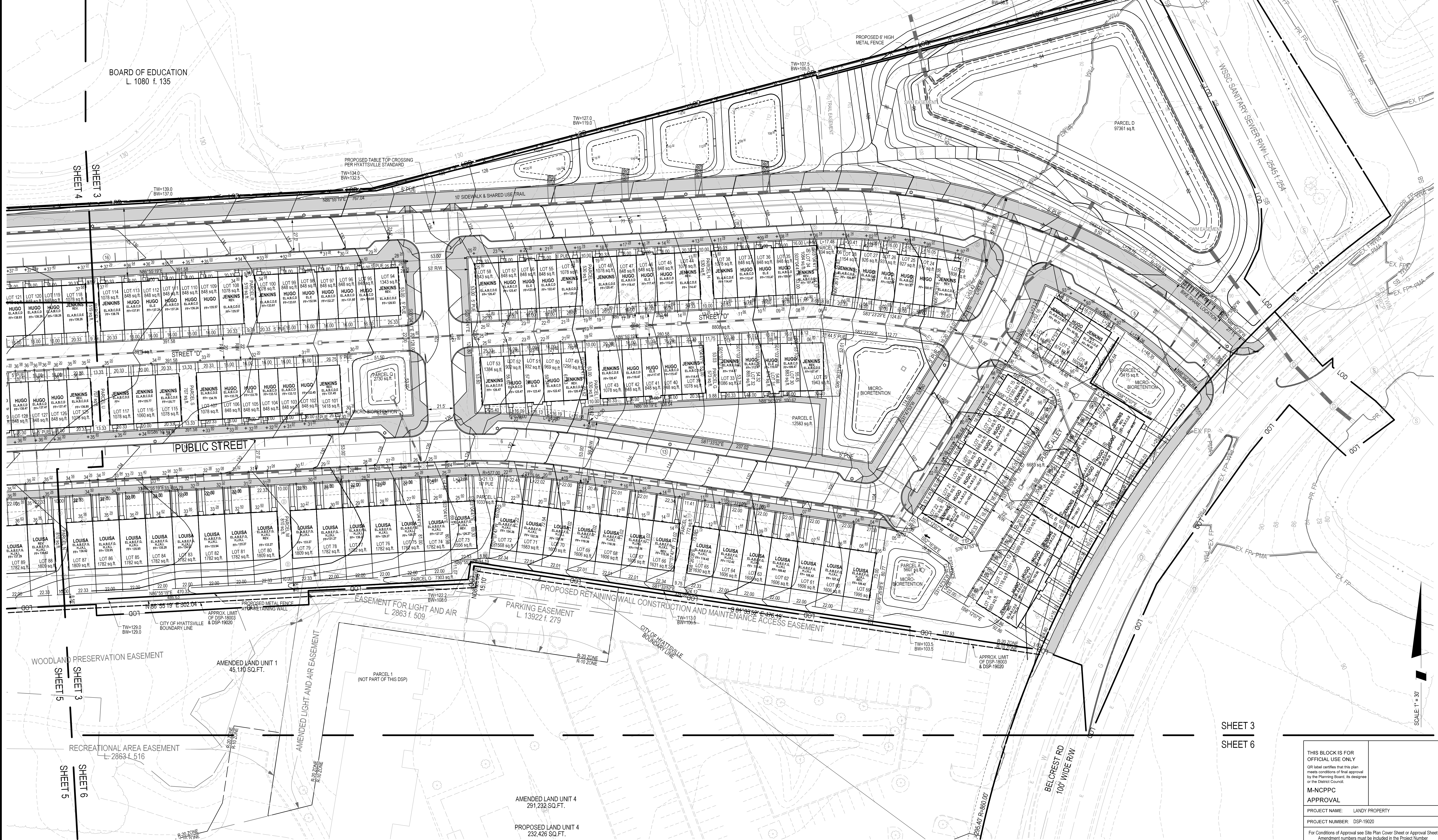
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CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

20.

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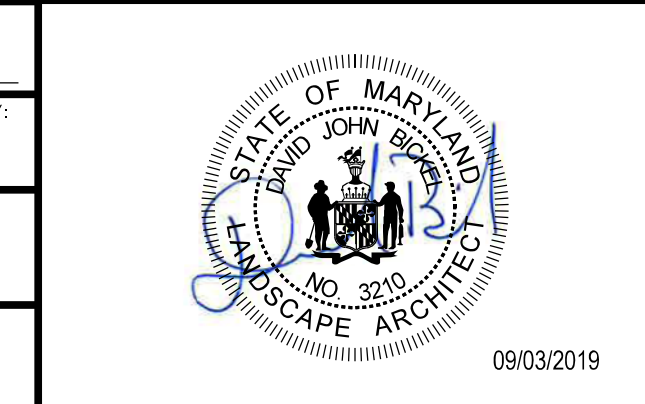
4300 Forbes Boulevard, Suite 230
Lanham, MD 20706
P. 301.794.7555 F. 301.794.7656
www.soltesz.com

NO.	DATE	DESIGNED	BY	DATE	CAO STANDARDS VERSION	REVISIONS	TECHNICIAN	CHECKED	DATE
1	MAY 2019	GAM			V8 - 2008		GAM	DJB	

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INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT MISS UTILITY AT 1-800-251-7777. 48 HOURS PRIOR TO THE START OF EXCAVATION, IF CLEARANCES ARE LESS THAN SHOWN ON THE PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

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MAP	5409	GRID	5G
TAX MAP	4101	ZONING CATEGORY	R-20
WSDC ZONING SHEET	208E03		
SITE DATUM			
HORIZONTAL:			
VERTICAL:			



PLAN VIEW

DETAILED SITE PLAN. DSP-19020
LANDY PROPERTY

CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

THIS BLOCK IS FOR OFFICIAL USE ONLY
OR label certifies that this plan meets conditions of final approval by the Planning Board, its designee or the Council.

M-NCPPC
APPROVAL

PROJECT NAME: LANDY PROPERTY
PROJECT NUMBER: DSP-19020

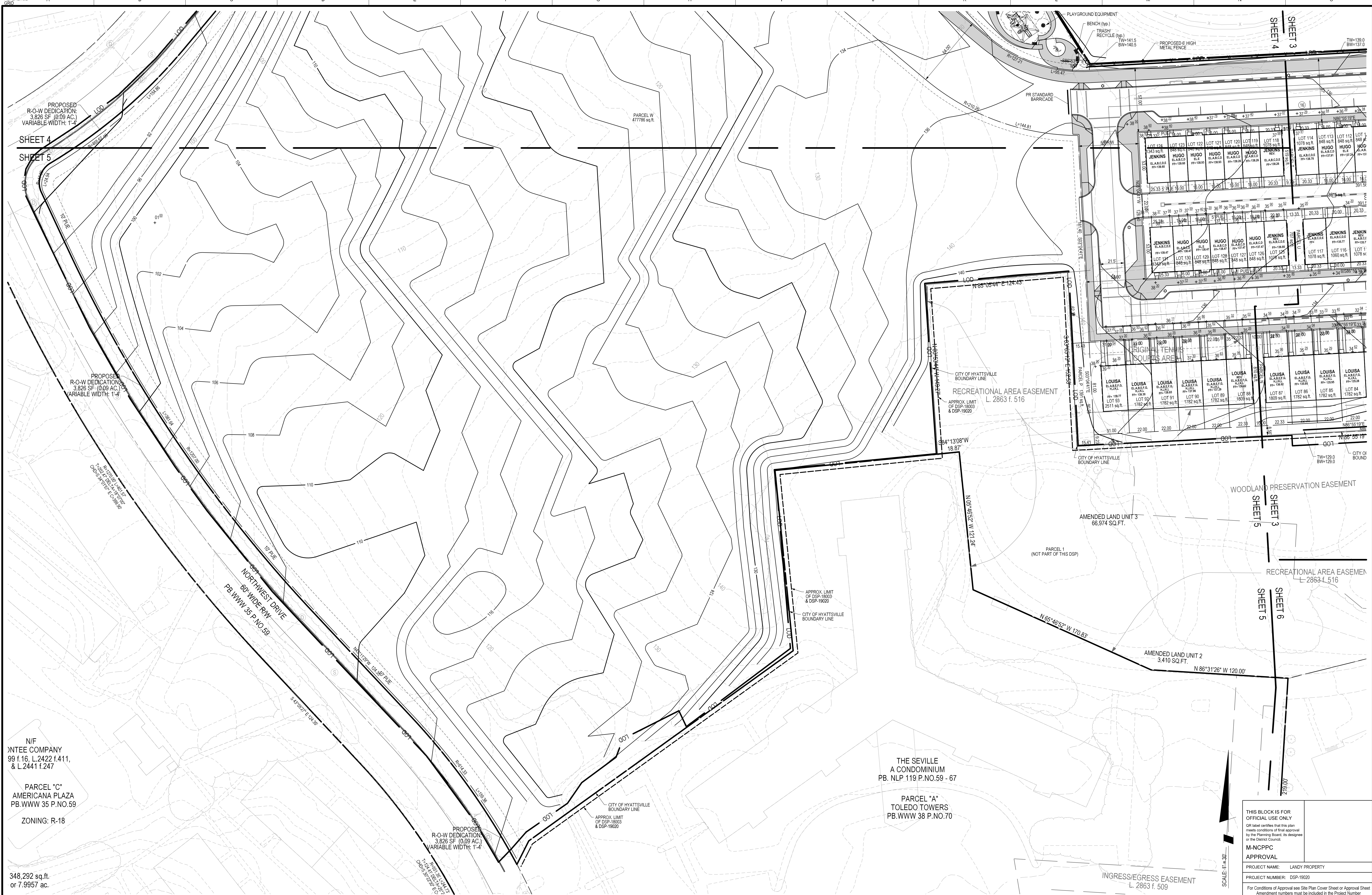
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet
Amendment numbers must be included in the Project Number

1" = 30'

SHEET 3 OF 6

PROJECT NO. 1866-00-0

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N/F
NTEE COMPANY
99 f.16, L.2422 f.411,
& L.2441 f.247

PARCEL "C"
AMERICANA PLAZA
PB. WWW 35 P. NO. 59

ZONING: R-18

348,292 sq.ft.
or 7.9957 ac.



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P. 301.794.7555 F. 301.794.7656
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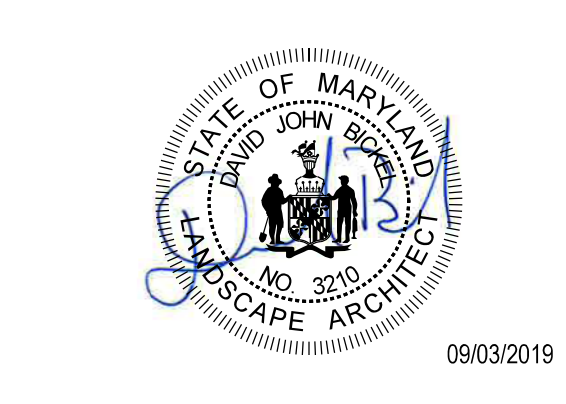
MISS UTILITY NOTE

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OWNER/DEVELOPER/APPLICANT

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SUITE 125-211
ROCKVILLE, MD 20850
301.531.1847
CONTACT: SETH BLUMBERG

MAP	5409	GRID	5G
TAX MAP	41/1	ZONING CATEGORY:	R-20
42/1			
WSDC 200 SHEET			
208NE03			
SITE DATUM			
HORIZONTAL:			
VERTICAL:			



PLAN VIEW

DETAILED SITE PLAN. DSP-19020

LANDY PROPERTY

CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

THIS BLOCK IS FOR OFFICIAL USE ONLY

QR label certifies that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.

M-NCPPC APPROVAL

PROJECT NAME: LANDY PROPERTY

PROJECT NUMBER: DSP-19020

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet. Amendment numbers must be included in the Project Number.

SCALE: 1" = 30'

SHEET 5 OF 6

PROJECT NO. 1866-00-00

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SCALE: 1" = 30'

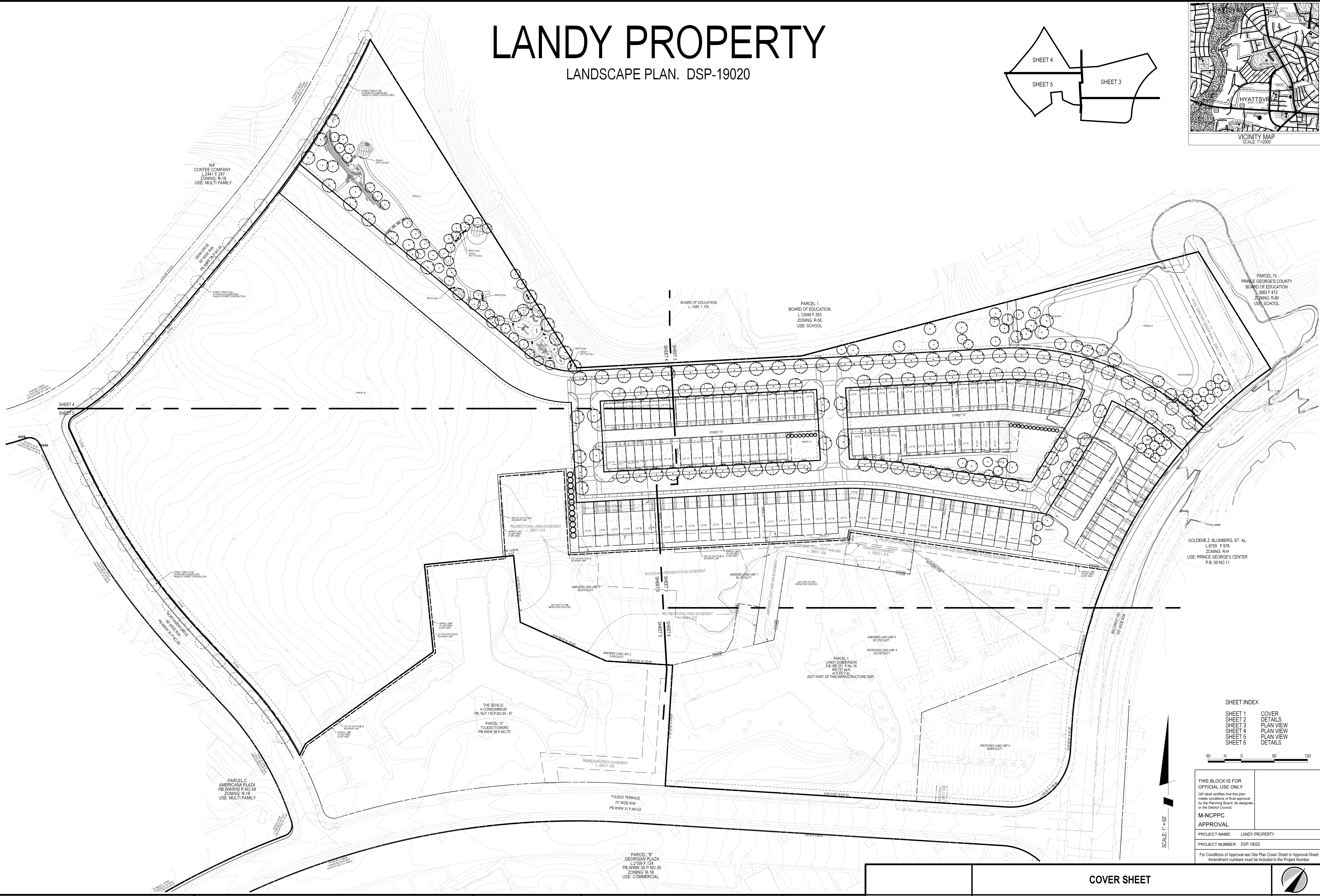
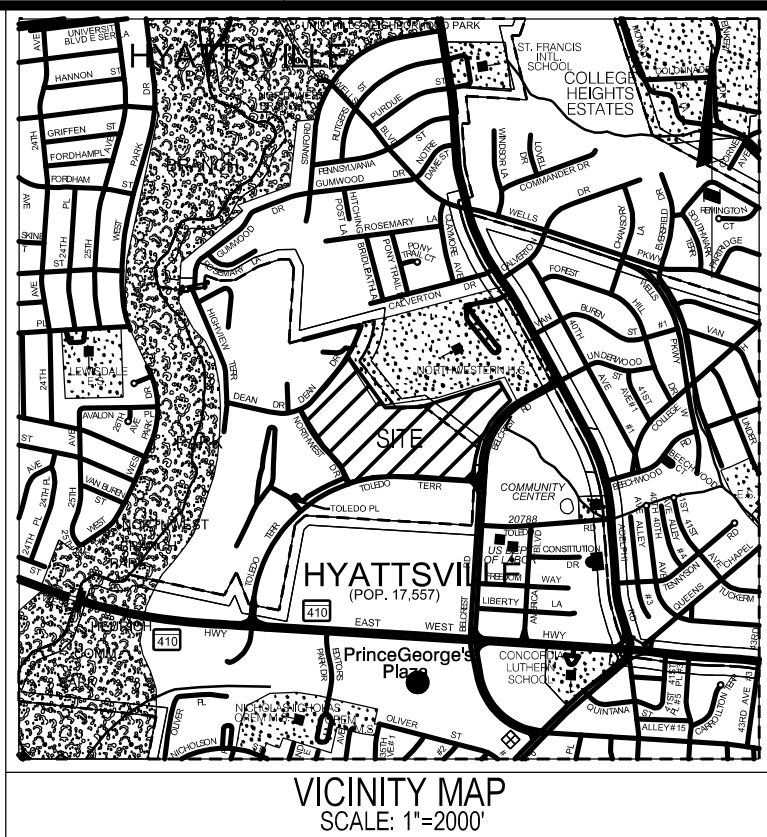
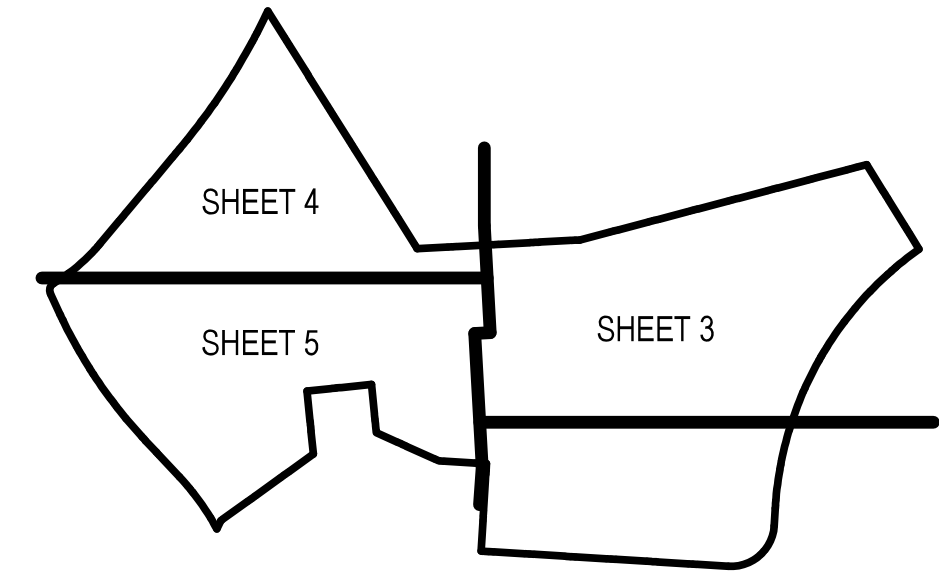
THIS BLOCK IS FOR OFFICIAL USE ONLY QR label certifies that this plan meets conditions of final approval by the Planning Board, as designed by the District Council.	
M-NCPPC APPROVAL	
PROJECT NAME: LANDY PROPERTY	
PROJECT NUMBER: DSP-19020	
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet. Amendment numbers must be included in the Project Number.	



4300 Forbes Boulevard, Suite 230
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LANDY PROPERTY

LANDSCAPE PLAN. DSP-19020



SHEET INDEX	
SHEET 1	COVER
SHEET 2	DETAILS
SHEET 3	PLAN VIEW
SHEET 4	PLAN VIEW
SHEET 5	PLAN VIEW
SHEET 6	DETAILS

60 30 0 30 60 120

SCALE: 1" = 80'

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Engineering
Surveying
Planning
Environmental Sciences

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NO.		REVISIONS		BY		DATE	
1		DESIGNED		GAM		MAY 2019	
2		CHECKED		DJB			
3		TECHNICIAN		GAM			
4		CAD STANDARDS VERSION		V5 - 2005			

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT "MISS UTILITY" AT 1-800-251-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

OWNER/DEVELOPER/APPLICANT

MARVIN R. BLUMBERG COMPANY
402 KING FARM BLVD
SUITE 125-211
ROCKVILLE, MD 20850
301.531.5477
CONTACT: SETH BLUMBERG

MAP	5409	GRID	5G
TAX MAP	421F1	ZONING CATEGORY	R-20
WSEC 200 SHEET	208NE03		
SITE DATUM			
HORIZONTAL			
VERTICAL			



COVER SHEET

LANDSCAPE PLAN. DSP-19020
LANDY PROPERTY

CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

PROJECT NO. 1865-00-00

LANDSCAPE SPECIFICATIONS

A. MATERIALS

1. PLANTS SHALL BE NURSERY GROWN IN ACCORDANCE WITH GOOD HORTICULTURAL PRACTICE, AND GROWN UNDER CLIMATIC CONDITIONS SIMILAR TO THOSE IN THE LOCALITY OF THE PROJECT. THEY SHALL HAVE BEEN ROOT PRUNED, PREFERABLY WITHIN THE LAST YEAR.

THEY SHALL BE SOUND, HEALTHY AND VIGOROUS, WELL BRANCHED AND DENSELY FOLIATED WHEN IN LEAF. THEY SHALL BE FREE OF DISEASE, PEST, EGGS OR LARVAE, AND SHALL HAVE A HEALTHY DEVELOPED ROOT SYSTEM.

PLANTS SHALL NOT BE PRUNED BEFORE DELIVERY. TREES WITH A DAMAGED OR CROOKED LEADER OR MULTIPLE LEADERS, ABRASIONS ON THE BARK, SUNSCALED, DISFIGURING KNOTS OR FRESH CUTS OVER 1 1/2" WILL BE REJECTED.

NO CHANGE IN QUANTITY, SIZE, KIND OR QUALITY OF PLANT SPECIFIED WILL BE PERMITTED WITHOUT APPROVAL OF THE LANDSCAPE ARCHITECT.

2. TOPSOIL SHALL BE FERTILE, FRIABLE AND TYPICAL OF THE LOCALITY; IT SHALL BE FREE OF STONES, LUMPS, PLANTS, ROOTS, STICKS AND SHALL NOT BE DELIVERED IN A FROZEN OR MUDDY CONDITION.

3. PLANTING SOIL (BACKFILL MIX) SHALL BE FIVE-PARTS TOPSOIL AND ONE-PART WET LOOSE PEAT MOSS.

4. STAKING MATERIALS: GUYS WIRE SHALL BE PLIABLE #12 GAUGE GALVANIZED TWISTED TWO-STRAND WIRE. HOSE SHALL BE A SUITABLE LENGTH OF TWO-PLY RUBBER HOSE 3/4 INCH DIAMETER, STAKES SHALL CONFORM TO THE DETAIL ON THIS SHEET.

5. WRAPPING MATERIAL SHALL BE A STANDARD MANUFACTURED TREE WRAPPING PAPER WITH CRINKLED SURFACE AND FASTENED BY AN APPROVED METHOD.

B. APPLICABLE SPECIFICATIONS AND STANDARDS

1. "STANDARD PLANT NAMES," LATEST EDITION AMERICAN JOINT COMMITTEE ON HORTICULTURE NOMENCLATURE.

2. "AMERICAN STANDARD OF NURSERY STOCK," LATEST EDITION, AMERICAN ASSOCIATION OF NURSERYMAN.

C. DIGGING AND HANDLING OF PLANT MATERIALS

1. IMMEDIATELY BEFORE DIGGING, SPRAY ALL EVERGREEN OR DECIDUOUS PLANT MATERIAL IN FULL LEAF WITH ANTI-DESICCANT, APPLYING AN ADEQUATE FILM OVER TRUNKS, BRANCHES, TWIGS AND/OR FOLIAGE.

2. DIG BALLED AND BURLAPPED (B&B) PLANTS WITH FIRM NATURAL BALLS OF EARTH, OF A DIAMETER NOT LESS THAN THAT RECOMMENDED BY AMERICAN STANDARD FOR NURSERY STOCK, AND OF SUFFICIENT DEPTH TO INCLUDE THE FIBROUS AND FEEDING ROOTS. PLANTS MOVED WITH A BALL WILL NOT BE ACCEPTED IF THE BALL IS CRACKED OR BROKEN BEFORE OR DURING PLANTING OPERATIONS.

D. EXCAVATING OF PLANTING AREA

1. STAKE OUT ON THE GROUND LOCATIONS FOR PLANTS AND OUTLINES OF AREA TO BE PLANTED, AND OBTAIN APPROVAL OF THE LANDSCAPE ARCHITECT BEFORE EXCAVATION IS BEGUN. LANDSCAPED AREAS TO BE THOROUGHLY WEEDED PRIOR TO PLANTING OPERATIONS.

E. PLANTING OPERATIONS

1. SET PLANTS AT SAME RELATIONSHIP TO FINISHED GRADE AS THEY BORE TO THE GROUND FROM WHICH THEY WERE DUG. USE PLANTING SOIL TO BACKFILL APPROXIMATELY 2/3 FULL. WATER THOROUGHLY BEFORE INSTALLING REMAINDER OF THE PLANTING SOIL TO TOP OF PITS, ELIMINATING ALL AIR POCKETS.

2. SET PLANTING PLUMB AND BRACE RIGIDLY IN POSITION UNTIL THE PLANTING SOIL HAS BEEN STAMPED SOLIDLY AROUND THE BALL AND ROOTS. CUT ROPES OR STRINGS FROM THE TOP OF BALL AFTER PLANT HAS BEEN SET. LEAVE BURLAP OR CLOTH WRAPPING INTACT AROUND BALLS. TURN UNDER AND BURY PORTIONS OF BURLAP AT TOP OF BALL.

3. PROTECT PLANTS AT ALL TIMES FROM SUN OR DRYING WINDS. PLANTS THAT CAN NOT BE PLANTED IMMEDIATELY ON DELIVERY SHALL BE KEPT IN THE SHADE, WELL PROTECTED WITH SOIL, PEAT MOSS OR OTHER ACCEPTABLE MATERIAL AND SHALL BE KEPT WELL WATERED. PLANTS SHALL NOT REMAIN UNPLANTED FOR LONGER THAN THREE DAYS AFTER DELIVERY.

4. PLANTS SHALL NOT BE BOUND WITH WIRE OR ROPE AT ANY TIME SO AS TO DAMAGE THE BARK OR BREAK BRANCHES. PLANTS SHALL BE LIFTED AND HANDLED FROM THE BOTTOM OF THE BALL ONLY.

5. MULCH ALL PITS AND BEDS WITH A TWO INCH LAYER OF BARK. MULCH IMMEDIATELY AFTER PLANTING AND WORK INTO THE TOP THREE INCHES OF THE PLANTING SOIL. FORM A 3" EARTH SAUCER AROUND EACH PLANT. WATER ALL PLANTS IMMEDIATELY AFTER PLANTING. ADD ADDITIONAL MULCH.

F. STAKING, WRAPPING AND PRUNING

1. STAKING SHALL BE COMPLETED IMMEDIATELY AFTER PLANTING. PLANTS SHALL STAND PLUMB AFTER STAKING. STAKES AND GUY WIRE SHALL BE REMOVED AT THE END OF THE GUARANTEE PERIOD AND DISPOSED OF OFF-SITE BY THE CONTRACTOR.

2. WRAP DECIDUOUS TREE TRUNKS STARTING AT THE BASE OF THE TREE UP TO THE SECOND BRANCH. REMOVE WRAPPING AT THE END OF THE GUARANTEE PERIOD.

3. PRUNE PLANTS AT THE TIME OF PLANTING AS DIRECTED BY THE LANDSCAPE ARCHITECT TO REMOVE 1/5 OR 1/3 OF THE FOLIAGE. REMOVE ALL DEAD WOOD, SUCKERS OR BROKEN BRANCHES AND PRESERVE THE NATURAL CHARACTER OF THE PLANT.

G. GUARANTEE

1. ALL PLANT MATERIAL SHALL BE GUARANTEED BY THE CONTRACTOR TO BE IN A HEALTHY AND VIGOROUS CONDITION AT THE BEGINNING OF THE SECOND GROWING SEASON FOLLOWING ACCEPTANCE BY THE LANDSCAPE ARCHITECT.

H. TREE PRESERVATION

1. SNOW FENCING SHALL BE ERECTED AROUND ALL AREAS WHERE EXISTING VEGETATION IS TO BE PRESERVED.

2. INDIVIDUAL TREES AND GROUPS OF TREES SHALL BE PROTECTED BY FENCING AROUND A PERIMETER OF THEIR BRANCHES USING STANDARD, 48" HIGH SNOW FENCE SECURELY MOUNTED TO STANDARD STEEL POSTS SET NOT MORE THAN 6' APART.

3. FENCING SHALL BE INSTALLED PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY.

PRINCE GEORGE'S PLAZA TDDP/TDOZ LANDSCAPE STANDARDS FOR THE NEIGHBORHOOD EDGE:

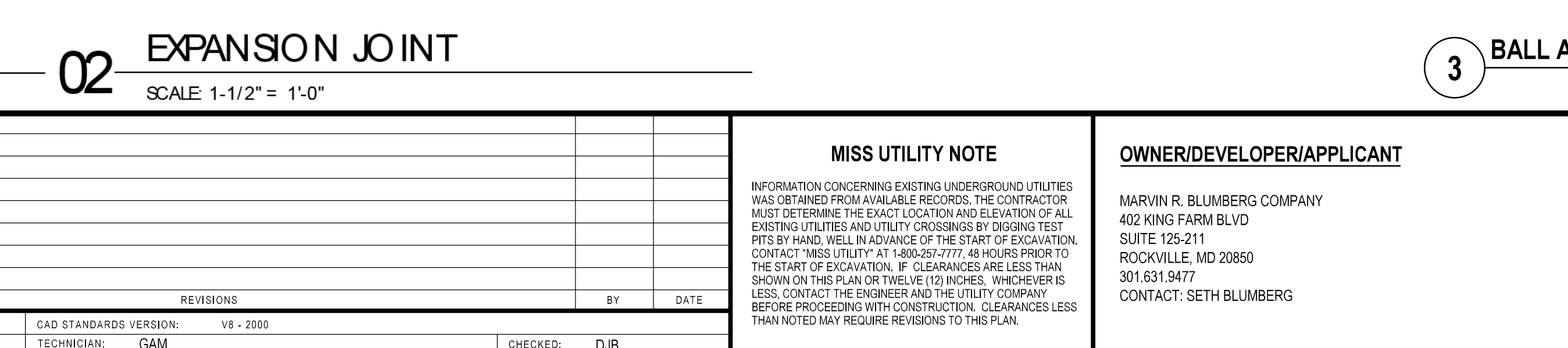
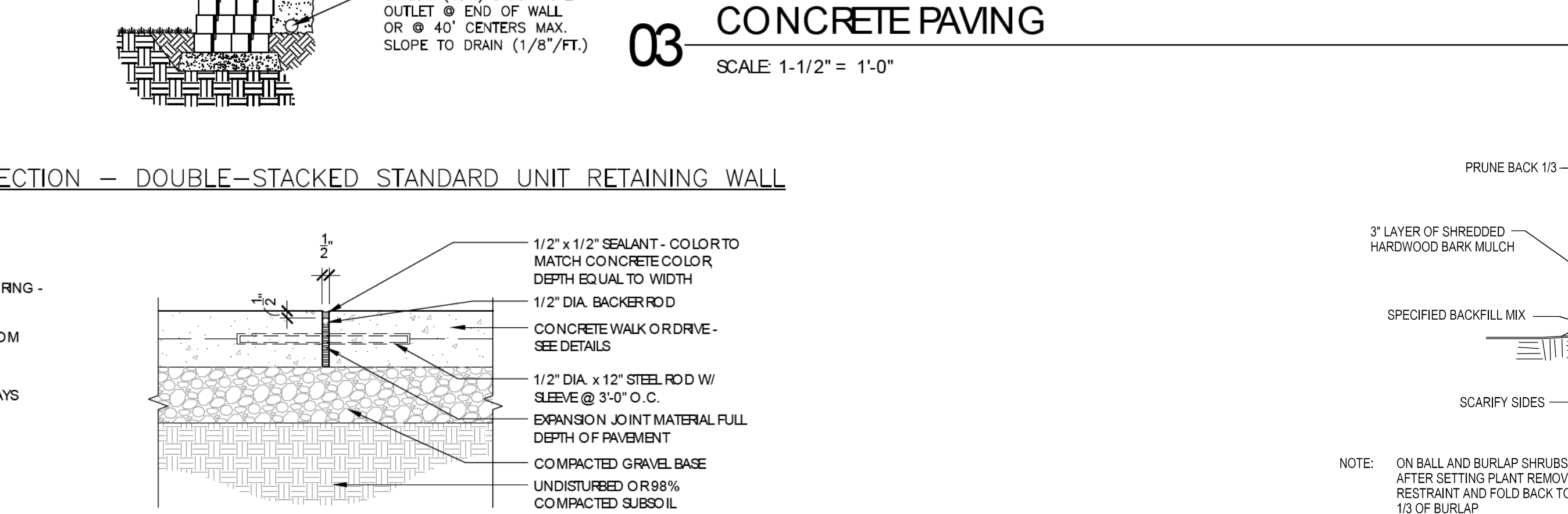
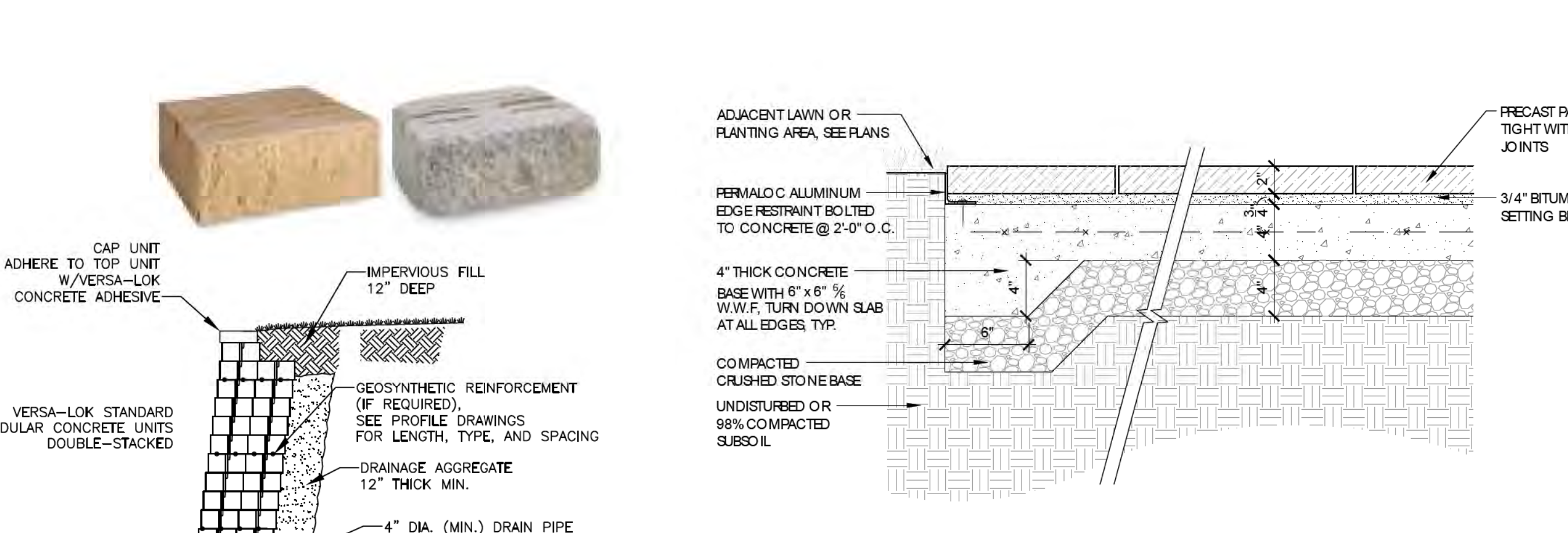
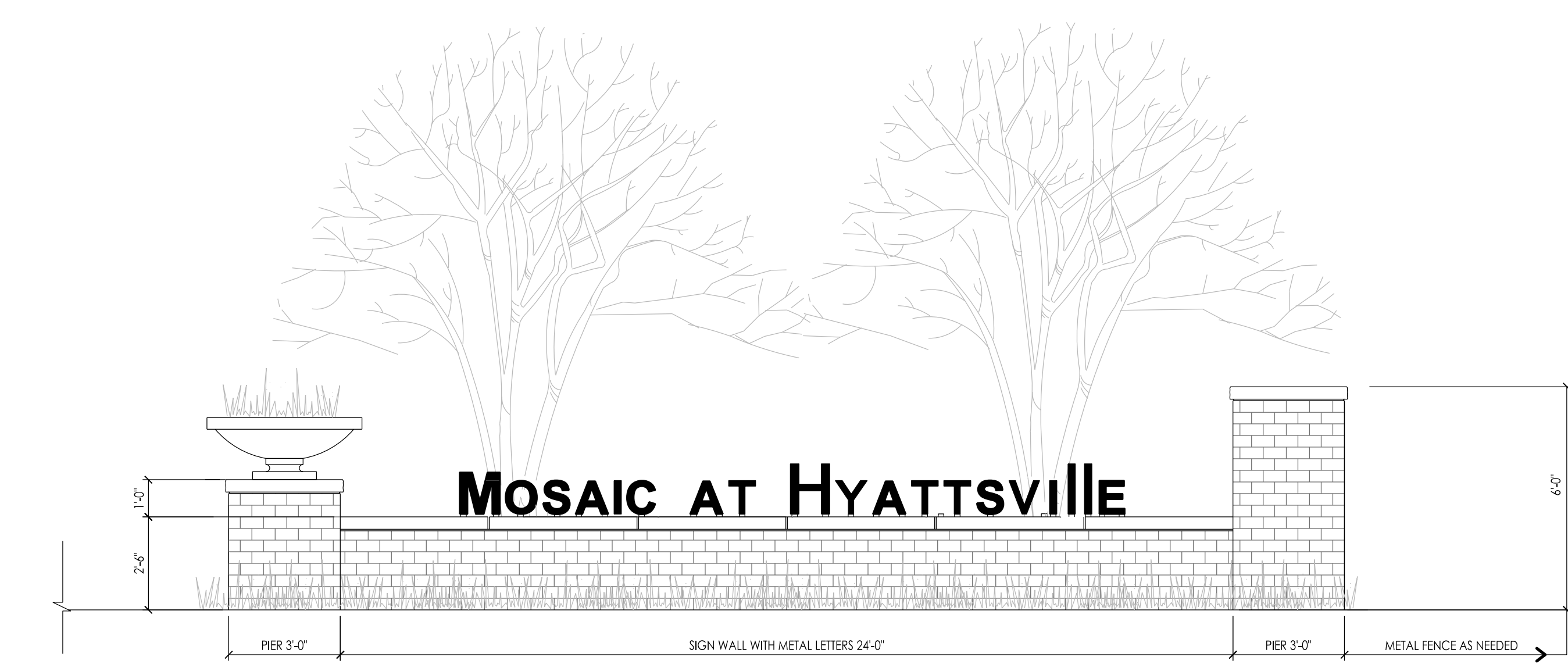
"PLANT A MINIMUM OF ONE AND ONE-HALF MAJOR SHADE TREES AND ONE ORNAMENTAL OR EVERGREEN TREE EVERY TWO DWELLING UNITS LOCATED ON INDIVIDUAL LOTS AND/OR COMMON OPEN SPACE. TREES PLANTED IN THE STREET TREE AND FURNISHING ZONE SHALL COUNT TOWARD THIS REQUIREMENT".

TOTAL LOTS: 131
131/2=65.5

REQUIRED:
65.5 x 1.5= 98.25=
65.5 x 1.0= 65.5=

PROPOSED:

99 SHADE TREES REQUIRED
66 ORNAMENTAL OR EVERGREEN TREES REQUIRED
133 SHADE TREES
110 ORNAMENTAL / EVERGREEN TREES



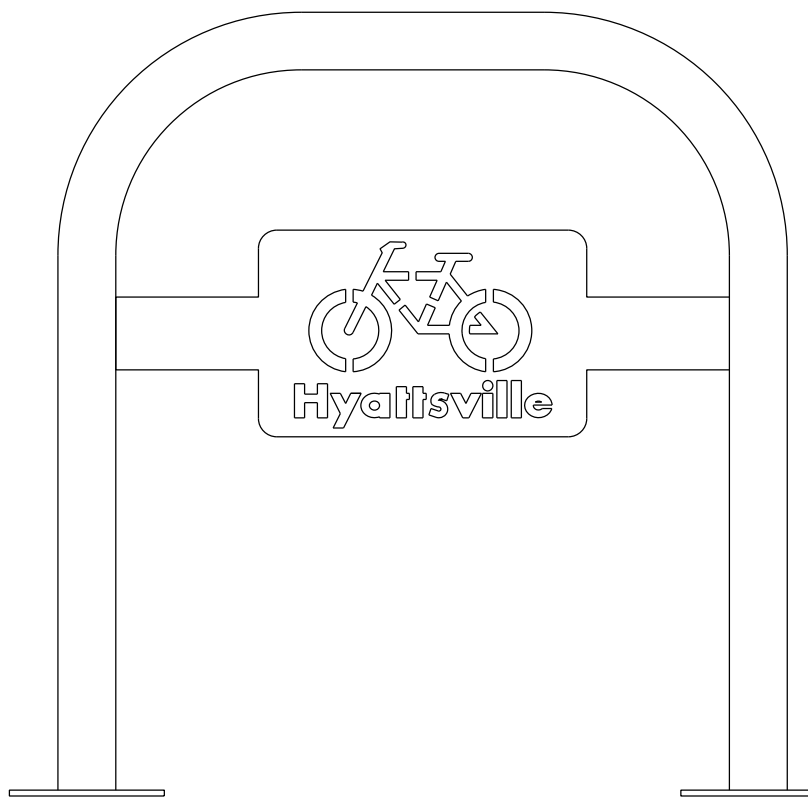
BENCH
SCALE NTS

Manufacturer: ANOVA FURNISHINGS
Model: CORNADO 4
Color: STANDARD
Website: http://www.anovafurnishings.com
Quantity: 30



TRASH RECEPTACLE: BIGBELLY BRAND
SCALE NTS

Quantity: TBD

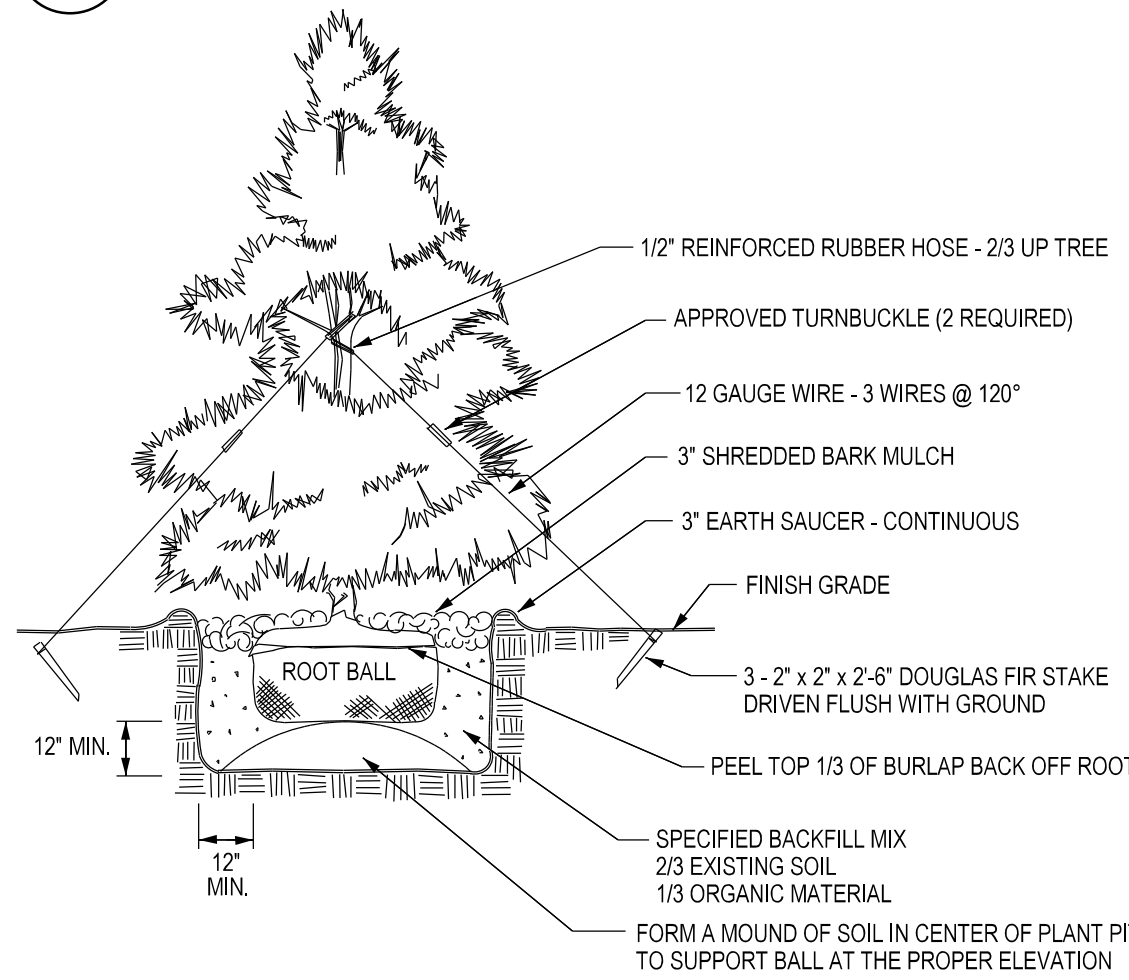


BIKE RACK
SCALE NTS

Quantity: TBD

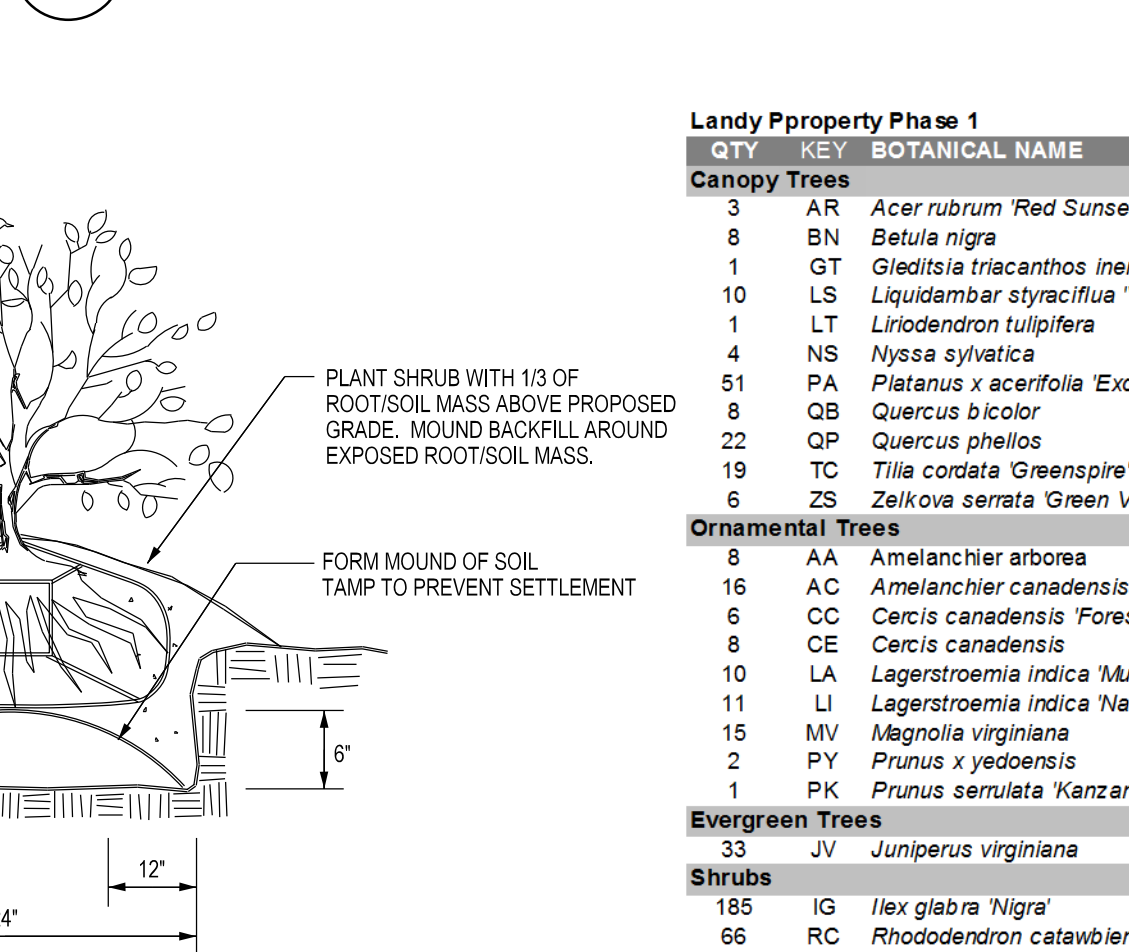
1 TREE PLANTING DETAIL

NOT TO SCALE



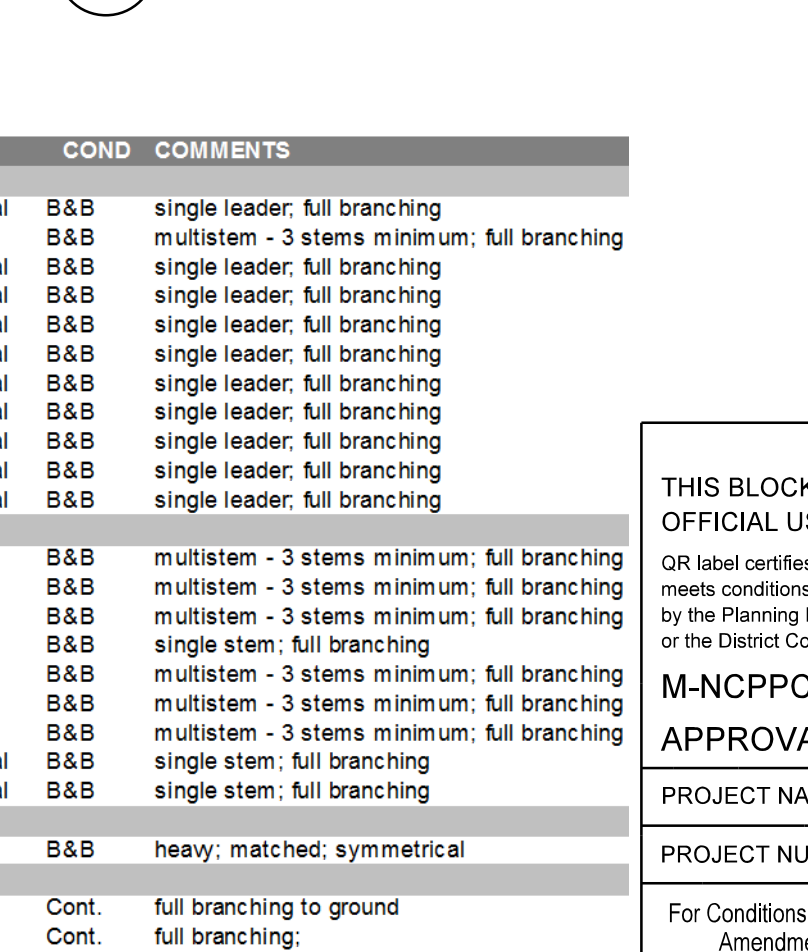
2 TREE PLANTING DETAIL - EVERGREEN TREE

NOT TO SCALE



4 GROUND COVER PLANTING DETAIL

NOT TO SCALE



QTY	SYMBOL	EDTANICAL NAME	COMMON NAME	SIZE	COND	COMMENTS
Canopy Trees						
3	AR	Acer rubrum 'Red Sunset'	Red Sunset Red Maple	2 1/2" - 3" cal	B&B	single leader, full branching
8	BN	Betula nigra	River Birch	12-14 ft	B&B	multistem - 3 stems minimum; full branching
1	GT	Gleditsia triacanthos 'inermis' 'Shademaster'	Thornless Shademaster Honeylocust	2 1/2" - 3" cal	B&B	single leader, full branching
10	LS	Liquidambar styraciflua 'Variegata'	Variegata Seedless Sweetgum	2 1/2" - 3" cal	B&B	single leader, full branching
1	LT	Liriodendron tulipifera	Tulipree	2 1/2" - 3" cal	B&B	single leader, full branching
4	NS	Nyssa sylvatica	Black Tupelo	2 1/2" - 3" cal	B&B	single leader, full branching
51	PA	Platanus x acerifolia 'Exclamation'	Exclamation London Planetree	2 1/2" - 3" cal	B&B	single leader, full branching
8	QB	Quercus bicolor	Swamp White Oak	2 1/2" - 3" cal	B&B	single leader, full branching
22	QP	Quercus phellos	Willow Oak	2 1/2" - 3" cal	B&B	single leader, full branching
19	TC	Tilia cordata 'Greenspire'	Greenspire Littleleaf Linden	2 1/2" - 3" cal	B&B	single leader, full branching
6	ZS	Zelkova serrata 'Green Vase'	Japanese Zelkove	2 1/2" - 3" cal	B&B	single leader, full branching
Ornamental Trees						
8	AA	Amelanchier arborea	Downy Serviceberry	10-12 ft.	B&B	multistem - 3 stems minimum; full branching
15	AC	Amelanchier canadensis	Serviceberry	10-12 ft.	B&B	multistem - 3 stems minimum; full branching
6	CC	Cercis canadensis 'Forest Pansy'	Forest Pansy Eastern Redbud	10-12 ft.	B&B	multistem - 3 stems minimum; full branching
8	CE	Cercis canadensis	Eastern Redbud	10-12 ft.	B&B	single stem; full branching
10	LA	Lagerstroemia indica 'Mask ogee'	Muskogee Crape Myrtle	10-12 ft.	B&B	multistem - 3 stems minimum; full branching
11	LI	Lagerstroemia indica 'Natchez'	Natchez Crape Myrtle	10-12 ft.	B&B	multistem - 3 stems minimum; full branching
15	MV	Magnolia virginiana	Sweetbay Magnolia	10-12 ft.	B&B	single stem; full branching
2	PY	Prunus yedoensis	Yoshino Cherry	2 1/2" - 3" cal	B&B	single stem; full branching
1	PK	Prunus serotina 'Kanzan'	Kanzan Cherry	2 1/2" - 3" cal	B&B	single stem; full branching
Evergreen Trees						
33	AV	Juniperus virginiana	Eastern Red Cedar	8-10 ft.	B&B	heavy; matched; symmetrical
Shrubs						
185	IG	Ilex glabra 'Nirga'	Compact Inkberry	30-36" ht.	Cont.	full branching to ground
66	RC	Rhododendron catabianse 'Album'	White Catawba Rhododendron	30-36" ht.	Cont.	full branching;

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M-NCPPC APPROVAL

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PROJECT NUMBER: DSP-19020

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet

Amendment numbers must be included in the Project Number

01 CONCRETE PAVING

SCALE: 1-1/2" = 1'-0"

02 EXPANSION JOINT

SCALE: 1-1/2" = 1'-0"



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NO.	REVISIONS	BY	DATE
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2	TECHNICIAN: GAM		
3	CHECKED: DJB		

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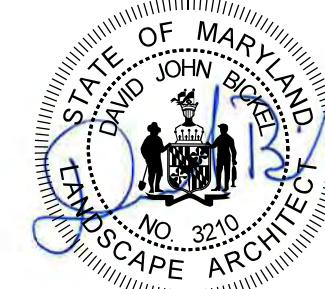
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301.531.5977
CONTACT: SETH BLUMBERG

MAP

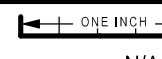
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06/03/2019

LANDSCAPE PLAN. DSP-19020
LANDY PROPERTY

CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

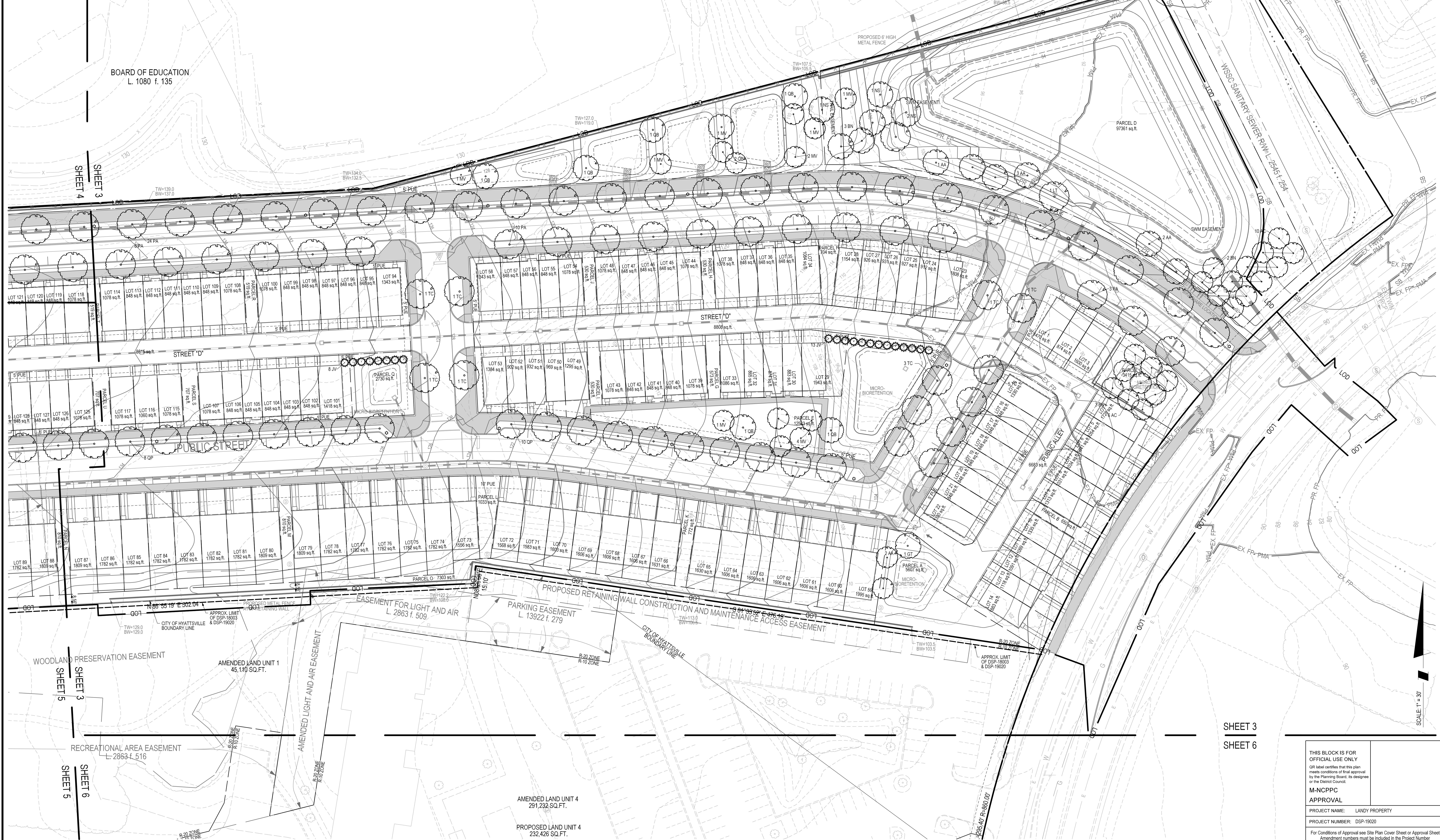


1" = 1' N/A

SHEET 2

OF 6

PROJECT NO. 1865-00-00



 **SOLTESZ, LLC**

Engineering
Surveying
Planning
Environmental Sciences

4300 Forbes Boulevard, Suite
Lanham, MD 20706
P. 301.794.7555 F. 301.794.7411

[illegible]

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES (WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

OWNER/DEVELOPER/APPLICANT

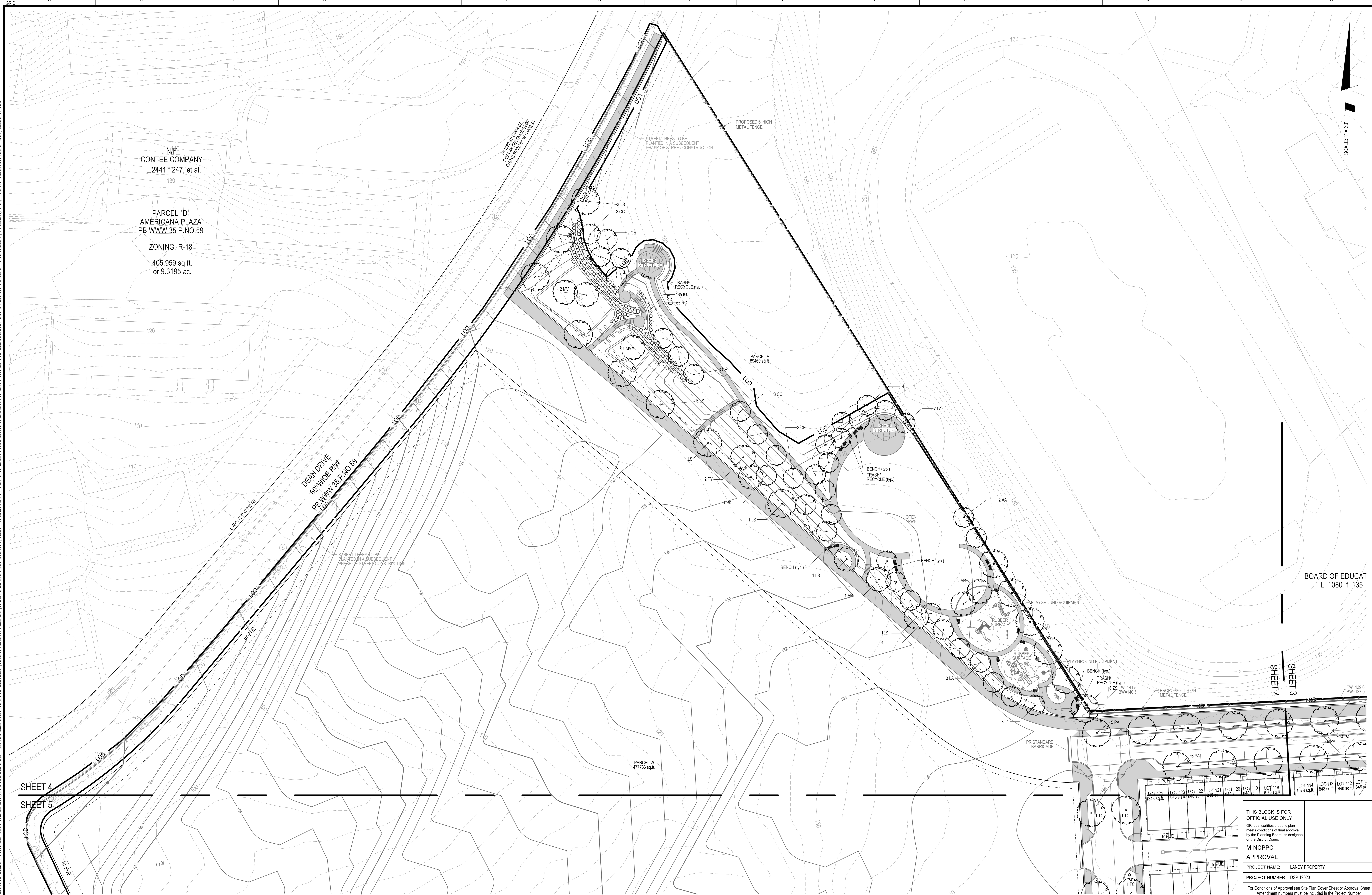
MARVIN R. BLUMBERG COMPANY
402 KING FARM BLVD
SUITE 125-211
ROCKVILLE, MD 20850
301.631.9477
CONTACT: SETH BLUMBERG

MAP <u>5409</u> GRID <u>5G</u>	
TAX MAP 41/F1 42/A1	ZONING CATEGORY: R-20
WSSC 200' SHEET 208NE03	
SITE DATUM HORIZONTAL: _____ VERTICAL: _____	



LANDSCAPE PLAN. DSP-19020 LANDY PROPERTY * CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND	 1" = 30' SHEET <u>3</u> OF <u>6</u> PROJECT NO. 1865-00-00
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P. 301.794.7555 F. 301.794.7656
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NO.	DATE	REVISIONS	BY	DATE
1	MAY 2019	DESIGNED: GAM		
2		TECHNICIAN: GAM		
3		CHECKED: DUB		

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MAP: 5409	GRID: 5G
TAX MAP: 41/1/1	ZONING CATEGORY: R-20
WBC 200 SHEET: 208NE03	
SITE DATUM: HORIZONTAL: _____	
VERTICAL: _____	



PLAN VIEW

LANDSCAPE PLAN. DSP-19020
LANDY PROPERTY

CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

THIS BLOCK IS FOR OFFICIAL USE ONLY
QR label certifies that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.

M-NCPPC APPROVAL

PROJECT NAME: LANDY PROPERTY
PROJECT NUMBER: DSP-19020

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet. Amendment numbers must be included in the Project Number.

SHEET 4 OF 6

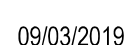
PROJECT NO. 1865-00-00



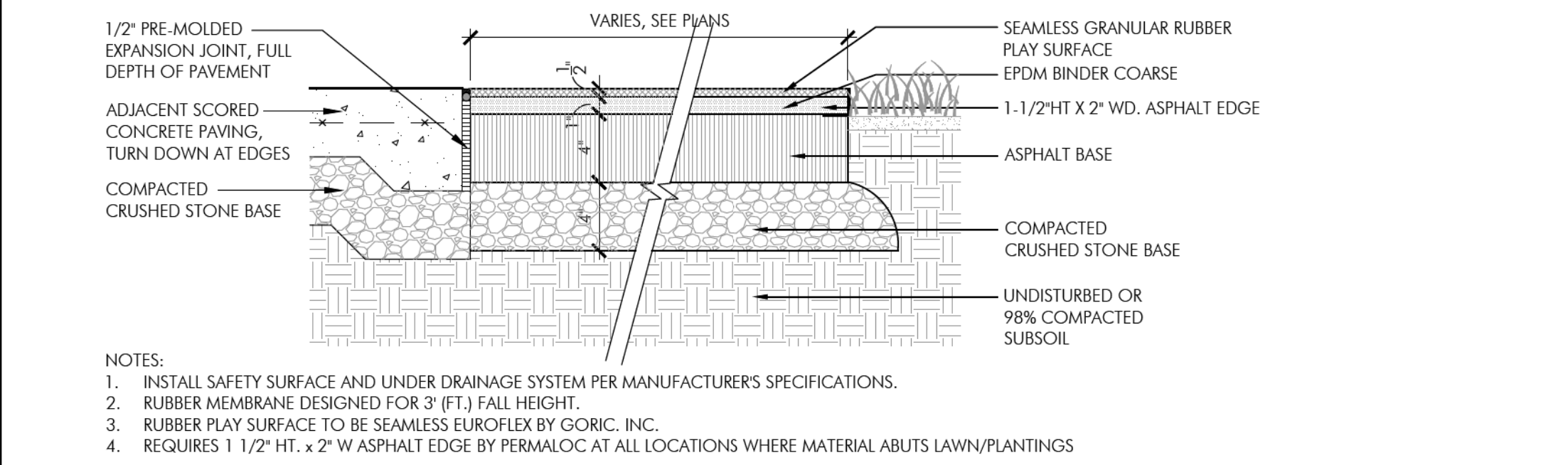
SCALE: 1" = 30'

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet
Amendment numbers must be included in the Project Number

PROJECT NO.
1866-00-00

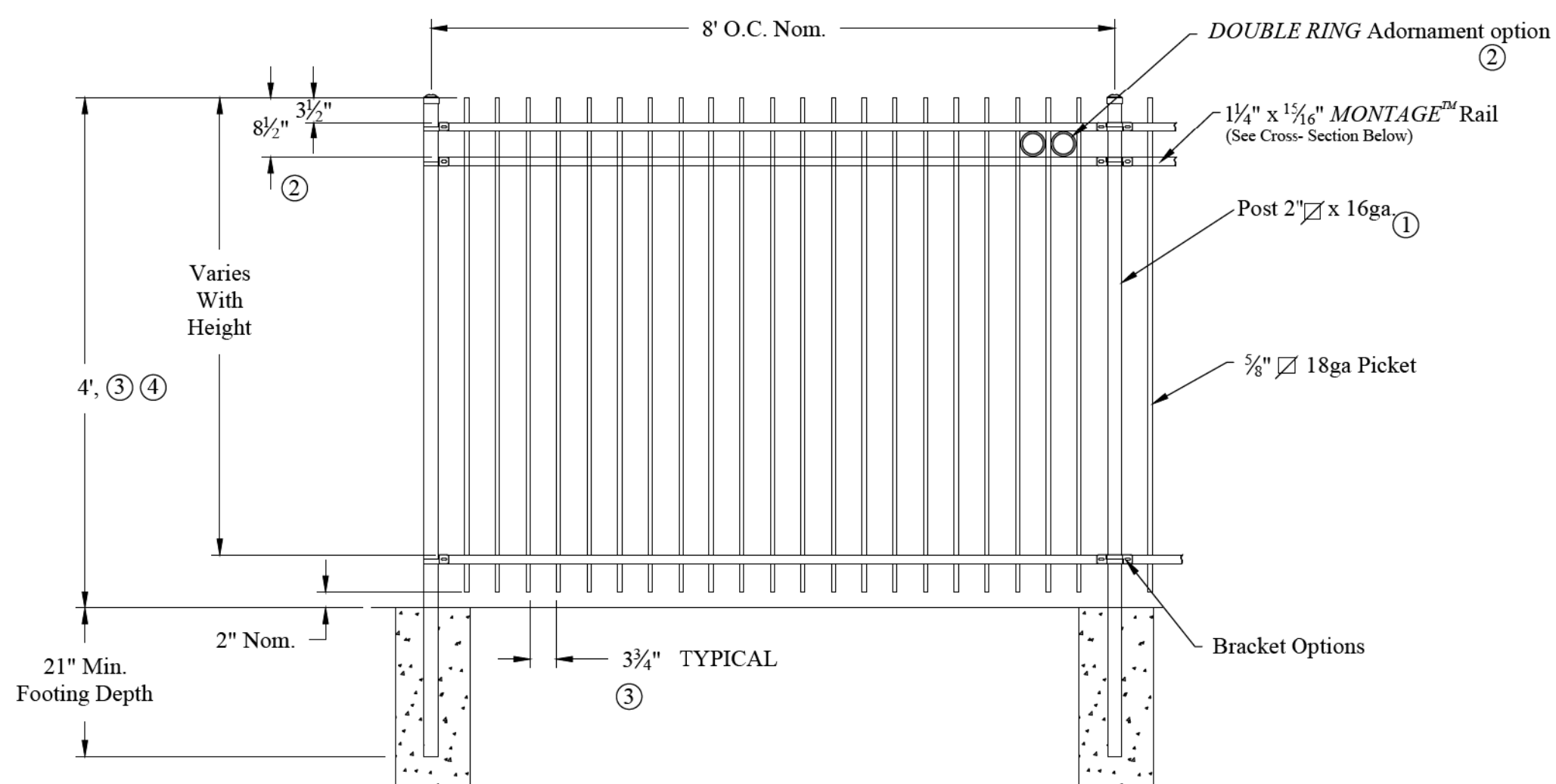


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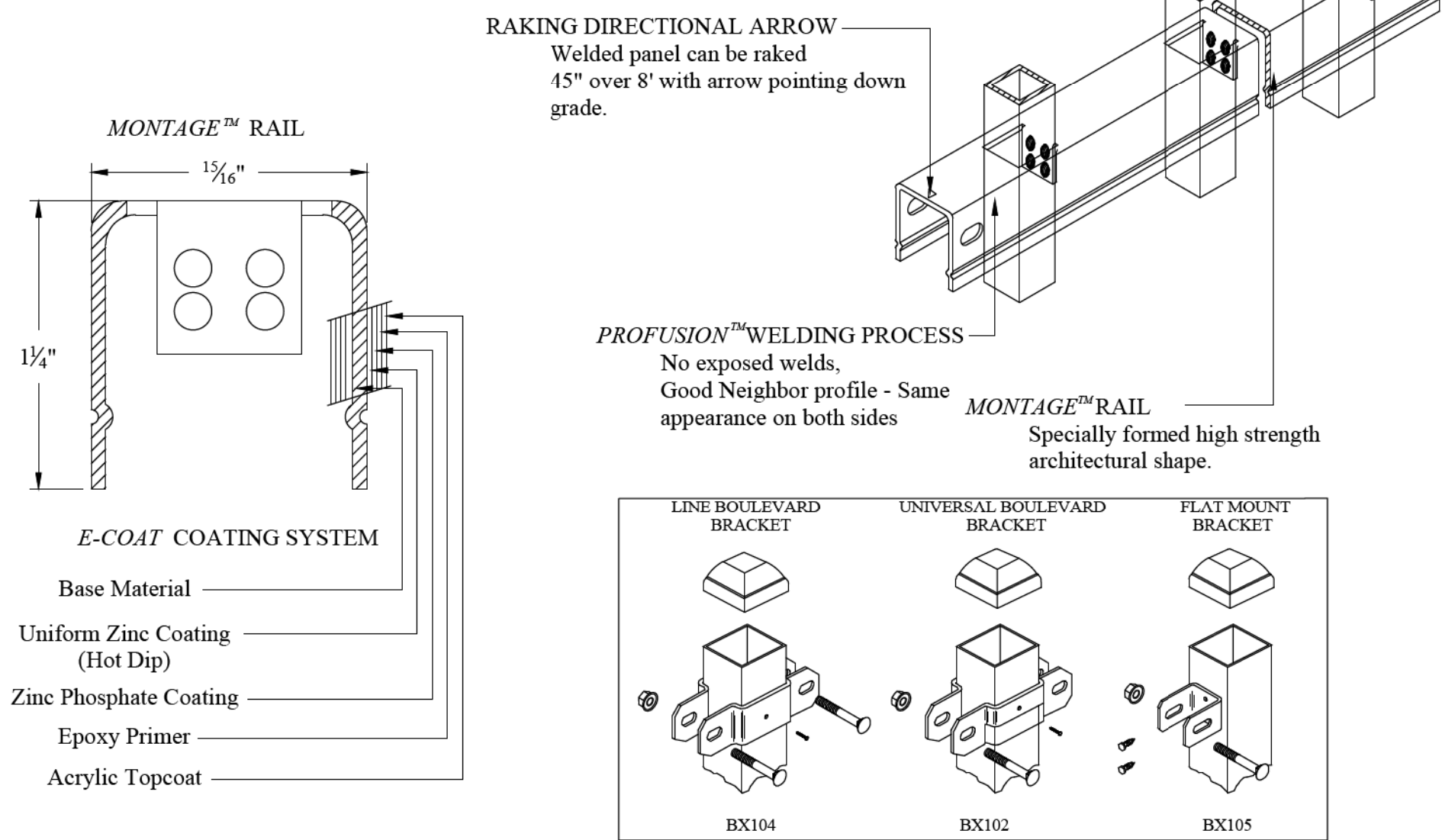


01 RUBBERIZED PLAY SURFACE

SCALE: 1-1/2" = 1'-0"

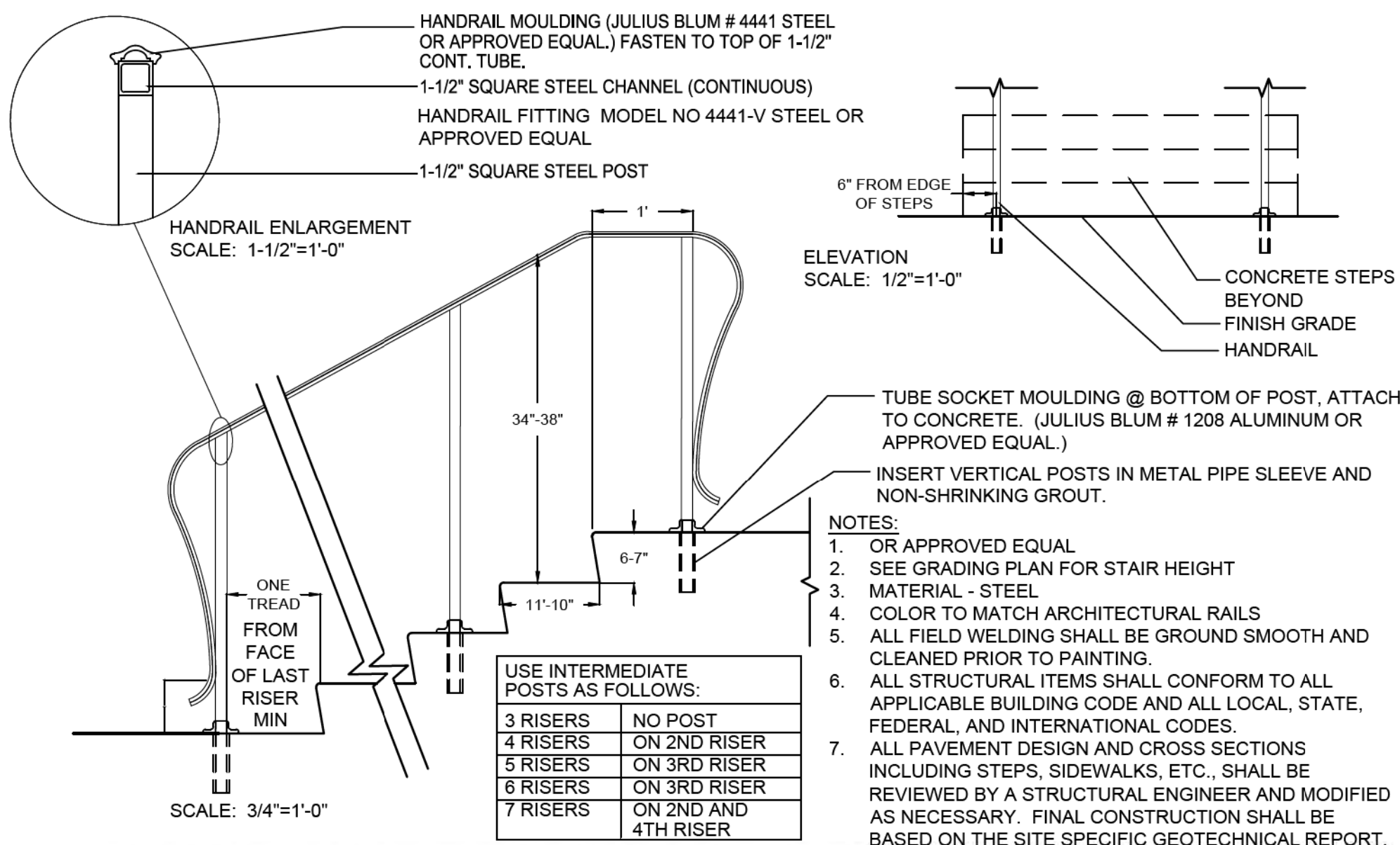


- NOTES:
- 1) Post size depends on fence height and wind loads. See MONTAGETM specifications for post sizing chart.
 - 2) Third rail required for Double Rings.
 - 3) Available in 3" air space and/or Flush Bottom on most heights.
 - 4) Three rails required for 6' tall.



02 FENCE

SCALE: NTS



PERIMETER HANDRAIL AT STEPS

SECTION/ELEVATION

AS NOTED



0-5 AGE GROUP PLAY EQUIPMENT

SCALE: NTS

Manufacturer: GAME TIME
Model: NORMANDIE - PS18006
Age: 2-5 Years
Use Zone: 25'x43'
Fall Height: 5'
Number of Children: 40-45
Color: Standard
Website: <http://www.gametime.com>
Quantity: 01



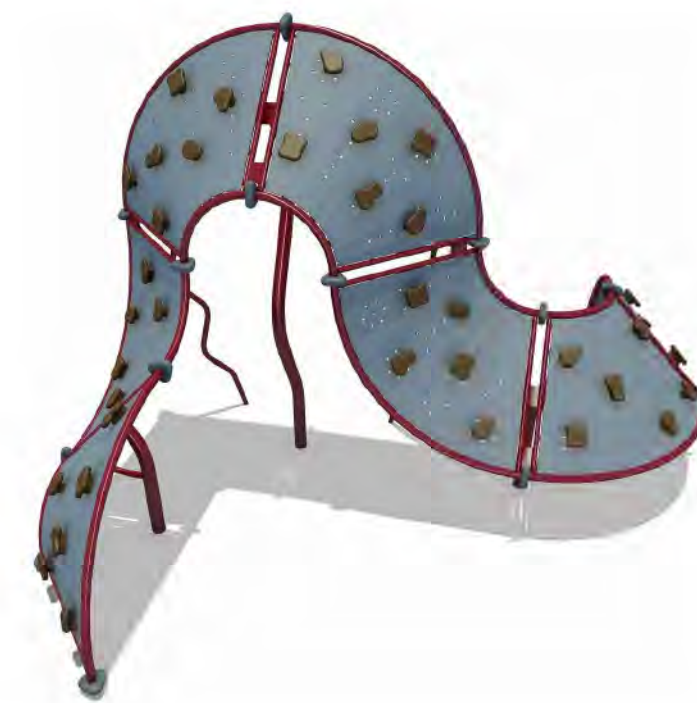
Manufacturer: GAME TIME
Model: CENTRIX - 36035
Age: 2-5 Years
Use Zone: 13'x13'
Fall Height: 4'
Color: Standard
Website: <http://www.gametime.com>
Quantity: 03



5-12 AGE GROUP PLAY EQUIPMENT

SCALE: NTS

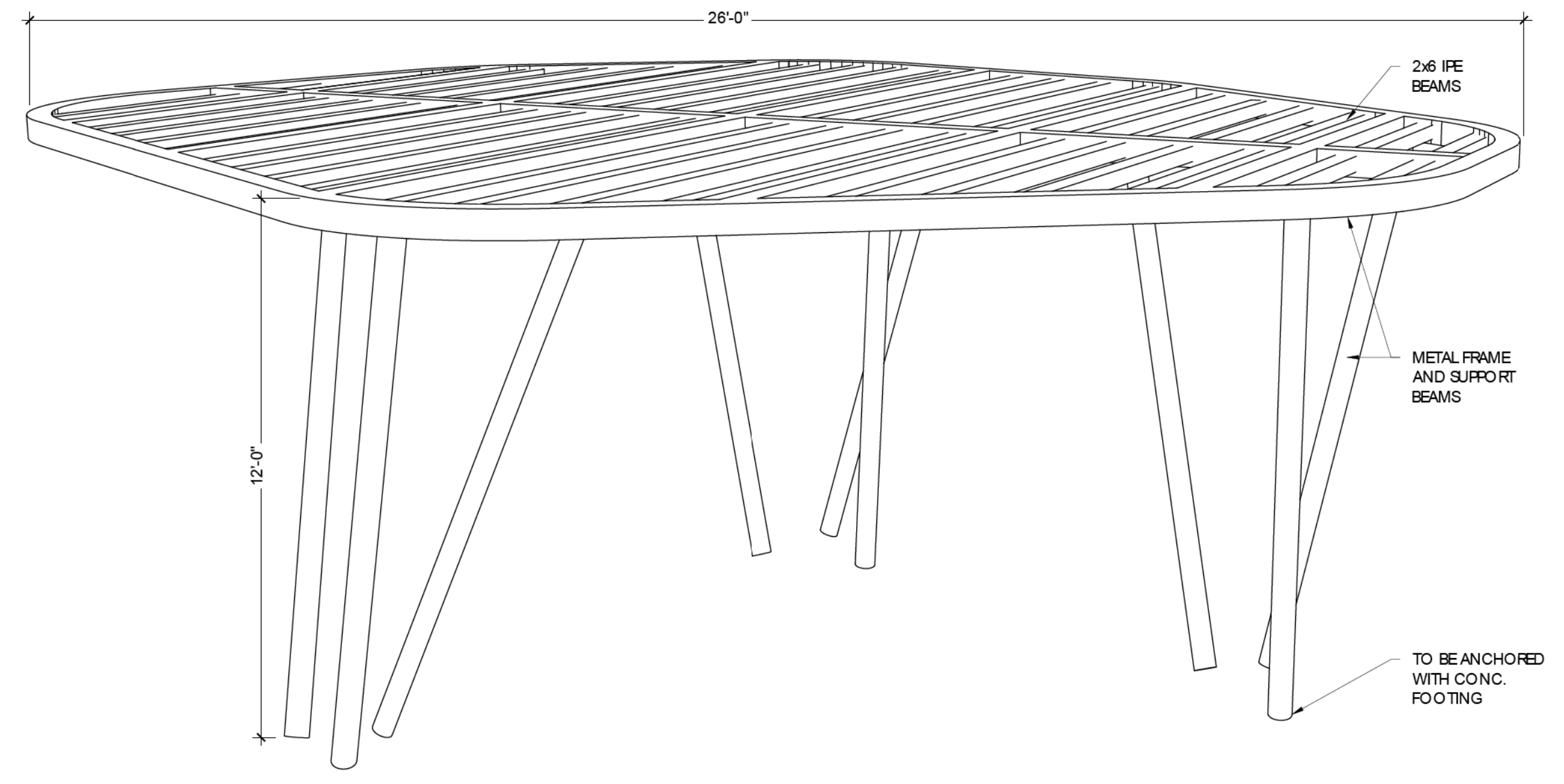
Manufacturer: GAME TIME
Model: POCKET CABIN - PS16110
Age: 5-12 Years
Use Zone: 28'x31'
Fall Height: 5'
Number of Children: 20-25
Color: Standard
Website: <http://www.gametime.com>
Quantity: 01



Manufacturer: GAME TIME
Model: WRINKLE WALL SIDEWINDER - 6252
Age: 5-12 Years
Use Zone: 26'x26'
Fall Height: 10'
Color: Standard
Website: <http://www.gametime.com>
Quantity: 01

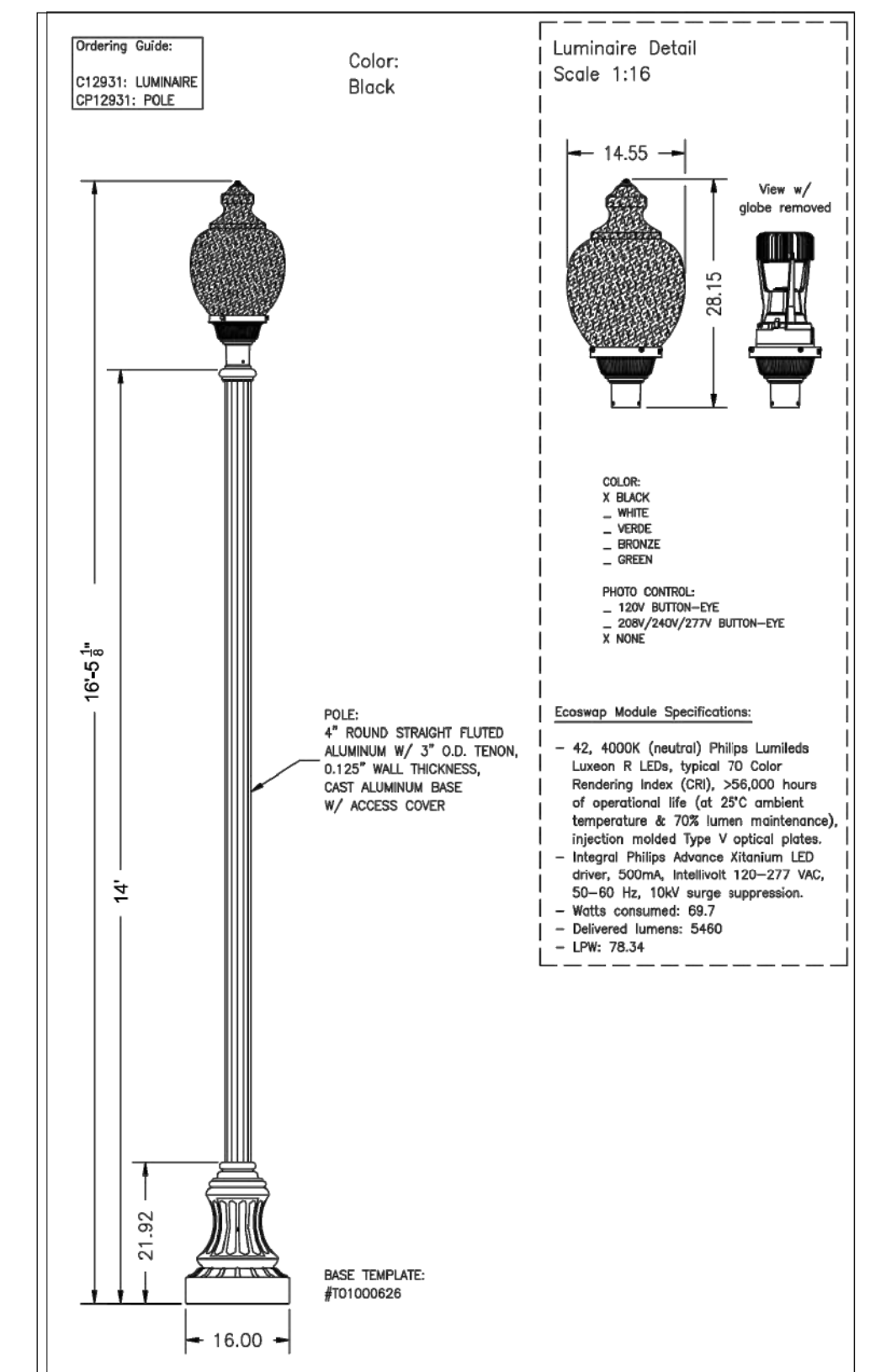


Manufacturer: GAME TIME
Model: INCHWORM - 8665
Age: 2 - 12 Years
Use Zone: 13'x19'
Fall Height: 4'
Color: Standard
Website: <http://www.gametime.com>
Quantity: 01



07 SHADE STRUCTURE

SCALE: NTS



POST LIGHT

PICTORIAL/SECTION

MODEL: C12931 LUMINAIRE, CP12931 POLE
COLOR: BLACK
QUANTITY: 21 TOTAL
DIMENSIONS: 16' 5 1/8" H, 14" POST H X 4" DIAMETER

MANUFACTURER:
PHILLIPS HADCO
100 CRAFTWAY DRIVE
LITTLETON, PA 17340
(800)-331-4185

AVAILABLE FROM:
DEPORTER DOMINICK & ASSOCIATES, LLC
10110 BATTLEVIEW PARKWAY
SUITE 100-C
MANASSAS, VIRGINIA 20109
703-530-9255

- NOTES:
1. OR APPROVED EQUAL
 2. LIGHT SPECIFICATIONS AND LOCATIONS TO BE REVIEWED AND FINALIZED BY A QUALIFIED LIGHTING ENGINEER.
 3. ALL STRUCTURAL CROSS SECTIONS, INCLUDING FOOTINGS, SHALL BE REVIEWED BY A QUALIFIED STRUCTURAL ENGINEER AND MODIFIED AS NECESSARY BASED ON THE SITE SPECIFIC GEOTECHNICAL REPORT.
 4. HOUSE SHIELDS TO BE INSTALLED AS NECESSARY.
 5. COLOR TO BE SELECTED BY OWNER.
 6. MEP TO CONNECT ELECTRIC

THIS BLOCK IS FOR OFFICIAL USE ONLY

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M-NCPPC
APPROVAL

PROJECT NAME: LANDY PROPERTY

PROJECT NUMBER: DSP-19020

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet. Amendment numbers must be included in the Project Number.



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Planning
Environmental Sciences

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NO.	REVISIONS	BY	DATE
DESIGNED:	GAM	TECHNICIAN:	GAM
DATE:	MAY 2019	CAD STANDARDS VERSION:	V8 - 2008
CHECKED:	DJB		

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402 KING FARM BLVD
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ROCKVILLE, MD 20850
301.581.5877
CONTACT: SETH BLUMBERG

MAP	5409	GRID	5G
TAX MAP	43/1/1	ZONING CATEGORY:	R-20
WBC 200 SHEET	42/1/1		
208NE03			
SITE DATUM			
HORIZONTAL:			
VERTICAL:			



06/03/2019

DETAILS/SECRET

LANDSCAPE PLAN. DSP-19020
LANDY PROPERTY

CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

SHEET	6
OF	6
PROJECT NO.	1865-00-00

CITY OF HYATTSVILLE
PLANNING COMMITTEE MINUTES (DRAFT)
SEPTEMBER 17, 2019

1. Introduction of Committee & Guests Members (7:30 PM)

- Maureen Foster, Co-Chair
- Wil Maxell, Co-Chair
- Todd Denzel, Committee Member
- David Marshall, Committee Member
- Thomas Sheffer, Committee Member
- Nkosi Yearwood, Committee Member
- Bart Lawrence, Council Liaison
- Ben Simasek, Council Liaison
- Jim Chandler, Staff Liaison
- Kate Powers, City Planner
- Margueritte Smith Clark, MDOT SHA
- Luis Gonzalez, MDOT SHA
- Mekdes Tabor, MDOT SHA
- Robert Patten, M-NCPPC
- Jason Ruggs, Resident
- Chris Davidson, Arrow Bicycle
- Chris Hatcher, Applicant
- Chris Spahr, Applicant
- Shawn Day, Applicant
- Flaner Williams, Resident
- Mark Ferguson, Applicant
- Brandon Gurney, Applicant
- Jeff Lemieux, Trail User
- Rumi Matsuyama, Business Owner and Cyclist
- Ken Carter, Maryland Meadworks
- Dan Behrend
- Stephanie Harried, Resident
- David Hiles, Resident and Bike Commuter
- Garrett Hennigan, Washington Area Bicyclist Association
- Stuart, Hyattsville CDC

2. Committee Business (7:35 PM)

Motion to approve the July 16, 2019 meeting minutes passes; Approved 5-0.

3. Rhode Island Trolley Trail Extension Project, US 1 from 41st Street to Farragut Street

- Presentation
 - o Margueritte Smith-Clark, Transportation Engineer, Office of Highway Development, MDOT State Highway Administration
 - o Luis Gonzalez, Project Manager, Office of Highway Development, MDOT State Highway Administration
- Project Background
 - o Margueritte Smith-Clark provided the group with the details of the 65% design of the Rhode Island Trolley Trail Extension Project.
 - o In terms of the design, the practical design model was adopted in September of 2016 with the goals of safety and efficiency. The shared-use path along northbound US 1 from Charles Armentrout Dr. to Farragut St., connecting to the existing Rhode Island Avenue Trolley trail and existing Northwest Branch Trail.

- o With this project, SHA aims to maintain level-of-service (LOS) E, traffic conditions for the year 2040.
- o Ms. Smith-Clark went over the project milestones to date, including the 5% design initiation in August 2017 and the 30% design (preliminary investigation) in August 2018. She also went over upcoming milestones including mandatory referral in October 2019, project advertised to prospective bidders in Summer 2020, and tentative construction start in the fall of 2020.
- o Stormwater facilities moved off site, site can handle quantity, not quality. Concept approval for stormwater management in August 2019. Idea to have the stormwater within CSX area, however this was not feasible.
- o Hope to have a signed agreement by November 2019. Project not funded for construction until signed executed contract.
- o Final design by early 2020, then look for bids, construction in the fall of 2020.
- o Ms. Smith Clark described the existing conditions of the project site (US 1 and Charles Armentrout Dr.), showcases the current four lane highway and bus stops 1 and 2. In the proposed conditions, bus stop 2 will be removed as there are other close by stops and it has few users currently. In addition, the project will not include a sidewalk from 41st street to Braxton. After being reviewed by a third-party design team, it was determined that the addition of this sidewalk would not add to the return on investment of the project.
- o Users are split at intersection, in part to aid the visually impaired be directed correctly. There is a proposed crosswalk on the west leg, but not on the northern leg due to sight distance issues.
- o Next, reviewed existing conditions of north 41st Street to 43rd Avenue including bus stops 3 and 4. In the proposed changes, the 2 through lanes along northbound US 1, one will become a left turn lane (with advance warning). Road diet will be implemented after Crittenden Street to reduce vehicular speeds, improve safety and provide space for the multi-modal trail. Bus stop 4 will be move closer to the intersection.
- o In the section between 43rd Avenue to Farragut Street, SHA is proposing stop 6 be moved closer to Farragut Street. The mid-block crossing in front of the courthouse will be removed. In addition, the median will be reconstructed, and bus pull outs will accommodate bus stops including a 14ft bus lane and 5-foot landing area.
- o Next steps will be addressing any concerns and comments from 65% design, the mandatory referral in October, a signed agreement with M-NCPPC and the City of Hyattsville by November, and tentative construction start in the fall of 2020.

- Clarifying Questions

- o Todd Dengel: In the proposed plan, bus stop #6 on US 1 northbound is moved closer to the intersection with Farragut Street. How will buses be able to easily merge back into traffic when the bus stop is so close to a signalized intersection?

- o Margueritte Smith Clark: We will be sending the 65% design to WMATA for comment. Depending on their feedback, we may adjust the location of the bus stop if it is problematic.
 - o Todd Dengel: The design omits a sidewalk from 41st Place to Braxton Avenue. The presentation mentioned that its removal was due to comments made by an independent group. Why did this group eliminate this sidewalk?
 - o Luis Gonzalez: The project is created and implemented around the determined purpose and needs. The specify goal of the project is measured through the pedestrian route directness score, which should have a minimum threshold of 1.5. The third-party group determined that section of sidewalk did not contribute much to the pedestrian route directness score.
 - o Margueritte Smith Clark: The project should have the best value.
 - o Todd Dengel: So, the sidewalk reduces the value of the project?
 - o Margueritte Smith Clark: We do not need to include the sidewalk in order to meet the goal of the project. We have limited funds and the sidewalk does not provide enough return on investment to include in the scope.
- Wil Maxwell: (No clarifying questions)
- Thomas Sheffer: Can the City of Hyattsville potentially finance the design and construction of this sidewalk?
 - o Jim Chandler: We are looking into potentially securing separate funding for the sidewalk between 41st Place and Braxton Place. The City previously obtained money through Fund 79 to complete the construction of sidewalks along MD 208. Staff will be meeting with the Department of Public Works tomorrow to discuss the possibility of taking on the construction of the sidewalk separate from the Trolley Trail Extension Project.
 - o Thomas Sheffer: Are there any other alternatives to reduce conflict between users at the intersection?
 - o Margueritte Smith Clark: The design separates the users because they move differently at the intersection – for example, bikes tend to move more similarly to cars than pedestrians. The proposed design meets ADA standards and can accommodate the visually impaired.
 - o Thomas Sheffer: With the widened bike/pedestrian intersection, will cars coming from Armentrout be permitted to make a right on red?
 - o Margueritte Clark Smith: No, vehicles will not be permitted to make a right on red from Armentrout to US 1.
- Bart Lawrence: Was this design and agreement authorized last night?
 - o Jim Chandler: The agreement was authorized by the City Council last night, but the agreement has not been finalized.
 - o Margueritte Clark Smith: We hope to have the agreement signed and executed by November. Before this, we will be working with M-NCPPC and the City to determine maintenance and division of responsibilities. In terms of the design, we are currently at 65% design and will integrate additional comments moving forward.
- D. Marshall – From Armentrout to Route 1, why is right on red prohibited?
 - o Margueritte Smith Clark: Bicyclists have the right-of-way, and would be in direct conflict with vehicles turning right on red.

- D. Marshall: I also have questions about the removal of the sidewalk on southbound Route 1 from the design. The inclusion of the sidewalk adds safety to the area.
 - Margueritte Smith Clark: Our design was reviewed by a separate team. According to their analysis, the inclusion of the sidewalk add cost to the project. This project will require a new road with a full depth of pavement to provide cross slope for drainage. SHA needs to keep costs reasonable.
 - D. Marshall: Why is Bus Stop #6 being moved further from the Justice Center?
 - Margueritte Smith Clark: Currently, Bus Stop #6 is at a mid-block crossing between 43rd Avenue and Farragut Street. Mid-block crossings can be dangerous. The bus stop is being moved closer to the signalized crossing at Farragut Street.
- Ben Simasek: (No clarifying questions)
- Nkosi Yearwood: To clarify, along the intersection of Route 1 and Armentrout, 3 out of 4 legs of the intersection will have crosswalks?
 - Margueritte Clark Smith: The wall accommodating the CSX tracks cause a visibility issue for vehicles turning right from Armentrout to US 1. There will be no turn on red as well as no crosswalk on that leg, to prioritize the safety of pedestrians.
 - Nkosi Yearwood: Were modifications made to the turning radius at this intersection?
 - Margueritte Smith Clark: The turning radius is the same, but the green paint and stop bar will be placed further back from the intersection. In addition, there will be a visual indication of no right on red.
 - Nkosi Yearwood: Was there consideration of a protected intersection approach?
 - Margueritte Smith Clark: We have included some elements of a protected intersection, but there are some constraints. There is an island separating pedestrians and bicyclists – splitting users keeps them away from the road.
- Thomas Sheffer: What is the width of the crosswalks from 41st Place to 43rd Avenue?
 - Margueritte Clark Smith: 8-foot ramp, 8 foot cut through, and 5 foot receiving ramp.
- Garrett Hennigan:
 - X
 - X
 - Xx
 - X
 - X
- Hennigan - Armatrout and route 1 intersection, bike way?
 - At intersection it is 8, 10 in shared use path, sidewalk turn to 5 feet, cyclists 8 foot radii
 - Bike and ped signals, drivers... turn arrows?
 - MDOT SHA - office of traffic and safety will review, Senator Pinsky comments
 - 4th leg crosswalk on north side, rules out for sight lines, conflict right turn cars and ped?
 - Maintenance level of services, eliminate by of wing wall and sight distance

- Will people abide by? People will feel uncomfortable,, won't be able to see who is coming, deter people from crossing
 - 30% design road diet start at Armtrout, now...
 - Reduce level of service in 2040, drop pretty quickly
 - Dismiss 2040 projections... one northbound lane, bump out sidewalk so sight lines okay?
 - Would need to review to determine if appropriate
- Patten, Park and Planning - every crossing is legal, today to crossing on north leg, but ped access on each side?
 - Legal to cross at any intersection, eliminate mid-block crossing
 - Legal to cross but not putting in crossing accommodation
 - Possible to only add receiving sidewalk at Shortcake even if don't do entire sidewalk?
 - Keep ramp and extend sidewalk short amount
 - Green crossing closer to middle of intersection and ped closer to stop bar, flip green and white, reduce amount of crossing between ped and bike
 - 3 legs in ADA compliant, separate them with signals, flip green and white?
 - Margueritte - first design was like that, still had conflict, wasn't directly the visually impaired correctly, green closer to road, separate bike lanes and sidewalks, split users, green inside = conflict, reduce conflicts if flipping them
 - Sight distance created with wing wall - bikes out of view
 - SHA looking into alternatives, comment received
- MD Mead - hit by car, concerns about lack of sidewalk, safety issue
 - Ensure sidewalk goes in? Talking with PW, City Council, then pursue funding, matching requirements, time with deliver of trail
- Ken - Moving east to west/west to east. Consider different egress. Study of number of ped on side without crosswalk?
 - Foot traffic study not done, use ped directness score to determine, modeling how direct is the route?
- Bus stops placed/benches
 - 10 foot shared use, then landing area
- Substantial bike commuting, snow plow? Bikeable walkable path?
 - Snow plow - fall under maintenance, local jurisdiction, level of sidewalk, 2% slope, melt and drain
 - Jim - City PW comfortable with maintenance plan, snow removal separate equipment
 - Patten - 5ft buffer, snow can be stored there
 - David Hiles - AASHTO- urban alternative for how reasonable is it for people to make that extra walk, denser = more hazard
 - Road diet - SWM?
 - Inlets capture, transfer to truck line, deposit to river, quantity meet with just inlets, quality go off site
- Comments and Committee Recommendations to the City Council

- Nkosi - SHA explore intersection as a four legged ped crossing, progressive looking at area, ped facilities, opportunity to have four legs at intersection
- Bart - need sidewalk on west side, it is vital, east side no businesses or housing, all ped are on the other side
- Marshall - Bus stop #6 further from Justice center removal of mid-block crossing, ped will cross regardless, not assisting bus riders, will not go north to cross when heading south
- Marshall - sidewalk should be funded and constructed by state, serves ped
- Thomas - Vitality of sidewalk in short to long term, if sidewalk there, some pressure off fourth leg of crosswalk, no concerns of fourth leg, I see back ups and other concerns, 41st place to traffic at all, acceptable sacrifice, consider sidewalk to mead works as far as possible,
- Maxwell - West side sidewalk, coming from Pizzeria Paradiso, no safe place to walk over there, even get to new section, like intersection design as is no 4th leg
- Todd - bus stop 6 is problematic, agree with Marshall, Farragut intersection already tough, that bus trying to get back in, bottleneck, needs to be looked at
- ? - National Association of City Transportation Officials (alternative to Ashtoe), something to think about
- ? - fourth crossing would be helpful
- ? - west side sidewalk, left from armatroun needs to be signalized for bike and ped
- Ken - thank you for work. Scary intersection, one person die there, many near misses
- Rumi - parents with stroller
- Patten - submitted comments already to SHA, lost location for informational signage on corner by sidewalk and trail, bike and ped use same path, don't like Site distance issue created, green and white flipped, creating situation likely to have ped hurt with no crossing on fourth leg, 30% design and confirmed that the fourth leg is possible, why disappeared? Traffic honing measures and sophistication of signalization and dedicated lanes = good, power to calm traffic, speed and timing of turns, measures to make fourth crosswalk to work, pavement consolidated and efficient
- Hennigan, WABA - thank you for work, consistent width, significant buffer, road diet, good things, fourth leg crosswalk, right turn arrows, single seeding lane, bump out curb, make crosswalk happen, appreciate separate ped and bike, good notion here, worry is implementation, novel and new, bikers head on to other bikers, esp on turns, consider - shared space on the same level, different color or texture pavement, large ramps
 - Separate - asphalt to concrete... visual impair follow concrete
 - Direction warning surfaces
 - Bicyclists - asphalts wider, ramp to street level
- Flom - concerns adding north side sidewalk, no right turn on right west on armatroun, funnel more traffic to northbound route 1... 3 cycle intersection, impact through put of automobiles
- X
- Maureen - PC supports a full sidewalk on the west side of route 1, recommend city build from armatroun to Braxton, defer to how city will fund this, needs to be a sidewalk on west side of route 1. 41st place to Braxton
 - Emphasis on state funding (Marshall)

- By whatever means possible (Todd)
 - We recommend that the city in conjunction with the trolley trail extension project, city of HVL work with SHA to complete a full sidewalk from 41 to Braxton on the west side. Vote 6 consensus
 - Thomas - make wider than 5 feet
 -
 - Maureen - city work with SHA to re-evaluate urban NACTO model reevaluate corner of ...perhaps a four way crossing. Including a four legged crossing. Reconsideration of other standards/models. 5-1 support
 - Maureen - bus stop #6 should remain mid-block, with unsignalized mid-block signal to access justice center.
 - Recommend that bus stop #6 remain where it is.
 - New design 3-3
 - Recommend keep mid-block crossing on route 1 to justice center and adding ped signal.
 - Keep mid-block, fully signalized works with Farragut crossing Marshall
 - Reevaluate bus stop 6 Todd Re
 -
 - Recommend that the City ask SHW to reevaluate bus stop 6 and mid-block crossing, better access to justice center and ped safety. 5-1
 - Bike ped split (Thomas) tight for bikers, evaluate option without separate of grade and still comply with ADA requirements.
 - Recommend SHA evaluate the bike ped split at intersection of route 1 and armatroun ensure adequate turning radii while ensuring ADA compliance. Explore other options that don't involve the separation of bicyclists and pedestrians. 1-4 and 1 abstention
4. Landy Property, Toledo Terrace and Belcrest Road, Architecture Detailed Site Plan (DSP-19020)
- Presentation
 - o Chris Hatcher, Attorney for the Applicant, Lerch, Early & Brewer, Chtd.
 - Project Background
- Been here starting in 2015, redo TDDP... then PPS 2018, Infrastructure DSP 2019
 - Blum berg selected Stanley Martin
 - Phase 1 - geographic boundaries of infrastructure DSP, 131 lots
 - Entire project 331 townhouse units on Landry project
 - Northwestern high and belcrest road
 - Landscape plan - illustrates first phase and park discussed at last hearing PC
 - Agree with city, park now public (no longer proposed as private), part of annexation agreement
 - Contract purchaser, Stanley Martin homes, founded 1966 in PG county, local office in PGC, HQ in Reston, build 500 homes in MD alone, 300 - 350 in PGC, Riverdale Park Station

- Streetscape on Belcrest (north) two sticks of townhomes, entrance in top corner, median break to turn left in community
- Placeholder artwork, ultimately contest to choose piece, place making piece, left of entrance
- Right side - low to ground, designates right side of entrance, steel lettering of name and pond/fountain
- Art to left and entrance monument on the right
- Products - 16 ft - 22 ft townhomes
- 3 different elevations, full brick front
- 20 ft rear loaded, 3 different elevations, brick front
- Permitter south side 22 ft townhome, 2 car garage and driveway, brick fronts
- Normal side, high visibility side, and ... side
- Rear of product - 3 levels with 4th optional
- 20ft = optional loft roof top deck
- All three products optional 4 floor
- Landscape plans - excerpts from arch DSP, plans submitted, layout = approved under infrastructure DSP
- Paved trail runs through sight to park (build in first phase, dedicated to the City)
- Clarifying Questions
- Nkosi - sign, branding perspective?
 - Not obtrusive, low to ground, flowers and up lighting, brand community, name will tie into greater HVL area, "Gateway West"
- Marshall - color scheme in rendering, actual?
 - Yes, may have slight variations. Riverdale Park Station - similar
 - Entrance sign - low to ground, see to pond, not married to what it is.
 - Art TBD, monument yes, name TBD
- Bart - 2 -3 windows on end?
 - Dependent on floor plan, most likely determined number of windows
 - Riverdale Station, similar floor plan? Yes, learned from some things on the project, exterior perception - metal seam not asphalt, windows are bigger, one large living space on fourth floor instead of patio and loft
 - Tour of Riverdale an option for Planning Committee
- Todd - siding material?
 - Vinyl
 - 4th floor options, don't choose, get attic/storage?
 - Some space but not living/usable (access panel, likely)
 - End units - some will be brick some vinyl depending on location? Yes
 - Back porch option? Decks will be standard in some, optional in other
 - Exterior items optional? Ex. Awnings
 - Awnings are standard, dormers optional, all else are standard
 - Price point? Range? \$125,000 range, don't know where we'll start
- Maureen - 22ft front load? 37/131... 4 more in next phase

- Comments and Committee Recommendations to the City Council
- Todd - front facing gateway buildings ask that brick all the way. Not facing anything, then no point, gateway where visible need all brick no vinyl
- Wil - more color, like the signage in the front
- Bart - end wall that lack windows, Riverdale 6-8 windows on end, consider more windows
- Marshall - big blank walls, complete brick wall looks lost, add more windows, 5 windows instead of three. Awnings - some with, some without in renderings... (Stanley Martin - middle elevations no awnings, end elevations have awnings). Awnings - in all units without, protection from weather, consideration, protection at front door. Loft and decks on fourth floor - middle units only? (Available for any unit). Front load with garages - loft face back of property
- Ben - concept like to see sculpture and sign swap sides, signage indicate public park, more welcoming, other side where homes are
 - storm water area?
 - Direct people towards park
- Nkosi - support art component, Weakness - architecture. Side units need to beef up, regional examples.. Colors blend together, examples EYA, locally arts district, add more colored elements add more vitality. Visually doesn't pop, more variation! Happy park dedicated to city, overall - provide more to standard, dormer is option, what if on some blocks = standard, architectural variety. More on architectural side, between school and multi family units, buyers looking for something more distinctive, compete with other builders in area
- Maureen - we recommend that the Landy property enhance the standard architectural design with additional color, windows (side elevations), Eliminate vinyl on end units - towards Gateway, see EYA art district as an example
- 5-0 support
- Recommend Landy property switch the art and place raking sign to encourage more use of the open space. 1-4 does not pass
- Appreciate the public park and the artwork at the entrance of the development.
- Additional space for art? Marshall — not planned for
- Signage directing public to park? (Todd) — Maintenance and noise... tentative agreement, park land to city after last unit sold, park will not be open to public until end of construction
- Nkosi - will development team build the park? Yes, build and maintain until construction is complete
- Marshall - on sign, showed in rendering, not issue with height placement, think about what it turns out to be, whatever words are on it, think in an artistic way, not just a sign, pull the eye, so sign is almost another piece of artwork. Like the project, like that they will be city streets, and city parks
- Todd - really applied our comments

5. Development Update

- Miller's Ale House – M-NCPPC Planning Board Decision
 - Approved by planning board with conditions, revised to accommodate, back to planning board
 - SWM moved
 - One parking space = bad
 - Wall opening - ?
- 5812 40th Avenue – Future Teen Center
 - City purchasing parcel with vacant building
 - Shoe cleaning, no ball playing park
 - Old beauty salon
 - Public notice? Talk to residents?
 - Closing later this week
 - No PGC funding
 - Under site control, then figure out programming and build out
 - Public outreach - don't do for acquisitions
 - Residential developer looking to develop into townhomes
- Parkview Manor – Ribbon Cutting
 - 38th avenue
 - Press Release
 - 53 units of housing
 - Occupied
 - Public space out front
 - \$13 mill rehab
 - 225000 HVL
 - Private, HUD, DHCD, PG county, 11 sources of fund
 - Thought=hatful affordable housing
 - Montgomery housing partnership
 - Restore original floor, new mechanical systems
 - Try not to displace individuals
- 3599 East-West Highway – City Council Action
 - PC July presentation
 - Issue - applicant would like 16 parking spaces + 16 pumps = space issues, designated through lane, space constricted
 - 32 amendments to TDDP, use not compatible
 - Revisions - deliver retail, increased gas capacity, but no 32 amendments
 - City Council last month - 2nd story use, doesn't make sense, if doesn't work owner will use.. Short term okay, long-term does not work... PP wants density

- 16 spaces - for secondary use, TDDP no parking requirements, creating circulation issues on site
 - PP and applicant, different look on site, gas pumps in back, viability ... problematic, reduces number of amendments to 7 from 32, not a recommended use, but is permitted
 - Applicant not supportive, reduces parking and pumps to back
 - Diminish visibility of pumps
 - Example of TOD property, open to suggestions
 - Hearing in November
- Other Projects
- Park across old Safeway - infrastructure end of Oct, landscaping in Spring, then schedule ribbon cutting, picket fence and plans, decorative posts, decorative picket fence, how to engage groups to do individual pieces of fence
 - Will's Decorating/TESS - review being DHCD, appraisal lapse, order new one, closing rescheduled, façade money timing?, close end of month, rear 60 days after that
 - Tour Metro II either October/November
 - Teen Center - scope? Rehab scope = improvement need to happen for functional. Single entrance and exit ADA compliance, quirky but structurally good, upgrade electrical, fix drop ceilings... residential lot not for sale
 - Arts District Retail - remove parking adjacent to structure, City not involved. Allocated more parking for Yes! Previously spaces available for all. City has no say in private parking.
 - QCR - poles for traffic lights, work towards goal
 - Magruder - parking lot, city filed against it... city received notice from court to accept our filing, attorney preparing filing, public document to be posted (just lower lot). Octopus corner at Magruder park... more buildings, more people. Safety? Any accidents there?
 - Middle School - as of yesterday, PS3 bid on existing site, private proposals back, not a public process
 - Armory Apartments - past 4 months mitigation proximity to armory, historic easement on property - mitigation MOU recently approved, architectural modifications, signage and placards, see site plans in the next few months, file and receive if proceed by right or DSP hearing, if hearing in January
 - Riverfront - will be promoting multi family at some point, probably early next year. Pond area.. Fountains? No, just SWM overflow.

6. Additional Questions & Discussion

7. Adjourn (10:15 PM)



Hyattsville City Council Agenda Item Report

Meeting Date: October 7, 2019
Submitted by: Michelle Dunklee
Submitting Department: Police Department
Item Type: Ordinance
Agenda Section:

SUBJECT

Proposed Changes to the Noise Ordinance (20 minutes)

HCC-85-FY20

Recommendation:

Sponsor(s):

Hollingsworth

Co-Sponsor(s):

N/A

ATTACHMENTS

[Noise Ordinance Draft 9.13.19.docx](#)

[Hollingsworth_Noise Ordinance Modification.pdf](#)

Summary Background:

Mayor Hollingsworth submitted proposed modifications to Chapter 79 of the Hyattsville Charter and Code to allow for the extension of nighttime hours to 11 PM for permitted special events in City parks and commercial districts. Council authorized the City Attorney to draft these changes. During the drafting process staff identified other areas for improvement in the code, pertaining to the regulation and measurement of noise and enforcement.

Next Steps:

Council discussion of the draft ordinance. The ordinance is tentatively scheduled to return to Council for a first reading on October 21 with adoption scheduled for November 4.

Fiscal Impact:

TBD

City Administrator Comments:

For discussion

Community Engagement:

Upon adoption the Clerk's office will publish legal notification of the Ordinance in the Prince George's Sentinel.

Strategic Goals:

Goal 5 – Strengthen the City's Identity as a Diverse, Creative, and Welcoming Community

Legal Review Required?

Complete

**CITY OF HYATTSVILLE
ORDINANCE 2019-____**

An Ordinance whereby the City of Hyattsville amends the Noise Ordinance in Chapter 79 of the Hyattsville Code to prohibit sound that is plainly audible at a fifty-foot distance, to regulate contemporary sound devices, and add an exception to delay the imposition of nighttime hours in the limited and specific circumstance in which an applicant has sought and obtained a special events permit from the City.

WHEREAS, the Local Government Article § 5-202(1), (2) & (5) of the Maryland Code grants to municipalities the power to adopt ordinances to assure the good government of the municipality, to protect and preserve the municipality's rights, property and privileges, and to protect the health, comfort, and convenience of the residents of the municipality; and

WHEREAS, § C3-1 of Article III of the City Charter grants to the City Council the power to pass all such ordinances, resolutions and laws not contrary to the Constitution and laws of the State of Maryland or this Charter as it may deem necessary for the good government of the City in order to promote health, safety, comfort, convenience, welfare and happiness of the residents of the City and visitors thereto and sojourners therein; and

WHEREAS, § C3-2(30) of Article III of the City Charter grants to the City Council the power to regulate noise for the purpose of protecting the citizenry from unreasonable noise; and

WHEREAS, it is the sense of the Mayor and Council, after having heard numerous complaints from the residents of the City, that additional reasonable regulatory measures are necessary in order to protect the citizenry from unreasonable noise; and

WHEREAS, it is the sense of the Mayor and Council that reasonable regulatory measures are available to the City that are capable of addressing these stated complaints and that also promote the welfare and happiness of the City's residents; and,

WHEREAS, it is the sense of the Mayor and Council that defining “plainly audible” sound as prohibited noise and implementing enforcement provisions for the same together with the further identification of contemporary sound devices constitute reasonable regulatory measures that will further promote the health, safety, comfort, convenience, welfare and happiness of the residents of the City and add an additional and/or alternative means of obtaining compliance.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Hyattsville
in regular session assembled, that Chapter 79 is hereby amended as follows:

§ 79-1. Definitions.

* * *

PLAINLY AUDIBLE – Any sound produced by a person, a conversation between persons, or through a device that emits sound such as a radio, tape player, disc player, computer, loud speaker, microphone, other mechanical or digital sound-making device, or instrument, including an amplified, acoustic or percussive instrument and any other type of noise emitting activity that is the subject of this Chapter, that is capable of being detected by a person using his or her own normal hearing faculties when said person is located not less than fifty (50) feet from the source or origin of the sound.

A. Plainly audible sound may be detected by the officer or code compliance official's ordinary auditory senses, so long as his or her hearing is not enhanced by any mechanical device, such as a hearing aid.

B. The detection of sound by the officer or code compliance official at a distance of fifty (50) feet is sufficient to constitute a plainly audible sound. No provision in this Chapter shall be interpreted to limit enforcement based on a lack of evidence of a sound level meter reading.

Evidence based on the audible impressions formed by a police officer or code compliance officer is equally sufficient to that of a sound level meter reading.

C. The officer or code compliance official must be able to determine the source or origin of the plainly audible sound whether by direct line of sight from the affected residential property or by articulating such other reasonable basis for such determination if there is no line of sight confirmation of the source or origin of the sound.

* * *

§ 79-2. Noise standards.

A. No person shall cause or permit the following noise/sound levels measured at points on or within a property line or reasonably adjacent thereto of the source of said noise above the maximum permissible levels in a designated zoning district. Levels exceeding said permissible levels are prohibited.

Land Use	Day- or Night-Time Hours	Level (dBA's)
Industrial	Day	75
	Night	75
Commercial	Day	67
	Night	62
Residential	Day	60
	Night	50

B. Exceptions.

(1) Construction or demolition activities shall be permitted during daytime hours, provided that such activity shall not exceed a level of ninety (90) dBA's.

(2) Household tools and portable appliances in normal usage.

1 (3) Lawn care and snow removal equipment (daytime only) when used and maintained in
2 accordance with the manufacturer's specifications.

3 (4) Agricultural field machinery when used and maintained in accordance with manufacturer's
4 specifications.

5 (5) Blasting operations for demolition, construction and mining or quarrying (daytime only).

6 (6) Motor vehicles on public roads.

7 (7) Aircraft.

8 (8) Motor vehicles or boats on state lands or waters.

9 (9) Emergency utility operations.

10 (10) Pile-driving equipment during the daytime hours of 8:00 a.m. to 5:00 p.m.

11 (11) Sound not electronically amplified created by sporting, amusement and entertainment
12 events and other public gatherings operating according to terms and conditions of the
13 appropriate local jurisdictional body. This includes but is not limited to athletic contests,
14 amusement parks, carnivals, fairgrounds, sanctioned auto racing facilities, parades and public
15 celebrations.

16 (12) Rapid rail transit vehicles and railroads.

17 (13) Any activity causing noise if a variance for such activity and the noise resulting there from
18 has been obtained from the environmental health administration of the Maryland Department
19 of Health and Mental Hygiene or is being processed pursuant to the rules and regulations of
20 that Department. This exception shall apply only to the extent of any such variance so granted
21 or being processed.

(14) Use of any machinery or vehicles by personnel of the State of Maryland or any political subdivision thereof.

(15) The term “special event” in this subparagraph (15) shall have the same meaning as the term is defined in Chapter 86 of the City of Hyattsville Code.

a. Solely for the purpose of special events authorized by a special events permit issued by the City for an event held in the City’s parks or commercial districts, the definition of “nighttime hours” set forth in §79-1 above, is altered so that nighttime restrictions do not begin to apply until 11:01 p.m.

b. In all other locations in the City, nighttime restrictions may be altered at the discretion of the City Administrator and upon the issuance of a special events permit, but in no circumstance shall nighttime restrictions apply any later than 11:01 p.m.

C. During nighttime hours it shall be unlawful for any person or persons to emit or cause to emit any type of plainly audible sound in such manner as to disturb the peace, quiet and comfort of the neighboring inhabitants, unless:

(1) It complies with the decibel restrictions in the industrial or commercial district from which the plainly audible sound is emanating, or

(2) It is subject to an applicable exception found elsewhere in this Chapter.

§ 79-3. Loud and unnecessary noise prohibited.

A. It shall be unlawful for any person or persons to emit or cause to emit any type of plainly audible sound identified in § 79-3 of this Chapter, except as otherwise provided herein.

~~AB.~~ The sounding of any horn or signaling device on any automobile, motorcycle or other vehicle on any street, way, avenue or alley or other public place of the City, except as a danger warning; the creation by means of any such signaling device of any unreasonably loud or harsh

1 sound; the sounding of any such device for any unnecessary or unreasonable length of time; the
2 use of any signaling device except one operated by hand or electricity; the use of any horn, whistle
3 or other device operated by engine exhaust; and the use of any such signaling device when traffic
4 is for any reason held up.

5 ~~BC.~~ Use of radios, phonographs loud speakers, computers, tape players, disc players, other
6 machines or devices, and musical instruments.

7 (1) The using of, operating of or permitting to be played, used, or operated any radio
8 receiving set, musical instrument, phonograph loud speaker, computer, tape player, disc player or
9 other machine or device for the producing or reproducing of plainly audible sound in such manner
10 as to disturb the peace, quiet and comfort of the neighboring inhabitants or at any time with louder
11 volume than is necessary for convenient hearing for the person or persons who are in the room,
12 vehicle or chamber in which such machine or device is operated and who are voluntary listeners
13 thereto.

14 (2) The using of, operating of or permitting to be played, used, or operated any radio
15 receiving set, musical instrument, phonograph loud speaker, computer, tape player, disc player or
16 other machine or device for the producing or reproducing of plainly audible sound ~~between the~~
17 ~~hours of 12:00 midnight and 7:00 a.m. in such a manner as to be plainly audible at a distance of~~
18 ~~fifty (50) feet from the building, structure or vehicle in which it is located.~~

19 ~~CD.~~ Yelling, shouting, hooting screaming, whistling and singing.

20 (1) Yelling, shouting, hooting screaming, whistling or singing on the public streets or
21 from private property at any time or place so as to annoy or disturb the quiet, comfort or repose of
22 persons in any dwelling, hotel or other type of residence or any persons in the vicinity.

(2) Yelling, shouting, ~~hooting~~ screaming, whistling or singing on the public streets or private property at any time or place in such a manner as to be plainly audible ~~at a distance of fifty~~ (50) feet from the building, structure or vehicle from which the noise emanates.

* * *

AND BE IT FURTHER ORDAINED that if any provision of this Ordinance or the application thereof to any person or circumstance is held invalid for any reason, such invalidity shall not affect the other provisions or any other applications of the Ordinance which can be given effect without the invalid provision or applications, and to this end, all the provisions of this Ordinance are hereby declared to be severable;

AND BE IT FURTHER ORDAINED that this Ordinance shall take effect twenty (20) days from the date of its adoption;

AND BE IT FURTHER ORDAINED that a fair summary of this ordinance shall forthwith be published twice in a newspaper having general circulation in the City and otherwise be made available to the public.

INTRODUCED by the City Council of the City of Hyattsville, Maryland, at a regular public meeting on (INSERT DATE), 2019.

ADOPTED by the City Council of the City of Hyattsville, Maryland, at a regular public meeting on (INSERT DATE), 2019.

Adopted: _____

Attest:

Laura Reams, City Clerk

Candace B. Hollingsworth, Mayor

- 1 indicate deletions
- 2 Underline indicates additions
- 3 Asterisks * * * indicate matter retained in existing law but omitted herein
- 4 Effective Date: (Insert)
- 5

DRAFT



Hyattsville City Council Agenda Item Report

Meeting Date: December 18, 2017

Submitted by: Candace Hollingsworth, Mayor

Submitting Department: Legislative

Item Type: Charter Amendment

Agenda Section: Discussion Items (9:45 p.m. - 10:35 p.m.)

SUBJECT

Noise Ordinance - Modification (10 minutes)

HCC-37-FY18

Recommendation:

I move that the Mayor and Council direct the City Attorney to draft an ordinance amending Chapter 79 of the Hyattsville Charter and Code to allow for an extension of nighttime hours to 11pm for events that have obtained a special events permit from the City of Hyattsville. This extension is applicable to events held in any of the City's parks and commercial districts. Approval for other locations is to be determined on a case-by-case basis at the discretion of the City Administrator.

Sponsor(s):

Hollingsworth

Co-Sponsor(s):

N/A

ATTACHMENTS

[Chapter 79 Noise.pdf](#)

Summary Background:

This amendment is intended to allow for special events to be held in the City of Hyattsville that promote evening arts and entertainment experiences held in suitable locations across the City.

Next Steps:

The city attorney will draft a revision to the city code for discussion and action by the Mayor and Council.

Fiscal Impact:

Legal review.

City Administrator Comments:

Discussion Only

Community Engagement:

TBD

Strategic Goals:

Goal 5 – Strengthen the City's Identity as a Diverse, Creative, and Welcoming Community

Legal Review Required?

Pending

Chapter 79

NOISE

- § 79-1. Definitions.
- § 79-2. Noise standards.
- § 79-3. Loud and unnecessary noise prohibited.
- § 79-4. Responsibility of property owner.
- § 79-5. Violations and penalties.

[HISTORY: Adopted by the Mayor and Council of the City of Hyattsville 12-1-69. Section 79-1 amended at time of adoption of Code; see Ch. 1, General Provisions, Art. 1. Other amendments noted where applicable]

GENERAL REFERENCES

Municipal infractions - See CH. 20.
Amusements and entertainment - See Ch. 40.
Dogs and other animals - See Ch. 52.
Peace and good order - See Ch. 87.

§ 79-1. Definitions. [Amended 2-2-83 by HB No. 3-83; 12-19-83 by HB No. 15-83]

For purposes of this chapter, the following words or terms shall have meanings ascribed to them:

ANSI - American National Standards Institute or its successor bodies.

CONSTRUCTION - Any site preparation, assembly, erection, repair, alteration or similar activity.

DAYTIME HOURS - 8:00 a.m. to 8:00 p.m., local time.

DBA - Abbreviation for the sound level in decibels determined by the A-weighting network of a sound level meter or by calculation from octave band or one-third (1/3) octave band data.

DECIBEL (dB) - A unit of measure equal to ten (10) times the logarithm to the base ten (10) of the ratio of a particular sound pressure squared to a standard reference pressure squared. For the purpose of this chapter, twenty (20) micropascals shall be the standard reference pressure.

DEMOLITION - Any dismantling, destruction or removal activities.

EMERGENCY - Any occurrence or set of circumstances involving actual or imminent physical trauma or property damage which demands immediate action.

NIGHTTIME HOURS - 8:00 p.m. to 8:00 a.m., local time.

NOISE - The intensity, frequency, duration and character of sound, including sound and vibration of sub-audible frequencies.

NOISE POLLUTION - The presence of noise of sufficient loudness, character and duration, which, whether from a single source or multiple sources, is, or may be predicted with reasonable certainty to be, injurious to health or which unreasonably interferes with the proper enjoyment of property or with any lawful business or activity.

PERSON - Any individual, group of individuals, firm, partnership, voluntary association or private, public or municipal corporation, or political subdivision of the state.

SOUND LEVEL - In decibels, the weighted sound pressure level measured by the use of a sound level meter satisfying the requirements of ANSI S1.4 1971 Specifications for Sound Level Meters. "Sound Level" and noise level are synonymous. The weighting employed shall always be specified.

HYATTSVILLE CHARTER AND CODE

SOUND LEVEL METER - An instrument, meeting ANSI S1.4 1971 Specifications for Sound Level Meters, comprising a microphone, an amplifier, an output meter and frequencyweighting network(s) that is used for the measurement of sound pressure levels in a specified manner.

ZONING DISTRICT - The general land use category as designated and defined in Subtitle 27, Zoning, of the Prince George's County Ordinances.

§ 79-2. Noise standards. [Amended 2-23-83 by HB No. 3-83]

A. No person shall cause or permit the following noise/sound levels measured at points on or within a property line or reasonably adjacent thereto of the source of said noise above the maximum permissible levels in a designated zoning district. Levels exceeding said permissible levels are prohibited.

Land Use	Day- or Night-Time Hours	Level (dBA's)
Industrial	Day	75
	Night	75
Commercial	Day	67
	Night	62
Residential	Day	60
	Night	50

B. Exceptions:

- (1) Construction or demolition activities shall be permitted during daytime hours, provided that such activity shall not exceed a level of ninety (90) dBA's.
- (2) Household tools and portable appliances in normal usage.
- (3) Lawn care and snow removal equipment (daytime only) when used and maintained in accordance with the manufacturer's specifications.
- (4) Agricultural field machinery when used and maintained in accordance with manufacturer's specifications.
- (5) Blasting operations for demolition, construction and mining or quarrying (daytime only).
- (6) Motor vehicles on public roads.
- (7) Aircraft.
- (8) Motor vehicles or boats on state lands or waters.
- (9) Emergency utility operations.
- (10) Pile-driving equipment during the daytime hours of 8:00 a.m. to 5:00 p.m.
- (11) Sound not electronically amplified created by sporting, amusement and entertainment events and other public gatherings operating according to terms and conditions of the appropriate local jurisdictional body. This includes but is not limited to athletic contests, amusement parks, carnivals, fairgrounds, sanctioned auto racing facilities, parades and public celebrations.

HYATTSVILLE CHARTER AND CODE

(12) Rapid rail transit vehicles and railroads.

(13) Any activity causing noise if a variance for such activity and the noise resulting there from has been obtained from the environmental health administration of the Maryland Department of Health and Mental Hygiene or is being processed pursuant to the rules and regulations of that Department. This exception shall apply only to the extent of any such variance so granted or being processed.

(14) Use of any machinery or vehicles by personnel of the State of Maryland or any political subdivision thereof.

§ 79-3. Loud and unnecessary noise prohibited. [Amended 2-23-83 by HB No. 3-83]

It shall be unlawful for any person to make, continue or cause to be made or continued any of the following noises, which are hereby declared to be loud and unnecessary.

A. The sounding of any horn or signaling device on any automobile, motorcycle or other vehicle on any street, way, avenue or alley or other public place of the City, except as a danger warning; the creation by means of any such signaling device of any unreasonably loud or harsh sound; the sounding of any such device for any unnecessary or unreasonable length of time; the use of any signaling device except one operated by hand or electricity; the use of any horn, whistle or other device operated by engine exhaust; and the use of any such signaling device when traffic is for any reason held up.

B. Use of radios, phonographs and musical instruments.

(1) The using of, operating of or permitting to be played, used or operated any radio receiving set, musical instrument, phonograph or other machine or device for the producing or reproducing of sound in such manner as to disturb the peace, quiet and comfort of the neighboring inhabitants or at any time with louder volume than is necessary for convenient hearing for the person or persons who are in the room, vehicle or chamber in which such machine or device is operated and who are voluntary listeners thereto.

(2) The using of, operating of or permitting to be played, used or operated any radio receiving set, musical instrument, phonograph or other machine or device for the producing or reproducing of sound between the hours of 12:00 midnight and 7:00 a.m. in such a manner as to be plainly audible at a distance of fifty (50) feet from the building, structure or vehicle in which it is located.

C. Yelling, shouting, hooting, whistling and singing.

(1) Yelling, shouting, hooting, whistling or singing on the public streets or from private property at any time or place so as to annoy or disturb the quiet, comfort or repose of persons in any dwelling, hotel or other type of residence or any persons in the vicinity.

(2) Yelling, shouting, hooting, whistling or singing on the public streets or private property at any time or place in such a manner as to be plainly audible at a distance of fifty (50) feet from the building, structure or vehicle from which the noise emanates.

D. The operation of any vehicle equipped with any broadcasting, record-playing or amplification system when any music, the human voice or any other noise shall be broadcast from said vehicle.

§ 79-4. Responsibility of property owner. [Amended 2-23-83 by HB No. 3-83]

HYATTSVILLE CHARTER AND CODE

Any owner of property who shall permit loud and unnecessary noise or noise which is in violation of the level established by this chapter shall be subject to the penalties hereof.

§ 79-5. Violations and penalties. [Added 3-3-80 by HB No. 6-80; Amended 8-2-82 by HB No. 13-82, Amended 6-1-98 by HR 98-03, Amended 7-16-01 by HB No. 01-03, Amended 12-3-07 by HO-2007-14]

Violations of this chapter shall be punishable as a municipal infraction as provided in Chapter 20 of this Code. The fine for any single initial violation shall be one hundred dollars (\$100.00), and the fine for each repeat of that offense shall be two hundred dollars (\$200.00).