

City Council of Hyattsville, Maryland

AGENDA

City Council Regular Meeting

Monday, April 16, 2018

7:45 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](#)

[Edouard Haba, Council President, Ward 4](#)

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

[Bart Lawrence, Ward 1](#)

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

[Shani N. Warner, Ward 2](#)

[Carrianna Suiter, Ward 3](#)

[Thomas Wright, Ward 3](#)

[Paula J. Perry, Ward 4](#)

[Joseph Solomon, Ward 5](#)

[Erica Spell, Ward 5](#)

ADMINISTRATION

Tracey E. Nicholson, 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.

City Information: Sign up to receive text and email notifications about Hyattsville events, government, police and programs at www.hyattsville.org/list.aspx

Inclement Weather: In the event of inclement weather, please call 301-985-5000 to confirm the status of the Council meeting.



[Twitter](#)



[Facebook](#)



[Instagram](#)



[Vimeo](#)

1. **Call to Order and Council Roll Call**

2. **Pledge of Allegiance to the Flag**

3. **Approval of Agenda**

4. **Motion to Close (7:45 p.m. - 8:15 p.m.)**

4.a) Motion to Close (30 minutes) NOTE: The Council will return to open session at approximately 8:15 p.m.

HCC-277-FY18

I move that the Mayor and Council close the Council Meeting of April 16, 2018 in order to consider the acquisition of real property.

This session will be closed under the authority of the Annotated Code of Maryland State Government General Provisions Article Section 3-305(b) (3) to consider the acquisition of real property for a public purpose and matters directly related to the acquisition.

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

5. **Public Comment (8:15 p.m. – 8:45 p.m.) Limit 2 minutes per speaker**

6. **Presentations (8:45 p.m. - 9:00 p.m.)**

6.a) FY-2016 and FY-2017 Audit Update (5 minutes)

HCC-104-FY18

Presentation Only

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

6.b) CPTED Trolley Trail Presentation (10 minutes)

HCC-292-FY18

Presentation Only

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s):

[CPTED Hyattsville Presentation_final.pdf](#)

[Rhode-Island-Avenue-Trolley-Trail_CPTED-Assessment-Report_VCPI_Final.pdf](#)

7. **Consent Items (9:00 p.m. - 9:05 p.m.)**

**7.a) Hyattsville Ordinance 2018-01: City of Hyattsville City Police Department Police Logo
HCC-240-FY18**

I move that the Mayor and Council adopt Hyattsville Ordinance 2018-01, a ordinance whereby the City Council of the City of Hyattsville amends Chapter 4 to adopt an additional logo for the use of the City of Hyattsville Police Department (SECOND READING/ADOPTION).

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Ordinance 2018-01 Police Logo FINAL.docx](#)

**7.b) Hyattsville Resolution 2018-02: FY-19 Community Legacy Application
HCC-295-FY18**

I move that the Mayor and Council adopt Hyattsville Resolution 2018-02, a Resolution of the City of Hyattsville, Maryland in support of the City's application to the State of Maryland Department of Housing & Community Development (DHCD) for grant funding to support the City's Commercial Façade Improvement Program and Triple Bottom Line Strategy Project both of which are to be further described in the Community Legacy application.

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s):

[Memo - Community Legacy Grant Resolution FY2019.doc](#)

[Hyattsville Resolution 2018-02 Community Legacy.doc](#)

8. Discussion Items (9:05 p.m. - 10:40 p.m.)

**8.a) University of Maryland Shuttle Program MOU (10 minutes)
HCC-241-FY18**

Discussion Only

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Memo - UMD Shuttle MOU Extension - 4.11.2018.docx](#)

[UM SHUTTLE Hyattsville MEMORANDUM OF UNDERSTANDING 2018.pdf](#)

**8.b) CSP-18002: Magruder Pointe (45 minutes)
HCC-293-FY18**

Discussion Only

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[CSP Discussion Memo FINAL.docx](#)

[CSP-18002.pdf](#)

[SOJ CSP-18002.pdf](#)

[Zoning Map.PNG](#)

[Character Area Map.PNG](#)

[TRN Summary.PNG](#)

[TRN Goals and Recommendations.pdf](#)

[Sec. 27 548.19. Introduction.doc](#)

[Table of Uses - Residential TRN.pdf](#)

8.c) Urban Investment Partners – SGIF Application (10 minutes)

HCC-296-FY18

Discussion Only

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Memo - SGIF Request UIP .doc](#)

[The Armory Apartments - Strategic Demolition Fund - Request for City Support.pdf](#)

[SGIF Fact Sheet.pdf](#)

8.d) Hyatt Park Placemaking Project Final Concept Design (15 minutes)

HCC-297-FY18

Discussion Only

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s): N/A

[Memo - Public Placemaking - Hyatt Park Concepts - 4.16.18.docx](#)

[Hyatt Park Concept Plan 20180413.pdf](#)

8.e) FY19 Budget Initiative: Hyattsville Teen & Young Adult Center (15 minutes)

HCC-144-FY18

I move that the Mayor and Council allocate \$550,000 for the purposes of continuing teen and young adult programming at Magruder Park and establishing a Teen & Young Adult Center in the City of Hyattsville at University Town Center.

Lead Sponsor: Hollingsworth

Co-Sponsor(s): Croslin, Ward, Spell, Suiter

[Teen Center Memo.pdf](#)

9. Council Dialogue (10:40 p.m. - 10:50 p.m.)

10. Community Notices and Meetings

10.a) Main City Calendar: April 17, 2018 - May 7, 2018

HCC-290-FY18

Lead Sponsor: At the Request of the City Administrator

Co-Sponsor(s):

11. Motion to Adjourn



Hyattsville City Council Agenda Item Report

Meeting Date: April 16, 2018

Submitted by: Laura Reams

Submitting Department: Community & Economic Development

Item Type: Legislative

Agenda Section: Motion to Close (7:45 p.m. - 8:15 p.m.)

SUBJECT

Motion to Close (30 minutes) NOTE: The Council will return to open session at approximately 8:15 p.m.

HCC-277-FY18

Recommendation:

I move that the Mayor and Council close the Council Meeting of April 16, 2018 in order to consider the acquisition of real property.

This session will be closed under the authority of the Annotated Code of Maryland State Government General Provisions Article Section 3-305(b) (3) to consider the acquisition of real property for a public purpose and matters directly related to the acquisition.

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

Summary Background:

N/A

Next Steps:

N/A

Fiscal Impact:

N/A

City Administrator Comments:

Recommend Approval

Community Engagement:

N/A

Strategic Goals:

N/A

Legal Review Required?

Complete.



Hyattsville City Council Agenda Item Report

Meeting Date: April 16, 2018

Submitted by: Ron Brooks

Submitting Department: Finance

Item Type: Audit

Agenda Section: Presentations (8:45 p.m. - 9:00 p.m.)

SUBJECT

FY-2016 and FY-2017 Audit Update (5 minutes)

HCC-104-FY18

Recommendation:

Presentation Only

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

Summary Background:

- * The FY-2016 audit is complete closing reports are being sent to the City and the final audit report is being prepared to be filed with the State Department of Administrative Services.
- * The FY-2017 audit is off and running with track work, Entity level Control Reports and interviews being scheduled with selected employees to answer questions related to fraud. Revenues for FY-2017 is under review. I anticipate completion of this audit mid-July 2018.
- * New GASB announcements are being considered for implementation prior to closeout of FY-2017.

Next Steps:

Continue to work through all of the audit stages until final completion.

Fiscal Impact:

Late audit filings can result in loss of State Grants and loss of revenues from the State of Maryland.

City Administrator Comments:

See background above.

Community Engagement:

N/A

Strategic Goals:

Goal 1 – Ensure Transparent and Accessible Governance

Legal Review Required?

N/A



Hyattsville City Council Agenda Item Report

Meeting Date: April 16, 2018

Submitted by: Katie Gerbes

Submitting Department: Community & Economic Development

Item Type: Presentation

Agenda Section: Presentations (8:45 p.m. - 9:00 p.m.)

SUBJECT

CPTED Trolley Trail Presentation (10 minutes)

HCC-292-FY18

Recommendation:

Presentation Only

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

ATTACHMENTS

[CPTED Hyattsville Presentation_final.pdf](#)

[Rhode-Island-Avenue-Trolley-Trail_CPTED-Assessment-Report_VCPI_Final.pdf](#)

Summary Background:

Eric Olson and Abby Tesfaye Perrotta, from the College Park City - University Partnership will present the findings of the Rhode Island Avenue Trolley Trail Crime Prevention through Environmental Design (CPTED) analysis performed in 2017. The presenters will discuss recommendations of the analysis and summarize next steps for implementation.

Next Steps:

Following the presentation, the City of Hyattsville will have the opportunity to work with the City-University Partnership and adjoining municipalities to determine short and long-term recommendations feasible in Hyattsville, as well as costs associated with the various recommendations.

Fiscal Impact:

N/A

City Administrator Comments:

Presentation Only

Community Engagement:

N/A

Strategic Goals:

Goal 3 – Promote a Safe and Vibrant Community

Legal Review Required?

N/A



College Park City-University Partnership

Crime Prevention Through Environmental Design (CPTED)

*Assessment of the Rhode Island Avenue Trolley Trail
Findings and Recommendations*



Trail Survey – April 10-12, 2017

- Team discussed public-safety issues with the Partnership and stakeholders
- CPTED Survey conducted by foot and bicycle in daylight and darkness
- Findings & Recommendations organized by CPTED principles:
 - Natural Surveillance
 - Video & Audio Surveillance
 - Physical Maintenance
 - Access Management
 - Territoriality & Order Maintenance
 - Security Integration

Natural Surveillance - Lighting

Hyattsville and Riverdale Park

Finding: Poor Illumination at the Southern End of the Trail to Queensbury Road

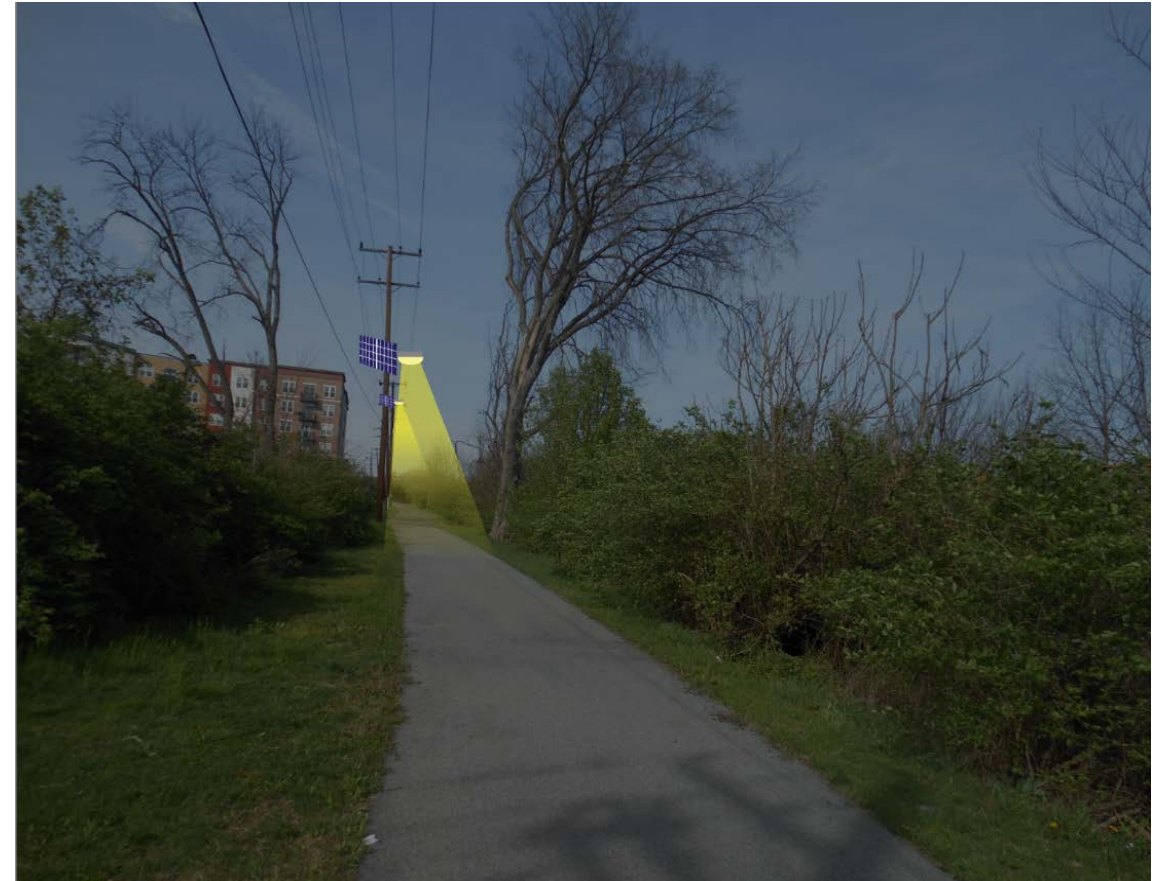
The southern end of the Trail in Hyattsville has the most significant lighting-related issues, beginning at the Trail head, leading to the newly redeveloped Gateway Arts district at the Riverdale Park district line. During evening and early morning hours, this stretch of the Trail has virtually no illumination.

Critical Recommendations

Utilize existing utility poles at various points at the southern end of the Trail in Hyattsville and Riverdale Park to install lighting fixtures:

- from the Trail head to the Baltimore Ave. overpass
- from the Baltimore Ave. overpass to the Palette Apartments & Townhomes at the Hyattsville/Riverdale Park line
- from just north of the Palette Apartments & Townhomes to Queensbury Rd.

Natural Surveillance - Lighting



Northbound view from the Baltimore Avenue overpass in Hyattsville, MD

Natural Surveillance - Lighting

Finding: Generally Inconsistent Illumination

Along the full length of the Trail, lighting and illumination levels are inconsistent; some areas are very well illuminated and others have minimal to no lighting at all.

Recommendations

1. Lighting and illumination levels should be consistent along the length of the Trail, which will require a concerted effort to install lighting fixtures in areas with low illumination.
2. Existing utility poles located along the length of the Trail could serve as platforms for the installation of lighting fixtures.
3. Consideration should be given to the selection of solar-powered LED street lights (as opposed to traditionally used high-pressure sodium).
4. As increases in illumination are instituted along the Trail, consideration should be given to maintaining a balance of lighting which does not create “hot spots” in which users must pass from high levels of illumination to lower level of illumination.
5. Identify during the peak summer months those areas where tree foliage or light fixture locations create unbalanced illumination on the Trail. This could require a single lighting fixture at a location or several over hundreds of yards.

Finding: Overgrown Shrubbery and Vegetation

Encroachment of vegetation is inconsistent along the length of the Trail. Certain segments have sufficient clearing between the paved Trail and adjacent bushes, shrubs and trees, allowing for open visibility, while in other places, the vegetation grows close to the pavement, which obstructs visibility and opportunities for natural surveillance by Trail users and others.

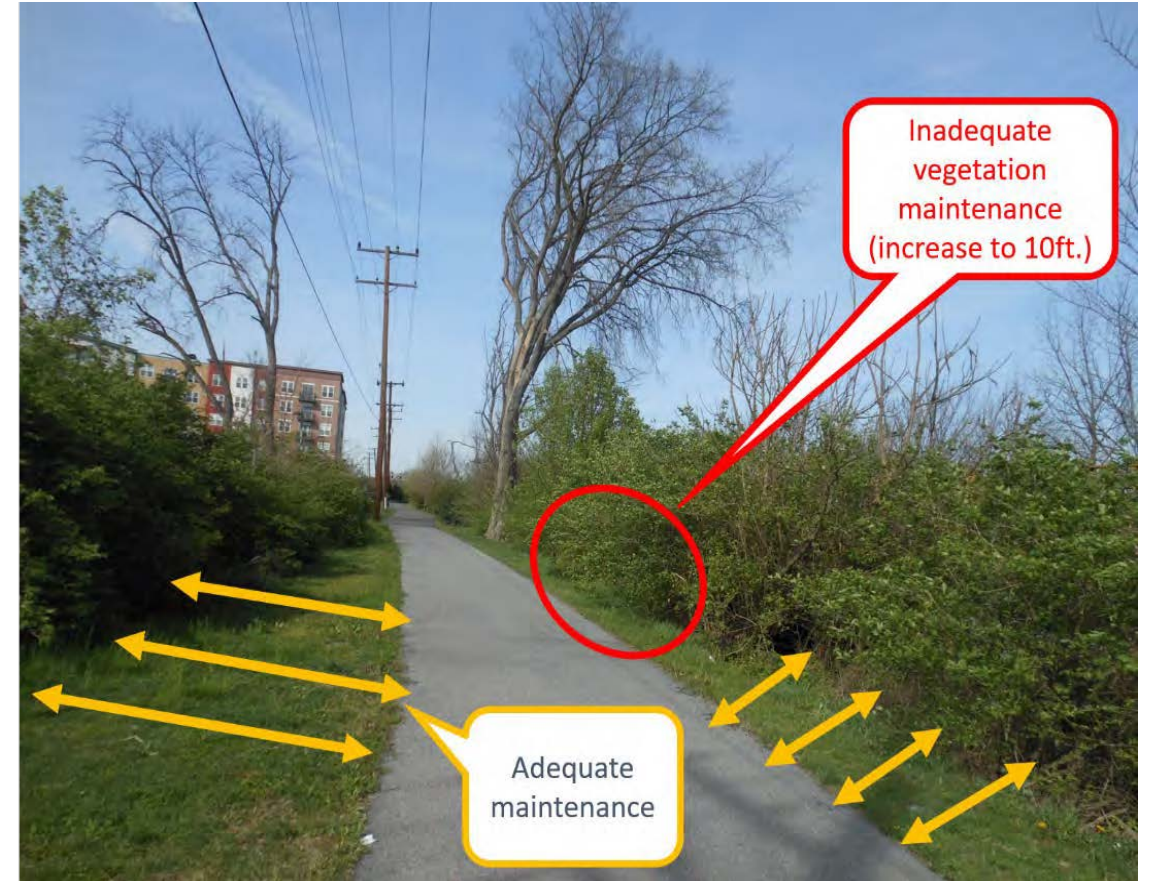
Recommendation

Conduct regular inspections to identify areas where the vegetation is encroaching on the Trail and wherever possible, cut back vegetation to at least 10 feet from the paved edge.

Natural Surveillance – Shrubbery/Vegetation



Segment near the Trail Head in Hyattsville, MD



Between Baltimore Ave. overpass and Palette Apartments & Townhomes

Some areas have adequate vegetation maintenance, allowing for greater natural surveillance, and others do not.

Natural Surveillance – Use of Public Spaces

Finding: Increased Opportunities for Natural Surveillance through Use of Public Spaces

Public spaces located along the Trail, such as parks, picnic areas, playgrounds and businesses, provide opportunities for natural surveillance, allowing people who are legitimately using those areas to be observers of activity and the environment.

Recommendation

Promote enhanced use of the public spaces along the Trail to increase natural surveillance opportunities. Plan and promote special events, such as organized running/walking events, to increase non-commuter, legitimate use of the Trail and nearby areas.

Video Surveillance

Finding: Seven Locations Where Video Surveillance Equipment Could Supplement Natural Surveillance

At seven locations along the Trail where natural surveillance opportunities are limited (and thus, risk of criminal activity may be higher), the placement of surveillance video equipment would support law enforcement's ability to detect and document Trail activity. Recorded footage from surveillance equipment could serve as evidence, in the event of a criminal incident along those segments of the Trail.

Recommendation

Install video surveillance cameras to record activity at the following segments of the Trail (these areas have been identified based on their lack of, or minimal level of natural surveillance):

1. Section between Patuxent and Berwyn House Road
2. Paint Branch Parkway to Pierce Avenue
3. The north end of the new section (Cafritz development) to Albion Road
4. Route 410 overpass to Tuckerman Street
5. Madison Street to Oliver Street
6. Baltimore Road overpass to 150 feet North of Hamilton Street **Hyattsville**
7. South Trail Head to Baltimore Road overpass **Hyattsville**

Video Surveillance



Northbound view from below Route 410 Overpass



Northbound view from just north of the Baltimore Road overpass

Two of seven potential locations for placement of surveillance video equipment on existing utility poles.

Physical Maintenance

Hyattsville

Finding: Need for Maintenance – Trail Head to Public Parking Lot across from Gallatin Street

This section of the Trail, which runs directly behind several buildings in the commercial area of Hyattsville, needs maintenance. Specifically, graffiti and trash removal, and installation of functioning light fixtures. A security camera is mounted on the back of one of the buildings; however, it is unknown if the camera is operational or maintained.

Recommendations

Collaborate with the building/business owners to:

1. request that the backs of the buildings be painted a light or bright color, which will make the Trail appear brighter from light reflecting onto the Trail
2. remove or better maintain the overgrown vegetation that encroaches closely to the paved Trail
3. remove trash and graffiti
4. maintain the functionality of the lighting fixtures mounted on the backs of the buildings; and
5. determine if the existing security camera is operational and/or monitored.

Physical Maintenance

Finding: Need for Regular Trail Maintenance Inspections and Follow-up

To create the sense of safety and security that the Partnership seeks to provide Trail users, regular upkeep of the physical maintenance of the Trail and related amenities is needed. Currently, there is no process or procedure in place for logging or documenting that maintenance along the full length of the Trail has or has not occurred.

Recommendations

At least weekly, a representative with decision-making authority should travel the entire length of the Trail to monitor and document the following:

- Graffiti removal or re-painting
- Lighting functionality
- Maintenance of overgrown shrubbery
- Potholes or uneven pavement repair
- Replacement of missing signage
- Trash removal

Territoriality & Order Maintenance

Finding: Specific Territoriality Enhancement Needs for Areas of Activity that Feed the Trail

One of the benefits of using the Trail is that it provides convenient access to many other areas of interest in the immediate vicinity. There are several parks, recreation areas, a community center, access to additional trails, commercial establishments, restaurants, access to the Metro Station, and the University of Maryland – all of which encourage legitimate use of the Trail. However, there is a need for additional, branded signage in and around some of these areas, where it becomes confusing or unclear as to which direction to go to access the Trail.

One area that is particularly confusing is where the Trail intersects the Paint Branch Trail; the Paint Branch Trail is clearly marked but the Trolley Trail is not.

Recommendation

To the extent possible, install branded signage, directional arrows, and/or pavement markings at nearby adjacent support areas such as intersections with other trails, parks, recreation areas, businesses, etc., indicating the correct path of the Trail.

Territoriality & Order Maintenance

Finding: Enhanced Presence of Local Law Enforcement on the Trail

Local law enforcement agencies use bicycle patrols to supplement vehicular patrol in the residential and commercial areas surrounding the Trail; however, there has been no concerted effort by the agencies to encourage bicycle officers to use or patrol the Trail.

Recommendation

Police administrators for the agencies serving the municipalities surrounding the Trail should encourage the use of the Trail by bicycle officers during their patrols. In addition, officers conducting vehicle patrols in the area should park at highly visible locations adjacent to the Trail while conducting administrative duties such as report writing. This may provide a sense of security to users, but also provides a mechanism for Trail users to immediately report suspicious activity when it occurs.

Territoriality & Order Maintenance

Finding: Need for Enhancement and Encouragement of Community Partnerships to Support Trail Use

There are a multitude of opportunities to build and involve community partnerships which will serve to enhance and support stakeholders' efforts to encourage Trail use.

Recommendation

Actively and regularly pursue community involvement in organized Trail activities, beautification efforts, development/sponsorship efforts to resource amenities along the Trail, and more.

Territoriality & Order Maintenance



Example, from another trail, of a rest pavilion and work/repair station donated by several organizations to enhance the experience for Trail users

Finding: Need for Mission, Vision and Strategic Planning by the Partnership

The Partnership has been established with involved stakeholders to enhance use of the Trail and to provide guidance for the Trail's continued existence. Based on discussions with Partnership staff, the Board of Directors has not established a mission and vision statement specific to the Trail, which is critical for the development a strategic plan to meet future objectives for the Trail.

Recommendation

Collaborate with Board members to create the mission and vision for the Partnership's ongoing involvement with the Trail. The mission and vision will support and drive the development of future guidance on implementation of activities and improvements to the Trail. Having this in place will encourage all stakeholders' awareness and support of future efforts concerning maintenance and security of the Trail.

Questions?

Thank You!



www.collegeparkpartnership.org



www.bjatraining.org



www.vcpionline.org

Crime Prevention through Environmental Design (CPTED) Assessment
Report

Rhode Island Avenue Trolley Trail

Findings and Recommendations presented to the College Park City-
University Partnership

Table of Contents

Executive Summary	2
Introduction.....	4
Scope of Assessment.....	6
Trail Survey	7
Trail Use & Demographics	7
Development.....	8
Crime and Disorder.....	8
University of Maryland Safety Ambassador Program.....	9
Findings and Recommendations.....	10
Natural Surveillance.....	11
1. Lighting.....	11
2. Shrubbery and Vegetation.....	25
3. Use of Public Spaces.....	27
Video and Audio Surveillance	28
Physical Maintenance	31
Access Management	38
Territoriality & Order Maintenance.....	50
Integration	64
Appendix.....	65
About the Bureau of Justice (BJA) National Training and Technical Assistance Center (NTTAC).....	65
About the Virginia Center for Policing Innovation (VCPI).....	65
About the Assessment Team.....	65
Jeffrey Steger	65
Lars Hermann.....	66

Executive Summary

In April 2017, the Virginia Center for Policing Innovation (VCPI), through funding provided by the U.S. Department of Justice, Bureau of Justice Assistance (BJA) National Training and Technical Assistance Center (NTTAC), was contracted to provide technical assistance to the College Park City-University Partnership (Partnership) in College Park, Maryland. At the request of the Partnership and under the guidance of BJA NTTAC, VCPI's assessment team of subject-matter experts has provided a comprehensive assessment of the Rhode Island Avenue Trolley Trail (Trail), utilizing the principles of Crime Prevention Through Environmental Design (CPTED).

It is apparent that the Partnership and its key stakeholders are committed to Trail maintenance, increased usage, multiagency cooperation, and enhanced safety and security measures. The intent of the CPTED assessment, and this accompanying report, is to help the Partnership identify necessary security improvements and provide recommendations to further enhance community safety along the Trail.

The assessment team's findings and recommendations contained in this report are organized by the CPTED principles which they address: Natural Surveillance, Video/Audio Surveillance, Physical Maintenance, Access Management, Territoriality, Order Maintenance and Integration. Although all recommendations are based on clear and present need, recommendations that are considered vital or address life-safety issues are identified as "critical." The critical recommendations address lighting issues, dangerous and/or confusing intersections and crossings, and hazardous road conditions where the Trail becomes a bicycle lane on Rhode Island Avenue at the northern segment of the Trail.

In general, there are inconsistent lighting and illumination levels along the full length of the Trail – some areas are very well illuminated and others have minimal to no lighting at all. Specifically, there are insufficient lighting and illumination levels along southern segments of the Trail in Hyattsville and Riverdale. The Trail is used before and after daylight hours by commuters accessing the nearby Metro Station and the University of Maryland. Providing adequate illumination is one of the most effective measures to promote use, enhance user safety, and possibly deter criminal activity.

The Trail crosses several hazardous or confusing intersections. Two of these intersections, Queensbury Road and Berwyn Road, fail to provide pedestrians and bicyclists with adequate information or direction as to the appropriate route to continue the Trail. The most hazardous intersection appears to be the heavily travelled roadway, Greenbelt Road. This area poses a significant public-safety issue, as motorists fail to yield to Trail users. The implementation of traffic control/warning devices should be a priority.

The assessment team recognizes that the amount of maintenance required for a linear trail of this length is significant. Monitoring maintenance issues on the Trail and protected bicycle lanes requires weekly attention to correct hazards such as potholes, eroded Trail edges, and debris buildup (sand, glass, and gravel). Efforts should continue to preserve a foliage clearance 10 feet from the paved Trail edges, raising tree and large shrub canopies to nothing lower than 8 feet,

and reducing the placement of shrubs, or other obstacles, between the Trail and adjacent residential and community-use areas. This will serve to allow increased natural surveillance of the Trail.

Implementing these and other recommendations contained in this report will require community commitment, collaboration, resources, and funding. The Partnership is encouraged to establish a mission and vision statement specifically related to the Trail, and use them as a foundation to develop strategic plans which address short-term and long-term Trail improvement goals. Continued community partnerships, buy-in and involvement in the Trail will be essential. This support may serve to enhance and promote Trail use, with individuals and groups having a vested interest in the Trail being more likely to observe and report crime, maintenance issues or unwanted activities.

As with any crime prevention related assessment, the findings of this report are based on the assessors' observations, research, and information provided to the assessment team by various sources. Recommendations and security strategies that are proposed in this report are the product of the team's task related efforts and expertise. Although based on generally accepted crime prevention principles and the concept of CPTED, many aspects of this report are subjective in nature and do not imply the absence of alternative security options. Furthermore, these recommendations are intended to reduce the likelihood of crime from occurring along the Trail. The implementation of the report's recommendations or strategies, in part or whole, does not guarantee a crime-free environment.

Introduction

In April 2017, the Virginia Center for Policing Innovation (VCPI), through funding provided by the U.S. Department of Justice, Bureau of Justice Assistance (BJA) National Training and Technical Assistance Center (NTTAC), was contracted to provide technical assistance to the College Park City-University Partnership (Partnership) in College Park, Maryland. At the request of the Partnership and under the guidance of BJA NTTAC, VCPI has provided a comprehensive assessment of the Rhode Island Avenue Trolley Trail (Trail), utilizing the principles of Crime Prevention Through Environmental Design (CPTED).

The Trolley Trail is a 5-mile urban trail that connects three municipalities – Hyattsville, Riverdale, College Park – and the University of Maryland in Prince George’s County, Maryland. With the final segment of the Trail scheduled to open in the Summer of 2017, the Partnership hopes to ensure that the Trail will be a model of safety from the outset, and to encourage walking and cycling use by University of Maryland students and the greater College Park community. The intent of this CPTED assessment is to help the Partnership identify necessary security improvements and provide recommendations to enhance community safety along the Trail.

To complete this work, VCPI assembled a team of two nationally recognized CPTED experts who share a combined 72 years of public safety experience. Program oversight was provided by VCPI’s Deputy Director and Director of Programs. VCPI is a recognized leader in the field of crime prevention, specializing in providing comprehensive physical security vulnerability assessments based on the principles of CPTED. Since 1997, VCPI has been a national leader in community policing and crime prevention training and technical assistance efforts to increase the local-level capacity of policing and cross-disciplinary partnerships to address crime control and quality-of-life issues in our nation’s communities.

The assessment team would like to acknowledge the staff of the Partnership, specifically Eric Olson, Executive Director, and Valerie Woodall, Program Associate, for their support and coordination throughout the engagement. VCPI also appreciates the interest and cooperation of the representatives of the local city governments and police agencies who contributed their insights and support (City of College Park, University of Maryland Police, Hyattsville Police, and Riverdale Park Police). VCPI would also like to thank the students, staff, and police of the University of Maryland, as well as the residents and business community along the Trail, for their willingness to express their views concerning problems and potential solutions.

As with any crime prevention related assessment, the findings of this summary report are based on the assessors’ observations, research, and information provided to the assessment team by various sources. Recommendations and security strategies that are proposed in this report are the product of the team’s task related efforts and expertise. Although based on generally accepted crime prevention principles and the concept of CPTED, many aspects of this report are subjective in nature and do not imply the absence of alternative security options. Furthermore, these recommendations are intended to reduce the likelihood of crime from occurring along the

Trail. The implementation of the report's recommendations or strategies, in part or whole, does not guarantee a crime-free environment.

Points of view or opinions stated or expressed in this document are those of the Virginia Center for Policing Innovation, and do not necessarily represent the opinion or policies of the U. S. Department of Justice, Bureau of Justice Assistance National Technical Assistance and Training Center.

Scope of Assessment

VCPI's assessment is designed to examine the safety of the Trolley Trail in terms of physical security and environmental design factors. The team's assessment is based on observations and examination of available information provided by the Partnership, specifically addressing the following:

- **Natural Surveillance:** The team assessed the physical structure and features (natural and man-made) of the Trail and the various surrounding grounds, including shrubbery, vegetation, lighting, fencing, and other types of physical features that impact visibility.
- **Access Management:** The team assessed the use of signs, marked access points, entrances and exits, real or symbolic barriers, and landscaping that guides people and directs the flow of people along the Trail, as well as the current processes used to funnel access to the Trail through specific points of entry.
- **Physical Maintenance:** The team assessed the current state of repair and general upkeep of the Trail, as well as the extent to which CPTED principles are incorporated into the maintenance plans/processes to preserve the property value and safety.
- **Territoriality:** The team assessed the Trail for clear delineations of space, expressions of pride or ownership, and the creation of a welcoming environment to determine the extent to which the need exists to create or extend a "sphere of influence" with the use of physical designs, landscaping, and signage. The team also evaluated if public areas are clearly distinguished from private ones.
- **Order Maintenance:** The team assessed the current and/or planned levels of responsiveness to minor unacceptable acts, the extent to which acceptable behaviors are communicated to Trail Users, and method(s) for identifying areas along the trail for emergency response.
- **Video and Audio Surveillance:** The team assessed the placement of video and/or audio surveillance equipment, paying attention to Trail points of entry, crossings, facilities and equipment storage areas, and areas where natural surveillance is limited.
- **Compartmentalization:** The team assessed the extent to which public and restricted access spaces are strategically separated along the Trail.
- **Security Layering:** The team assessed the existence and level of implementation of complementary and supplementary measures designed to layer security and mitigate the possibility of single point security failures compromising the trail's security.
- **Integration:** The team assessed the overall integration of physical security with procedures, practices, written directions and the overarching security strategy of the Trail.

Trail Survey

VCPI's assessment team conducted an onsite survey of the Trail over a three-day period April 10-12, 2017, to include all public and private areas, access points, parking facilities, restrooms or other amenities, and any restricted areas. The survey included digital photography, the recording of physical measurements and other appropriate documentation during both daylight hours and hours of darkness, and was conducted via multiple modes of transportation: walking and bicycling the Trail, and driving in a vehicle through the municipalities connected by the Trail. While onsite, the team engaged in brief and impromptu interactions with pedestrians near and along the Trail.

As part of the survey, the team participated in a meeting with the Partnership staff and key stakeholders including members of the Prince George's County Council and representatives from the Hyattsville Community Development Corporation, Hyattsville Police Department, University of Maryland Police Department, Prince George's County Police Department, and the City of College Park. The purpose of the meeting was to obtain information and insights from the group on public-safety issues relating to the Trail.

Trail Use & Demographics

Except for the final one-third of a mile segment of the Trail which is temporarily closed until late summer 2017, the Trail is currently open and operational to the public. There are no posted regulations concerning the use of the Trail outside of the prohibition of motorized vehicles. The consensus shared with the team by stakeholders is that the Trail is to serve the public at all hours and days.

The Trail serves as a shortcut to the University of Maryland and to the UMD/College Park Metrorail station. Because a significant portion of the Trail travels through the College Park community and the University of Maryland, Trail users are typically college-age individuals, approximately 17 to 25 years old, who reside in College Park and surrounding neighborhoods. During the onsite survey, the team observed a high level of activity along the Trail. It appeared that most users were under the age of 50 and were actively engaged in some type of physical activity, such as bicycling, jogging, walking dogs, pushing strollers and skate boarding/roller blading. Throughout the visit, the team did not observe anyone who appeared to be loitering on the Trail.

The Trail provides an alternate route to Baltimore Avenue which has heavy traffic and congestion. It currently serves as a primary bicycle and pedestrian route during the early morning hours to access the Metro, University, and local businesses. During the day, it provides access to the University campus, and a place for exercise fitness activities, dog walking, family walks and recreational bicycling. In the evening hours, it again serves as the return route from the Metro, University and businesses. In the late-night hours, it is used by transiting students and local residents returning from night-life activities along Baltimore Avenue. During the winter months, the City of College Park provides snow removal to allow continued use of the Trail. This focus

on increasing use of the Trail is consistent with many localities promoting walking and bicycling as an alternative to vehicle use and enabling a “green” lifestyle for residents.

Development

With over one billion dollars of redevelopment and the addition of thousands of housing units, hundreds of thousands of square feet of commercial space and a growing number of visitors, the Trail corridor is currently experiencing a transformation. This is in addition to the large amount of University of Maryland student housing already located along the Trail, which presents its own associated safety concerns and potential problems. It was shared with the assessment team that there are plans to extend the access from the Trolley Trail to a multitude of other area trails, including the Paint Branch Trail, the Anacostia Tributary Trail System, the Northwest Branch Trail and the Anacostia Riverwalk Trail that will extend along the Anacostia river to the Potomac River in Washington, D.C.

Specifically, the Gateway Arts District in the Hyattsville section of the Trail have seen new business construction and the addition of a large apartment and townhouse complex. This construction in addition to new construction at Riverdale Park Station and the College Park area will add approximately 4,000 housing units, and thousands of feet of commercial space directly adjacent to the Trail, which is likely to equate to many additional users and expanded use of not only the Trail, but other recreational facilities along the Trail. It appears that both developers have considered plans, prior to construction, to incorporate CPTED principles and were provided guidance on incorporating changes that could impact crime. This relationship, and all other established relationships will continue to greatly benefit the Trail community as business development continues.

Crime and Disorder

According to the Partnership, oversight of the Trail is shared between the municipalities and the Maryland-National Capitol Park and Planning Commission (M-NCPPC) in Prince George’s County.

The Partnership and its local law enforcement and municipal partners are committed to implementing a comprehensive and proactive safety approach for the Trail because there have been numerous recent violent crimes including homicides and sexual assaults on other trails in the area. The law enforcement agencies responsible for sections of the Trail appear to work well together; however, they have not enacted specific Memorandums of Understandings concerning Trail patrol, enforcement or emergency response.

Throughout the survey, the assessment team gathered valuable insights from Trail users and pedestrians as they encountered them. Crime and disorder within the residential communities adjacent to the Trail are influenced by the behavior of the Trail users. Property owners/residents and student residents are concerned with noise, litter, and general nuisance violations that come from Trail use.

At the time of the assessment, the trail was sectioned by the temporary closing which, in essence, isolates the lower half of the Trail from the College Park sections. With the planned opening of the new portion of the Trail, which will connect the upper and lower sections, combined with the future connections to the Anacostia River Trail and Riverwalk Systems, stakeholders should continue to monitor the levels and types of crime occurring on the trail and adjacent properties. These future actions will bring the potential for outside influences to change trail use demographics.

Records show one instance of a single strong armed robbery of a digital phone, but most reports involve vandalism and theft from vehicles. Impromptu interviews with local residents in the Gateway Arts District in Hyattsville revealed that there had been an issue of a male exposing himself months earlier and several mentioned they were aware of a strong-armed robbery in which an arrest was made of the suspects.

Overall, the incidents of crime on the Trail are low. The individual law enforcement agencies collect and record instances of criminal activity and there appears that there is no means of obtaining a collective report.

University of Maryland Safety Ambassador Program

The University of Maryland has a Safety Ambassador Program, an initiative launched in May 2016 by the University of Maryland Police Department in conjunction with the City of College Park. The goal of the program is to serve the City of College Park and the University of Maryland communities by enhancing community services to guests and residents while providing visible community patrols. The Safety Ambassadors strive to provide the best service to campus and city community members, visitors, students, faculty and staff, through a wide variety of functions ranging from talking with residents, visitors, and law enforcement officers, providing escorts, conducting community outreach, reporting problems such as potholes, downed trees, graffiti, and other hazards, and addressing quality of life issues.

Safety Ambassadors patrol the neighborhoods and segments of the Trail in College Park, serving as additional eyes and ears reporting to the police. Ambassadors understand that they do not have arrest powers, that they are not sworn officers, nor do they take aggressive action for crimes in progress. They are only to observe and report to the police department. Ambassadors carry portable radios and monitor a University of Maryland Police frequency.

The Safety Ambassador Program employs both community members and students and has a strong connection to the College Park community. Employees of the program are primarily University of Maryland students many studying Criminal Justice. The employees are paid by the University at a rate of \$12.00 per hour. The hours of the program range from day and potentially night time shifts on weekdays and weekends. The shifts run approximately 4 hours from 1000 – 2200 hours. The funding for this program is about to expire.

Findings and Recommendations

The following section contains both general and specific findings and recommendations that reflect observations made during the assessment team's survey of the Trail. Although all recommendations are based on clear and present need, recommendations that are considered vital or address life-safety issues will be identified as critical. All photographs included in this section were captured by the assessment team during the on-site survey in April 2017 and should serve as a tool to illustrate key points covered in certain findings and recommendations.

In addition to the team's observations, additional information was obtained from the College Park City-University Partnership and its community stakeholders. Collectively, these findings and recommendations may serve as an action plan for furthering the Partnership's efforts to proactively prevent crime and address related safety issues. Any implemented recommendations should be done so with the goal of obtaining buy-in, understanding and acceptance of all stakeholders, and within the regulations of the Maryland-National Capitol Park and Planning Commission.

Because of the linear design of the Trail, which passes through three municipalities (Hyattsville, Riverdale Park, College Park) and involves five law enforcement agencies (University of Maryland Police, Hyattsville Police, Riverdale Park Police, Prince George's County Police, and Maryland Park Police), the team has organized the findings and recommendations based on overarching CPTED focus areas, versus geographical boundaries. The CPTED focus areas containing findings and recommendations are Natural Surveillance, Video and Audio Surveillance, Physical Maintenance, Access Management and Territoriality, Order Maintenance, and Integration.

Findings, recommendations, and security strategies that are proposed in this report are the product of the team's task related efforts and expertise. Although based on generally accepted crime prevention principles and the concept of Crime Prevention Through Environmental Design (CPTED), many aspects of this report are subjective in nature and do not imply the absence of alternative security options. Furthermore, these recommendations are intended to reduce the likelihood of crime occurring along the Trail. The implementation of the report's recommendations or strategies, in part or whole, does not guarantee a crime free environment.

Natural Surveillance

The team assessed the physical structure and features (natural and man-made) of the Trail and the various surrounding grounds, including lighting, shrubbery, vegetation, fencing, and other types of physical features that impact visibility.

1. Lighting

Finding: Poor Illumination at the Southern End of the Trail to Queensbury Road

The southern end of the Trail in Hyattsville has the most significant lighting-related issues, beginning at the Trail head, leading to the newly redeveloped Gateway Arts district at the Riverdale Park district line. During evening and early morning hours, this stretch of the Trail has virtually no illumination.

Critical Recommendations

Utilize existing utility poles at various points at the southern end of the Trail in Hyattsville and Riverdale Park to install lighting fixtures:

- from the Trail head to the Baltimore Avenue overpass (see Figures 1, 2 and 3)
- from the Baltimore Avenue overpass to the Palette Apartments & Townhomes at the Hyattsville/Riverdale Park line (see Figures 4 and 5);
- and from just north of the Palette Apartments & Townhomes to Queensbury Road (see Figures 6 and 7).



Figure 1 – Northbound view from the Trail Head in Hyattsville, MD. Existing utility poles located along the Trail could be utilized to install lighting.



Figure 2 - Northbound view from the Trail Head in Hyattsville, MD. Illustration of potential placement of lighting fixtures on existing utility poles.



Figure 3 – Northbound view, captured during hours of darkness with flash photography, depicting the lack of lighting behind the commercial businesses at the Trail Head in Hyattsville, MD.



Figure 4 - Northbound view from the Baltimore Avenue overpass in Hyattsville, MD. Existing utility poles located along the Trail could be utilized to install lighting.



Figure 5 - Northbound view from the Baltimore Avenue overpass in Hyattsville, MD. Illustration of potential placement of lighting fixtures on existing utility poles.



Figure 6 - Northbound view near the Madison Street Trail access point. Existing utility poles located along the Trail could be utilized to install lighting.



Figure 7 - Northbound view near the Madison Street Trail access point. Illustration of potential placement of lighting fixtures on existing utility poles.

Discussion

Apart from the area directly behind the Palette Apartments & Townhomes which is very well illuminated with security lighting, the illumination levels along the Trail are poor and inconsistent between the Trail head in Hyattsville and the intersection of the Trail and Queensbury Road in Riverdale Park. The public parking area #1 located at the Baltimore Avenue overpass does have lighting fixtures, but at the time of the assessment, several of them were not properly functioning. The first lighting fixtures which would illuminate the Trail are located at the public parking area along 45th Street near Jefferson Street. Although those lighting fixtures are not intended to illuminate that portion of the Trail, the illumination does spill over to the Trail, providing some visibility at night.

The security lighting behind the Palette Apartments & Townhomes at the Hyattsville/Riverdale Park district line serves to sufficiently light that segment of the Trail, so no additional lighting is needed there. The complex has taken measures to improve areas of low illumination, to promote use of the Trail and pet relief areas as amenities for residents (see Figures 8 and 9).

Just north of the Palette Apartments & Townhomes, as the Trail enters Riverdale Park, the illumination levels diminish until the Trail begins to closely parallel Rhode Island Avenue at Oliver Street. This section, up to the intersection with Queensbury Road, has minimal street lighting which provides little to no illumination of the Trail. At the Queensbury Road intersection, the Trail passes through a public parking lot that is illuminated by use of pole mounted lighting which covers the Route 410 overpass at the north end of the lot.



Figure 8 – Lighting installed behind the Palette Apartments & Townhomes in Hyattsville provide sufficient illumination for this segment of the Trail.

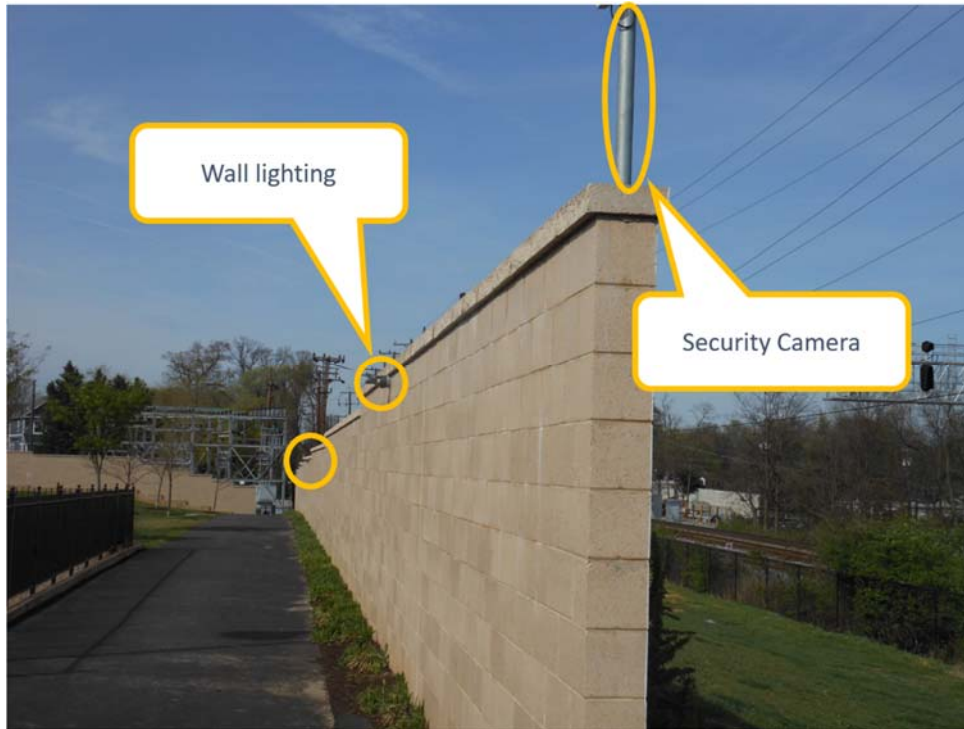


Figure 9 - Lighting installed behind the Palette Apartments & Townhomes in Hyattsville provide sufficient illumination for this segment of the Trail.

Finding: Poor Illumination from Route 410 Overpass to the Temporary Closure north of Tuckerman Street

On the segment of the Trail from the Route 410 overpass to the area of redevelopment (the Cafritz development) which was temporarily closed for construction at the time of the assessment, there is no lighting or illumination.

Critical Recommendation

Utilize existing utility poles at various points between the Route 410 overpass and the Cafritz development area to install lighting fixtures (see Figures 10, 11, 12 and 13).



Figure 10 - Southbound view from the southern end of the Cafritz development temporary closure at the Tuckerman Street access point. Existing utility poles located along the Trail could be utilized to install lighting.



Figure 11 - Southbound view from the southern end of the Cafritz development temporary closure at the Tuckerman Street access point. Illustration of potential placement of lighting fixtures on existing utility poles.



Figure 12 – Northbound view from just north of the Route 410 overpass to the southern end of the Cafritz development temporary closure. Existing utility poles located along the Trail could be utilized to install lighting.



Figure 13 - Northbound view from just north of the Route 410 overpass to the southern end of the Cafritz development temporary closure. Illustration of potential placement of lighting fixtures on existing utility poles.

Discussion

At the time of the assessment, the Trail was closed just north of Tuckerman Street for new commercial and residential construction. This $\frac{1}{4}$ mile section is scheduled for opening in summer 2017. The planned security lighting at this portion of the Trail should prove to have the highest level of illumination for the entire Trail (see Figure 14).

As increases in illumination are instituted along the Trail, consideration should be given to maintaining a balance of lighting which does not create “hot spots” in which users must pass from high levels of illumination to lower level of illumination. With the planned opening of the final portion of the Trail, one area where this may be a concern is the area immediately before and after the Cafritz development. The lighting along the $\frac{1}{3}$ -mile portion of the Trail in the Cafritz development is going to be very bright. This will make the areas before and after appear darker than they actually are. Transitioning from a very bright area to a darker area requires time for the eyes to adjust and it will be difficult to see in the darker areas of the Trail. When the Cafritz development is illuminated, light measurements should be taken, and illumination levels should be stepped down as the transition is made to darker areas, which will enhance visibility.



Figure 14 – Northbound view from the southern end of the Cafritz development temporary closure. Newly installed lighting at the development will sufficiently illuminate this section of the Trail.

Finding: Poor Illumination from Cafritz Development Area to Albion Street

On the segment of the Trail from just north of the Cafritz development to Albion Street, there is minimal to no lighting or illumination from street lighting.

Critical Recommendation

Utilize existing electric poles at various points between the Cafritz development area and Albion Street to install lighting fixtures.

Discussion

As increases in illumination are instituted along the Trail, consideration should be given to maintaining a balance of lighting which does not create “hot spots” in which users must pass from high levels of illumination to lower level of illumination. With the planned opening of the final portion of the Trail, one area where this may be a concern is the area immediately before and after the Cafritz development. The lighting along the 1/3-mile portion of the Trail in the Cafritz development is going to be very bright. This will make the areas before and after appear darker than they actually are. Transitioning from a very bright area to a darker area requires time for the eyes to adjust and it will be difficult to see in the darker areas of the Trail. When the Cafritz development is illuminated, light measurements should be taken, and illumination levels should be stepped down as the transition is made to darker areas, which will enhance visibility.

Finding: Adequate Illumination North of Albion Street to Trail Terminus

The existing street lighting along the segments of the Trail north of Albion Street to the Trail Terminus provide adequate “spill over” illumination of the Trail.

Recommendation

Although existing street lighting provides adequate illumination, installing Trail-specific lighting fixtures in segments of the Trail north of Albion Street could provide uniformity with any lighting improvements that are implemented along other segments of the Trail.

Finding: Generally Inconsistent Illumination

Along the full length of the Trail, lighting and illumination levels are inconsistent; some areas are very well illuminated and others have minimal to no lighting at all.

Recommendations

1. Lighting and illumination levels should be consistent along the length of the Trail, which will require a concerted effort to install lighting fixtures in areas with low illumination.
2. Existing utility poles located along the length of the Trail could serve as platforms for the installation of lighting fixtures.
3. Consideration should be given to the selection of solar-powered LED street lights (as opposed to traditionally used high-pressure sodium).
4. As increases in illumination are instituted along the Trail, consideration should be given to maintaining a balance of lighting which does not create “hot spots” in which users must pass from high levels of illumination to lower level of illumination.
5. Identify during the peak summer months those areas where tree foliage or light fixture locations create unbalanced illumination on the Trail. This could require a single lighting fixture at a location or several over hundreds of yards.

Discussion

In general, the current lighting which exists along the Trail is not intended to illuminate the Trail itself; rather, it has been designed to illuminate the roadways which happen to parallel or be adjacent to the Trail, or to illuminate parking areas or businesses. In some places, where roads are very close to the Trail, or where structures or vegetation do not obstruct it, the existing street lighting does offer some acceptable levels of illumination onto the Trail. However, in other places where buildings obstruct the light posts or where bushes and trees cover the area of illumination, there is virtually minimal to no illumination. With high levels of pedestrian activity along the Trail in the early morning and evening hours, consistent lighting is a pressing issue, particularly during the fall and winter months.

The entire length of the Trail has a utility right of way with utility poles regularly spaced. In those areas with street lighting fixtures, many of these poles are being utilized, but the spacing of the fixtures is at the maximum distance for pedestrian use. These same poles extend along the Trail in areas with little or no illumination. Most of these poles are located away from high foliage and because they are equipped with a power source, could serve as excellent platforms for additional light fixtures.

Solar-powered LED street lighting fixtures could be a sensible option to use on the utility poles, due to their long periods of exposure to direct sunlight, the increasingly reasonable cost of these fixtures, and installation that does not require an electrician. The batteries can produce illumination for up to 4 days on a full charge and the LED life is up to twice that of high-pressure sodium. The illumination produced by LED fixtures is brighter, clearer and provides better color rendition for surveillance cameras, motorists, and pedestrians which aid in the reporting of criminal activity. The illumination levels can be matched with the current levels produced by already-existing lighting fixtures along the Trail. The use of solar energy devices further projects a clean energy strategy desired by many communities.

As increases in illumination are instituted along the Trail, consideration should be given to maintaining a balance of lighting which does not create “hot spots” in which users must pass from high levels of illumination to lower level of illumination. With the planned opening of the final portion of the Trail, one area where this may be a concern is the area immediately before and after the Cafritz development. The lighting along the 1/3-mile portion of the Trail in the Cafritz development is going to be very bright. This will make the areas before and after appear darker than they actually are. Transitioning from a very bright area to a darker area requires time for the eyes to adjust and it will be difficult to see in the darker areas of the Trail. When the Cafritz development is illuminated, light measurements should be taken, and illumination levels should be stepped down as the transition is made to darker areas, which will enhance visibility.

2. Shrubbery and Vegetation

Finding: Overgrown Shrubbery and Vegetation

Encroachment of vegetation is inconsistent along the length of the Trail. Certain segments have sufficient clearing between the paved Trail and adjacent bushes, shrubs and trees, allowing for open visibility, while in other places, the vegetation grows close to the pavement, which obstructs visibility and opportunities for natural surveillance by Trail users and others.

Recommendation

Conduct regular inspections to identify areas where the vegetation is encroaching on the Trail and wherever possible, cut back vegetation to at least 10 feet from the paved edge (see Figures 15 and 16).



Figure 15 – A section of the Trail, near the Trail Head in Hyattsville, MD where some areas have adequate vegetation maintenance, allowing for greater natural surveillance, and others do not.

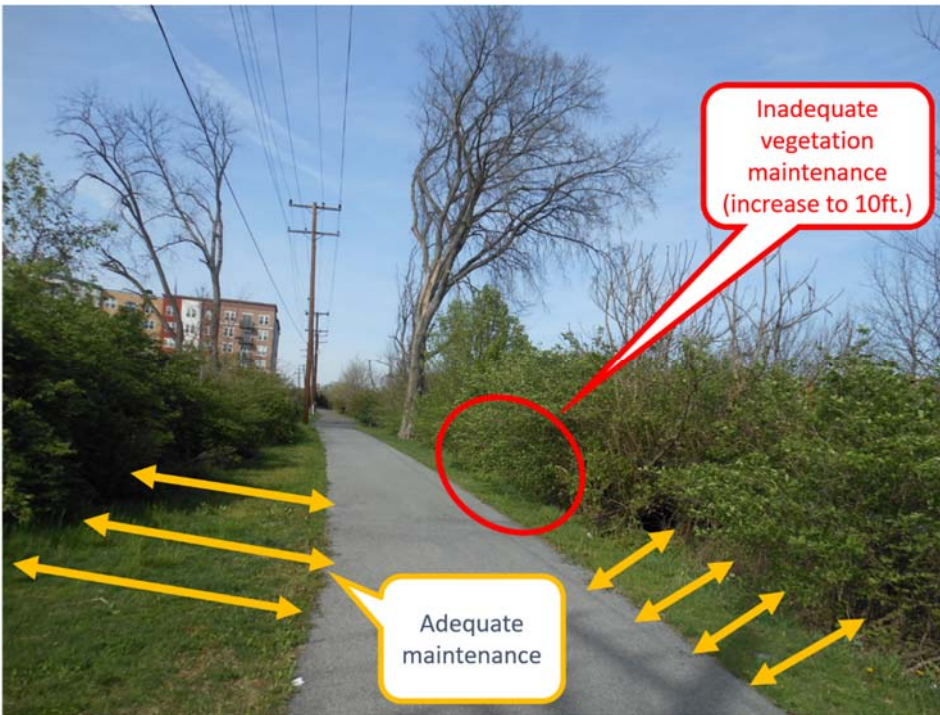


Figure 16 - A section of the Trail between the Baltimore Avenue overpass and the Palette Apartments & Townhomes where some areas have adequate vegetation maintenance, allowing for greater natural surveillance, and others do not.

Discussion

When vegetation, including bushes, shrubs and trees become overgrown and encroach too close on the Trail, visibility and opportunities for observation of user activity may decrease, creating an unsafe environment. Attention to design and regular maintenance of the environment allows Trail users, as well as those on adjacent properties, to easily observe the Trail activity and property surrounding it. This level of observation may help decrease or even eliminate the opportunity for people engaged in criminal activity, to go undetected.

In theory, natural surveillance increases likelihood of the detection of criminal activity. Typically, this helps to deter crime from occurring at a specific location. The goal, as it relates to a linear space like the Trail, is to “open up” the area to be visible from adjoining properties, roadways, businesses and residences. This requires taking steps to reduce anything which restricts visual observation along, onto and from the Trail, including maintaining bushes, trees and shrubs to not create obstructions.

The common practice is to raise the canopy of trees and large shrubs to 8 feet. Bushes and smaller shrubs should be maintained below 3 feet, when possible. The planting of low growing vegetation along the trail, and cutting back foliage allows for better surveillance.

3. Use of Public Spaces

Finding: Increased Opportunities for Natural Surveillance through Use of Public Spaces

Public spaces located along the Trail, such as parks, picnic areas, playgrounds and businesses, provide opportunities for natural surveillance, allowing people who are legitimately using those areas to be observers of activity and the environment.

Recommendation

Promote enhanced use of the public spaces along the Trail to increase natural surveillance opportunities. Plan and promote special events, such as organized running/walking events, to increase non-commuter, legitimate use of the Trail and nearby areas.

Discussion

There is currently a substantial amount of pedestrian activity along the Trail, with users actively engaged in some type of physical activity, such as bicycling, jogging, walking dogs, pushing strollers and skate boarding/roller blading. Each person using the Trail, by the very nature of their presence, provides natural surveillance of the activities of others and the environment around them. The enhanced legitimate use of public spaces (either planned or existing) near the Trail will serve the Partnership's goals to encourage greater walking and cycling activities and providing a safe environment in which to do so.

Video and Audio Surveillance

The team assessed the placement of video and/or audio surveillance equipment, paying attention to Trail points of entry, crossings, facilities and equipment storage areas, and areas where natural surveillance is limited.

The City of College Park, in conjunction with the University of Maryland Police Department, has five surveillance cameras located on the Trail throughout the Old Town College Park area and at several strategic locations has installed “blue light” boxes, devices where anyone can summon help by activating a call button.

Finding: Seven Locations Where Video Surveillance Equipment Could Supplement Natural Surveillance

At six locations along the Trail where natural surveillance opportunities are limited (and thus, risk of criminal activity may be higher), the placement of surveillance video equipment would support law enforcement’s ability to detect and document Trail activity. Recorded footage from surveillance equipment could serve as evidence, in the event of a criminal incident along those segments of the Trail.

Recommendation

Install video surveillance cameras to record activity at the following segments of the Trail (these areas have been identified based on their lack of, or minimal level of natural surveillance):

1. Section between Patuxent and Berwyn House Road
2. Paint Branch Parkway to Pierce Avenue
3. The north end of the new section (Cafritz development) to Albion Road
4. Route 410 overpass to Tuckerman Street (see Figure 17)
5. Madison Street to Oliver Street
6. Baltimore Road overpass to 150 feet North of Hamilton Street (see Figure 18)
7. South Trail Head to Baltimore Road overpass



Figure 17 – Northbound view from below the Route 410 Overpass where there is minimal to no natural surveillance. Potential location for placement of surveillance video equipment on existing utility poles.



Figure 18 – Northbound view from just north of the Baltimore Road overpass where there is minimal to no natural surveillance. Potential location for placement of surveillance video equipment on existing utility poles.

Discussion

Although positioning surveillance cameras to record all five miles of the Trail would be ideal, it is likely not practical. Focusing placement of equipment in the areas of low natural surveillance mentioned above could support law enforcement's ability to detect and document activity there. It should be noted that the use of surveillance cameras may serve, to a limited degree, as a deterrence to criminal behavior; however, it is unlikely that criminal activity will be interrupted simply because of the presence of the equipment, unless the cameras are actively monitored by law enforcement. Rather, recorded footage from surveillance equipment could serve as evidence, in the event of a criminal incident along those segments of the Trail.

Surveillance camera equipment is available in a wide range of options, levels of sophistication, and price points. A qualified surveillance system company should determine the best method of video transmission and exact camera locations. The Partnership should conduct research to determine which options best meet their needs and available resources, but based on the team's assessment of the areas noted above, and the linear nature of the Trail, the use of fixed, non-variable lens, mega-pixel cameras would be sufficient, as opposed to Pan-Tilt-Zoom (PTZ) cameras (see explanation below). The camera footage should be recorded at a rate of 8-12 frames per second to allow for adequate viewing/replay, and reduced digital video recording (DVR) storage requirements. The DVR capability should allow for a minimum of 30 days storage and have the capability to produce external DVD recordings.

All six locations recommended for surveillance cameras appear to have access to a power source (utility poles), but may need to incorporate a long-range wireless system. As with the lighting recommendation, the use of solar-powered camera systems is a viable option.

In situations concerning outdoor surveillance, the use of Pan-Tilt-Zoom (PTZ) cameras are sometimes employed because these cameras can cover large areas of territory, and can be focused for closer inspection of people or vehicles. PTZ cameras are generally employed with personnel monitoring them, although they can be set to view a location or programmed to scan, relying on the digital video recorder to capture information. PTZ cameras typically cost between 4 to 6 times more than fixed view cameras, they require more maintenance, and they suffer mechanical issues at a much higher rate than fixed, non-variable lens, mega-pixel cameras. With recent, improved technology and digital capabilities of these cameras, specific areas within the cameras' view can be enhanced with great clarity if the need arises. These cameras are generally positioned to allow for overlapping views to reduce areas that are blind spots, or that have no opportunity for surveillance.

Physical Maintenance

The team assessed the current state of repair and general upkeep of the Trail, as well as the extent to which CPTED principles are incorporated into the maintenance plans/processes to preserve the property value and safety.

Finding: Current Need for Maintenance – Trail Head to Public Parking Lot across from Gallatin Street

This section of the Trail, which runs directly behind several buildings in the commercial area of Hyattsville, needs maintenance. Specifically, graffiti and trash removal, and installation of functioning light fixtures. A security camera is mounted on the back of one of the buildings; however, it is unknown if the camera is operational or maintained.

Recommendations:

Collaborate with the building/business owners to

1. request that the backs of the buildings be painted a light or bright color, which will make the Trail appear brighter from light reflecting onto the Trail;
2. remove or better maintain the overgrown vegetation that encroaches closely to the paved Trail (see Figure 19);
3. remove trash and graffiti (see Figure 20);
4. maintain the functionality of the lighting fixtures mounted on the backs of the buildings; and
5. determine if the existing security camera is operational and/or monitored.



Figure 19 - Northbound view near the Trail Head in Hyattsville, MD. Area needs removal and maintenance of overgrown vegetation.



Figure 20 - View of graffiti on the back of one of the commercial buildings near the Trail Head in Hyattsville, MD. Potential location where brick could be painted a light or bright color to enhance brightness of the area.

Finding: Hazardous Conditions in Protected Bicycle Lane/Trail on Rhode Island Avenue

Where the Trail passes the intersection with University Boulevard, it becomes part of the roadway for Rhode Island Avenue. The narrow lane for bicycles is clearly marked but presents many hazards including heavy traffic, debris, and potholes.

Critical Recommendations

1. Conduct weekly cleaning of the bicycle lane/Trail by a commercial street sweeper to remove hazardous debris such as sand, loose gravel and glass (see Figures 21 and 22).
2. Conduct weekly inspections for potholes and roadway edge erosion, and ensure the timely repair of any which are found (see Figures 23 and 24)
3. If possible, move the bicycle lane to the service roadway that parallels Rhode Island Avenue.



Figure 21 - View of sand and debris build-up in the bicycle lane/Trail near Hollywood Street.

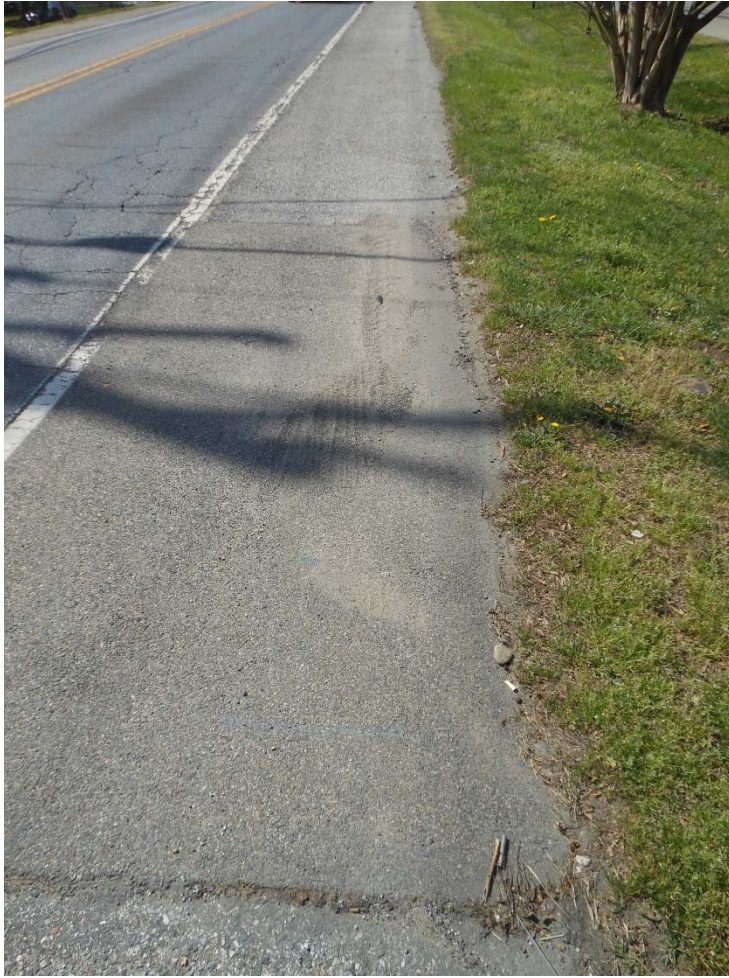


Figure 22 - View of sand and debris build-up in the bicycle lane/Trail near Hollywood Street.



Figure 23 - Pothole in the bicycle lane/Trail, southbound at Fox Street.



Figure 24 - Roadway erosion, approximately 7 to 8 inches deep, of the southbound bicycle lane/Trail, located 100 feet north of Fox Street.

Discussion

With the current heavy traffic and hazardous conditions of the bicycle lane/Trail segment on Rhode Island Avenue, it is doubtful that families with young children would risk their safety by utilizing it. Bicycles are forced to ride with the traffic on the heavily travelled Rhode Island Avenue. Because the bicycle lane is the shoulder of the road, it collects sand, loose gravel, and glass which present many hazards for pedestrians and bicyclists. There are service roadways that parallel Rhode Island Avenue, in this segment of the Trail, that appear to have much less traffic than Rhode Island Avenue. If moving the bicycle lane/Trail to the service road is not possible, concerted efforts must be made to keep the bicycle lane clear of debris and in good repair, with weekly cleaning and inspections for ruts, potholes, and roadway edge erosion.

Finding: Need for Regular Trail Maintenance Inspections and Follow-Up

To create the sense of safety and security that the Partnership seeks to provide Trail users, regular upkeep of the physical maintenance of the Trail and related amenities is needed. Currently, there is no process or procedure in place for logging or documenting that maintenance along the full length of the Trail has or has not occurred.

Recommendations

At least weekly, a representative with decision-making authority should travel the entire length of the Trail to monitor and document the following:

- Graffiti removal or re-painting
- Lighting functionality
- Maintenance of overgrown shrubbery
- Potholes or uneven pavement repair
- Replacement of missing signage
- Trash removal

To formalize and track this effort, there should be a mechanism in place for documenting these inspections, the findings which result, and the assignment of related maintenance tasks to the appropriate agency or governing body. In addition, there should be a process for ensuring those tasks, and any related repairs or upkeep have been completed as requested, and in a timely manner.

Access Management

The team assessed the use of signs, marked access points, entrances and exits, real or symbolic barriers, and landscaping that guides people and directs the flow of people along the Trail, as well as the current processes used to funnel access to the Trail through specific points of entry.

Finding: Hazardous and Confusing Crossing at Greenbelt Road

The Greenbelt Road crossing is the most dangerous intersection along the Trail due to heavy vehicular traffic, high rates of speed and the absence of any sort of traffic control device.

Critical Recommendation

Implement a traffic control device at the Greenbelt Road intersection to improve the safety of pedestrians and cyclists utilizing the Trail at this location. For specific guidance and device selection, consult with the area traffic engineer for the State of Maryland or the locality.

Discussion

At the time of the assessment, there was no traffic control mechanism in place to alert Greenbelt Road drivers of the Trail crossing (other than pavement crosswalk markings). This creates a hazardous situation for drivers, pedestrians, and cyclists alike. Greenbelt Road motorists appear to be travelling at high rates of speed, with little regard for the safety of the cyclists or pedestrians crossing there. It is recommended that some sort of traffic control device be implemented at this intersection, ideally one which is solar powered and uses sensors to detect vehicular traffic and cyclist/pedestrian traffic (see Figures 25 and 26 for examples from other trails), such as those manufactured by Cross Alert Systems* <http://crossalert.com/>. The lights on Greenbelt Road would flash red to alert motorist(s) to stop for cyclists or pedestrians in the crosswalk. Many motorists are not certain what to do for yellow flashing lights. Red flashing or stationary lights, however, clearly indicate that the motorist(s) should stop.

*Please note that the assessment team is not endorsing this particular manufacturer, but simply provides it as an example of the technology that exists for this type of intersection. There are many other devices and manufacturers available.



Figure 25 - Example of a traffic control device, used on another trail, at a dangerous crossing.



Figure 26 - Example of traffic control devices, used on another trail, at a dangerous crossing.

Finding: Hazardous and Confusing Crossing at Berwyn Road

The Berwyn Road crossing and the section immediately north of it are confusing and hazardous to pedestrians and cyclists due to lack of signage and posted markings, unclear intended paths, a low power line, and proximity to vehicles backing in and out of gravel parking spaces. Currently, because of the confusion and lack of direction, Trail users cross through a private parking lot which is heavily used. There is significant risk for pedestrians and cyclists passing through it to be hit by vehicles.

Critical Recommendation

Discourage and deter the crossing of the private parking lot, from both the south and the north, by installing clear signage in multiple locations and visible pavement markings (utilizing the Trolley Trail logo) to direct the flow of people along the correct path of the Trail (see Figures 27, 28, 29 and 30).



Figure 27 - Northbound view at the Berwyn Road intersection, where the appropriate Trail path is unclear.



Figure 28 - Northbound view at the Berwyn Road intersection, with an illustration of potential location of pavement markings to direct users to the appropriate Trail path.

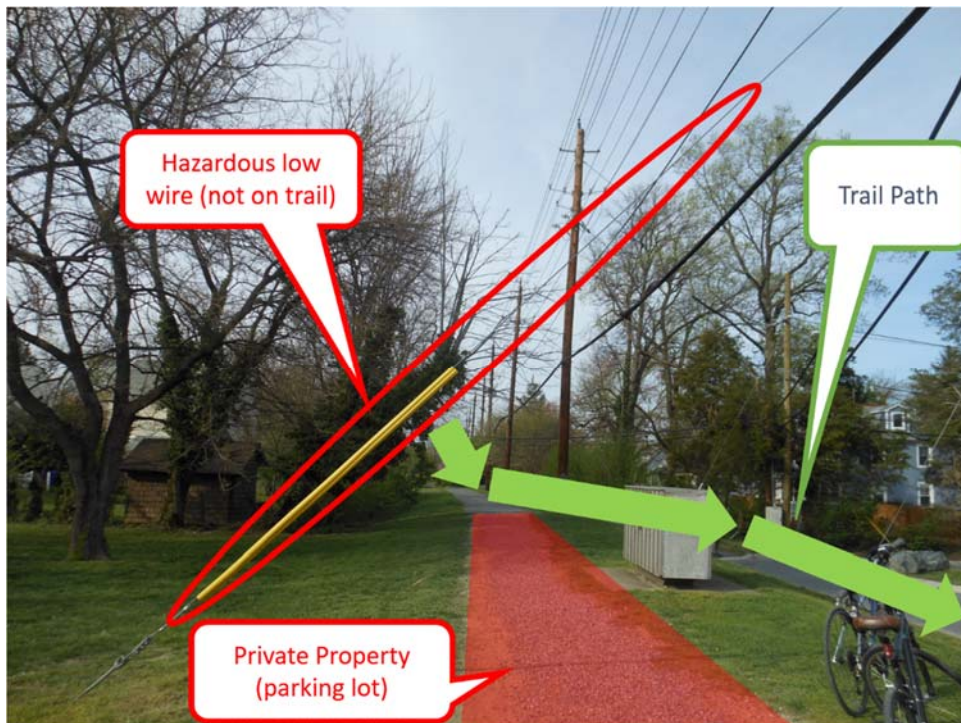


Figure 29 - Northbound view, from the private parking lot just north of Berwyn Road. The low powerline is hazardous for both northbound and southbound Trail users who cut through the private parking lot, instead of following the appropriate Trail path.



Figure 30 - Northbound view from the private parking lot just north of Berwyn Road. The low powerline is hazardous, especially during the hours of darkness, for both northbound and southbound Trail users who cut through the private parking lot, instead of following the appropriate Trail path.

Discussion

The Berwyn Road intersection is one of several locations which pose hazardous or confusing situations to Trail users. When travelling north, the Trail proceeds to Berwyn Road, onto a crosswalk which, absent signage or pavement markings to direct users otherwise, leads directly into a private gravel parking lot. At various times during the assessment team’s survey, there were numerous vehicles utilizing this lot, which poses hazards to pedestrians and cyclists who could be struck by them.

Approaching from the south, the correct path of the Trail (which is not currently marked, so users likely do not know) is to cross Berwyn Road and travel east 20 feet to Roanoke Street, then proceed down Roanoke Street, in front of several businesses, to a ramp leading back up to the Trail. Approaching from the north, the situation is slightly less confusing, since users might see the ramp leading to Roanoke Street; however, the signage is not clear so most users ignore it and cross the parking lot instead. In addition to the vehicle-related hazards, at the north end of the parking lot there is a segment of “non-official” Trail that leads users under a low utility pole wire which is hazardous, especially during the hours of darkness.

Finding: Queensbury Road Parking Lot Confusion

The Queensbury Road crossing and the section of Trail immediately north of it, up to the access point at the Route 410 overpass, are confusing and hazardous to pedestrians and cyclists due to lack of signage and posted markings, unclear intended paths, and proximity to vehicles backing in and out of parking spaces.

Recommendation

Install signage and pavement markings utilizing the Trolley Trail logo and directional arrows on the roadway and parking lot to guide users to and from the Trail access point at the northwest corner of the parking lot and the Queensbury Road crossing (see Figure 31).

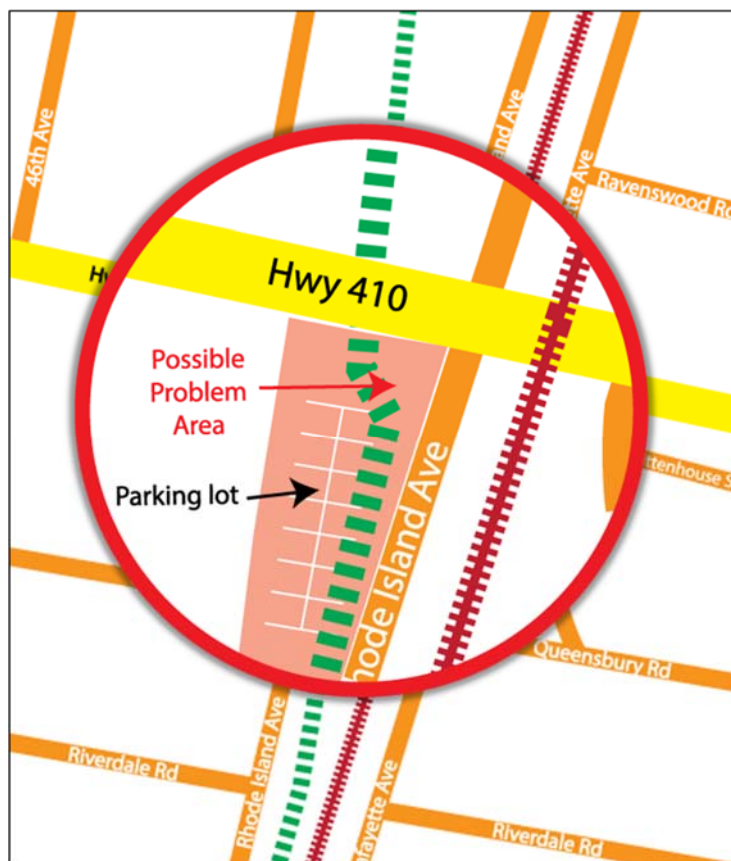


Figure 31 - Diagram of the Queensbury Road parking lot and potential points of confusion due to insufficient signage and pavement markings directing northbound Trail users to the access point on the northwest corner of the parking lot.

Discussion

When northbound Trail users approach and cross Queensbury Road, they enter a paved public parking lot and due to lack of signage or directional information, it is unclear where they are supposed to go once there. If pedestrians cross into the parking lot, veer to the left side, and proceed to the northwest corner under the Route 410 overpass, they will access the Trail. If pedestrians travel along the right side of the parking lot and aren't aware that they are supposed to veer left to access the Trail, they will instead, mistakenly come to Rhode Island Avenue at the northeast corner. To a pedestrian unfamiliar with the Trail arriving at this point and absent signage and appropriate directional markings, this would appear to be the correct Trail path;

however, following Rhode Island Avenue will take them *away* from the Trail and it is not clear how they would rejoin the Trail, other than turning around and going back to the parking lot once they realize they went the wrong way. There should be a concerted effort to install signage and markings at multiple points in this area avoid this confusion.

Finding: Inconsistent Placement and Insufficient Types of Bollards at Trail Intersections

The Trail crosses many intersections and the current use of bollards to prohibit motor vehicles from entering the Trail is inconsistent – some intersections have them; it appears some “had” them, but they are missing or were removed and not replaced; and some appear to have none. The current types of some of the bollards utilized along the Trail are insufficient in that a motor vehicle could still pass over or around them, due to their size, height, and/or placement.

Recommendations

1. Install and maintain bollards, preferably three-across, at every intersection along the Trail to prohibit motor vehicles from inadvertently or intentionally entering the Trail (see Figures 32 and 33 for examples of this proposed design).
2. The bollards should be clearly marked with reflective material and pavement markings so they are visible to bicyclists and pedestrians in hours of darkness.
3. They should be removable or collapsible, via a locking mechanism, to allow for maintenance and/or emergency vehicle access (see Figure 34).
4. The locking mechanism used for removal/collapse should be properly maintained and accounted for by appropriate Trail authorities and first responders, with a key provided to maintenance staff, emergency fire and rescue, law enforcement, and others as determined by the Partnership or the M-NCPPC.
5. When bollards are temporarily removed to allow for maintenance or emergency vehicle access, they should be re-installed in a timely manner (see Figure 35).



Figure 32 – Northbound view near Guilford Road. Rendering of proposed bollard design which should be implemented at every intersection along the Trail. Note the low-profile design of the existing symbolic barrier, which would not stop a motor vehicle from passing over it.



Figure 33 – Example, from another trail, of the implementation of the proposed bollard design.

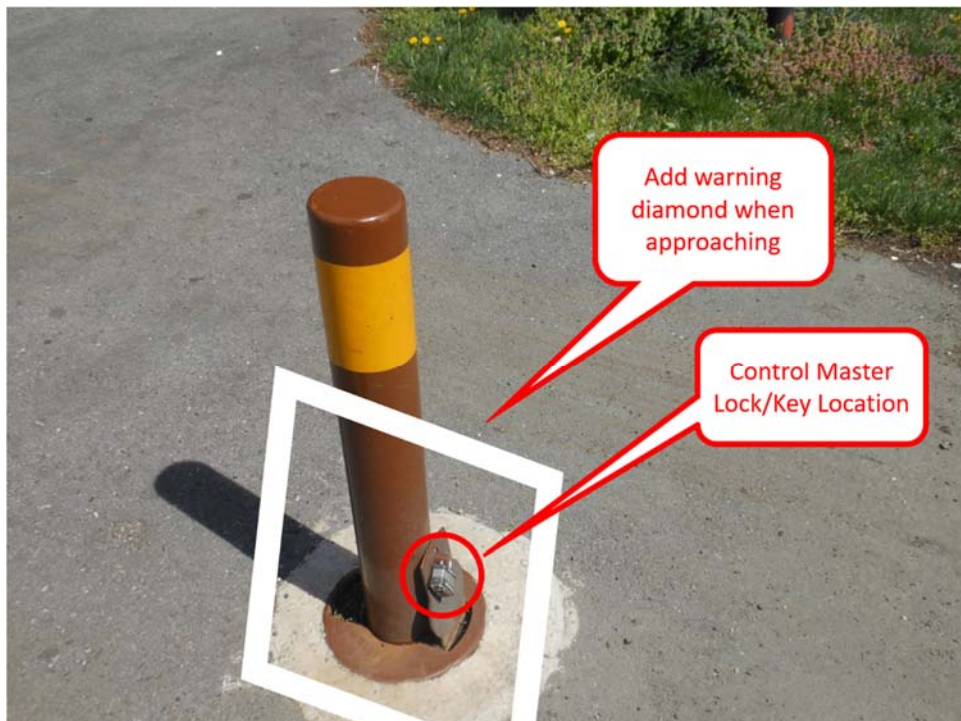


Figure 34 – Typical, removable bollard currently utilized on the southern portions of the Trail. Rendering of proposed pavement markings to enhance visibility to users. Location of keys for master locking system for all bollards should be maintained.



Figure 35 – Missing bollard at Quebec Street; one of several missing bollards in the Berwyn area.

Discussion

Most of the Trail is separated from the roadway and is compartmentalized as its own space; however, the Trail crosses many intersections and is physically located, in most places, close to roads and parking lots. As such, the potential exists for vehicles to inadvertently or intentionally enter the Trail, which poses safety issues for Trail users. While the use of symbolic barriers (such as the slightly raised, concrete curbing found at many of the intersections in College Park) has an aesthetic appeal, these types of barriers would not stop or prohibit a motor vehicle from passing over them because they are low to the ground (see Figure 36).

The installation of bollards at every intersection, placed three-across wherever possible, and temporarily removable or collapsible to allow for maintenance and/or emergency vehicle access, could substantially enhance the safety of Trail users. All bollards should be equipped with reflective material to prevent bicycle collisions during hours of darkness. At the time of the assessment, the bollards placed at a few intersections met these criteria, utilizing a removal mechanism secured by a master keyed pad lock; however, based on discussions with the Partnership and its stakeholders, there is no indication or knowledge of who possesses the key to the locks. Every Trail maintenance vehicle or employee should have a key, as well as emergency fire and rescue vehicles, law enforcement, and others as determined by the Partnership or the M-NCPPC.



Figure 36 - Typical raised symbolic barrier used in the College Park area of the Trail. Note the low-profile design, which would not stop a motor vehicle from passing over it.

Finding: Trespassing onto Railroad Property from the Trail via “Cut-Throughs”

The issue of railroad track trespassing, and the hazards of individuals crossing tracks at undesignated locations, is a serious safety concern. There are several locations along the Trail which indicate that this is occurring by means of man-made cut-throughs, worn through the existing vegetation between the railroad property and the Trail (see Figure 37)



Figure 37 – One of several man-made paths cutting through the vegetation between the Trail and the Railroad property.

Recommendations

Discourage individuals from crossing at undesignated railroad crossings by installing signage advising crossers to use designated roadway crossings. To deter further crossings at existing cut-through points, plant *Pyracantha* (Firethorn) bushes which have painful thorns. The plants grow into a natural barrier and are aesthetically pleasing, as they flower in the spring and later produce colorful berries.

Territoriality & Order Maintenance

The team assessed the Trail for clear delineations of space, expressions of pride or ownership, and the creation of a welcoming environment to determine the extent to which the need exists to create or extend a “sphere of influence” with the use of physical designs, landscaping, and signage.

The team also assessed the current and/or planned levels of responsiveness to minor unacceptable acts, the extent to which acceptable behaviors are communicated to Trail Users, and method(s) for identifying areas along the trail for emergency response.

Finding: Need for General, Enhanced Communication of Territoriality and Responsible Trail Use

The Trolley Trail logo design is striking and recognizable, and is used in a number of locations along the length of the Trail; however, there are many locations in need of additional signage and/or markings to identify the Trail itself, the user’s location along the Trail, and to communicate the rules of acceptable behavior. Additionally, there are several opportunities to enhance the overall sense of pride and ownership of the Trail environment.

Recommendations

1. Use the Trail logo consistently along the five miles of the Trail so that there is minimal confusion about which trail a user is on, or exactly where the Trail is located. This is particularly important at points where other trails intersect and/or parallel the Trail (see Figure 38 for an example of posted trail markings and directional arrows from another trail).
2. Install clear signage and/or pavement markings, branded with the Trail logo, identifying the Trail itself and guiding pedestrians and cyclists at the following priority locations, access points, and intersections:
 - a. Southern Trail Head
 - b. Jefferson Street
 - c. Queensbury Road
 - d. North end of the temporarily closed section
 - e. Drexel Road
 - f. College Avenue
 - g. Paint Branch Parkway
 - h. Quebec Street
 - i. Greenbelt Road
 - j. Terminus of the Trail
3. At these same locations, install clear signage, branded with the Trail logo, communicating the rules of acceptable behavior for Trail use (see Figure 39 for an example of signage/posted rules from another trail). The Partnership and/or the M-NCPPC may have already established the rules of acceptable behavior, but some suggested rules might be:
 - a. Dogs must be on a leash.
 - b. Pick up pet waste

- c. No alcoholic beverages permitted on the Trail.
 - d. Bicyclists must yield to pedestrians.
 - e. Dismount at major intersections.
 - f. Obey all traffic signs and signals.
 - g. Deposit litter in receptacles provided.
4. Install visible, branded mileage markers every half mile, starting with “Mile 0” at the southern Trail Head near Baltimore Avenue and Farragut (see Figure 40 for an example of a mileage marker from another trail).
 5. Install additional pet waste stations along the length of the Trail, at intervals deemed appropriate by the Partnership. There is currently only one pet waste station located along the full length of the Trail, in the Calvert Hills neighborhood, just south of the Calvert Road intersection.
 6. Continue the placement of functional, community-use items at various points along the Trail to encourage legitimate use, such as benches and the Girl Scouts Book Exchange station (see Figure 41).



Figure 38 - Example, from another trail, of clearly marked directional signage.



Figure 39 - Example, from another trail, of signage communicating trail rules and prohibited behaviors.



Figure 40 - Example, from another trail, of clearly labeled and branded, mileage-marker signage.



Figure 41 - View of the Riverdale Trail entrance, where functional, community-use items including benches and the Girl Scouts Book Exchange station are implemented to encourage legitimate Trail use.

Finding: Specific Territoriality Enhancement Needs at the Trail Head and Terminus

The Trail Head located near Baltimore Avenue and Farragut is attractive and features the Trail logo. This is an ideal location to include some other features to enhance territoriality, and further create a sense of ownership and pride for Trail users. The terminus of the Trail on Rhode Island Avenue in North College Park is hardly noticeable, with nothing more than a “Bike Lane Ends” sign (see Figure 42). It would be expected that users should have the same welcoming environment (to the extent possible), whether they begin their Trail use at the Trail Head or the terminus.



Figure 42 - The terminus of the Trail on Rhode Island Avenue is marked simply with a "Bike Lane Ends" sign. There is no use of branded signage in this area indicating that this is the end of the Trail for northbound users, or the beginning of the Trail for southbound users.

Recommendations

1. Install large, branded signage at the Trail Head and Terminus indicating that it is the where the Trail begins or ends. The signage should also include a map of the Trail (see Figure 43 for an example from another trail).
2. At both the Trail Head and the terminus, install clear signage, branded with the Trail logo, communicating the rules of acceptable behavior for Trail use. The Partnership and/or the M-NCPPC may have already established the rules of acceptable behavior, but some suggested rules might be:
 - a. Dogs must be on a leash.
 - b. Pick up pet waste
 - c. No alcoholic beverages permitted on the Trail.
 - d. Bicyclists must yield to pedestrians.
 - e. Dismount at major intersections.

- f. Obey all traffic signs and signals.
 - g. Deposit litter in receptacles provided.
3. Develop, print and provide copies of a brochure at both the Trail Head and terminus, including a map of the Trail, location(s) of restroom facilities, water, food, parking, phones, blue light boxes, and/or other amenities.



Figure 43 - Example, from another trail, of branded, clearly marked signage including a map of the Trail segments.

Finding: Specific Territoriality Enhancement Needs for Areas of Activity that Feed the Trail

One of the benefits of using the Trail is that it provides convenient access to many other areas of interest in the immediate vicinity. There are several parks, recreation areas, a community center, access to additional trails, commercial establishments, restaurants, access to the Metro Station, and the University of Maryland – all of which encourage legitimate use of the Trail. However, there is a need for additional, branded signage in and around some of these areas, where it becomes confusing or unclear as to which direction to go to access the Trail.

One area that is particularly confusing is where the Trail intersects the Paint Branch Trail; the Paint Branch Trail is clearly marked but the Trolley Trail is not (see Figures 44 and 45).

Recommendations

To the extent possible, install branded signage, directional arrows, and/or pavement markings at nearby adjacent support areas such as intersections with other trails, parks, recreation areas, businesses, etc., indicating the correct path of the Trail.



Figure 44 – Confusing intersection of the Trolley Trail and the Paint Branch Trail in College Park, MD. The two trails overlap for a short distance, and while the path of the Paint Branch Trail is clearly marked, the Trolley Trail is not.



Figure 45 - Confusing intersection of the Trolley Trail and the Paint Branch Trail in College Park, MD. Rendering of potential placement of pavement markings to indicate the appropriate Trail path.

Finding: Expiration of Funding for Safety Ambassador Program at University of Maryland

Grant funding for the University of Maryland's Safety Ambassador Program is about to expire. This appears to be a worthwhile and valuable service for the Trail and the greater College Park community, and loss of funding could mean the program will dissolve.

Recommendation

Explore opportunities to keep the Safety Ambassador Program functional and funded. If funding cannot be secured, an alternative option might be to implement it as a police cadet program for students in the Administration of Justice program at the University, or to recruit local community members who are interested in providing volunteer services.

Discussion

Safety Ambassadors patrol the neighborhoods and segments of the Trail in College Park, serving as non-enforcement, additional eyes and ears, reporting to the police (see Figure 46). The Safety Ambassadors strive to provide the best service to campus and city community members, visitors, students, faculty and staff, through a wide variety of functions ranging from talking with residents, visitors, and law enforcement officers, providing escorts, conducting community outreach, reporting problems such as potholes, downed trees, graffiti, and other hazards, and addressing quality of life issues.

The Ambassadors interviewed by the assessment team reported that they routinely pass along information regarding graffiti, maintenance, and rule or behavior violations on the Trail, in addition to providing aid to users in need. Their very presence helps create a sense of security for legitimate Trail users and sends a message that activities are being monitored.



Figure 46 - University of Maryland Safety Ambassadors wear uniforms as they patrol the neighborhoods and Trail segments in College Park, MD.

Finding: Enhanced Presence of Local Law Enforcement on the Trail

Local law enforcement agencies use bicycle patrols to supplement vehicular patrol in the residential and commercial areas surrounding the Trail; however, there has been no concerted effort by the agencies to encourage bicycle officers to use or patrol the Trail.

Recommendation

Police administrators for the agencies serving the municipalities surrounding the Trail should encourage the use of the Trail by bicycle officers during their patrols. In addition, officers conducting vehicle patrols in the area should park at highly visible locations adjacent to the Trail while conducting administrative duties such as report writing. This may provide a sense of security to users, but also provides a mechanism for Trail users to immediately report suspicious activity when it occurs.

Finding: Need for Enhancement and Encouragement of Community Partnerships to Support Trail Use

There are a multitude of opportunities to build and involve community partnerships which will serve to enhance and support stakeholders' efforts to encourage Trail use.

Recommendations

Actively and regularly pursue community involvement in organized Trail activities, beautification efforts, development/sponsorship efforts to resource amenities along the Trail, and more.

Discussion

It is common for people to have a genuine desire to get involved with the support and beautification of bicycle and pedestrian trails in their communities. As such, the Partnership should actively build relationships with community groups and individuals interested in providing support to the Trail, be it financial sponsorship, volunteer hours, equipment donations, or others. Part of this effort will involve developing and implementing (if one does not already exist) an organized process and procedure to accept offers of support; for instance, when community members contact the Partnership (or stakeholder agencies), there should be an efficient mechanism in place for getting them plugged in and involved.

One example of an organized community partnership effort is the popular "Adopt A Highway" campaign which exists in many states. A similar program such as "Adopt the Trail" could be implemented to allow groups, organizations, or individuals to adopt a section of the Trail as a community volunteer effort. Those adopted sections could have signage at each end of the section identifying the group or organization which is responsible for Trail litter pick-up and/or general beautification through the planting of flowers.

Other examples of organized community partnership efforts are the donation and installation of Trail amenities such as bicycle repair stations, benches, rest areas, and others (see Figures 47, 48 and 49 for examples of amenities donated and installed on another trail). Information on the Dero fixit equipment* shown in Figure 50 can be obtained at <https://www.dero.com/product/fixit/>.

When properly installed and maintained, these amenities can serve to enhance the overall experience for Trail users.

*Please note that the assessment team is not endorsing this manufacturer, but simply provides it as an example of the technology that exists for bicycle repair equipment. The Partnership should consult with the area parks and recreation engineer for the State of Maryland, park authority, or the locality to provide additional resources.



Figure 47 – Example, from another trail, of a rest pavilion and work/repair station donated by several organizations to enhance the experience for Trail users.



Figure 48 - Close-up view of "sponsorship" signage installed in the rest pavilion pictured in Figure 47.



Figure 49 – Close-up view of tools and workstation installed at the rest pavilion pictured in Figure 47.



Figure 50 - Close-up view of logo and instructional label placed on the workstation at the rest pavilion pictured in Figure 47.

Integration

The team assessed the overall integration of physical security with procedures, practices, written directions and the overarching security strategy of the Trail.

Finding: Need for Mission, Vision and Strategic Planning by the Partnership

The Partnership has been established with involved stakeholders to enhance use of the Trail and to provide guidance for the Trail's continued existence. Based on discussions with Partnership staff, the Board of Directors has not established a mission and vision statement specific to the Trail, which is critical for the development a strategic plan to meet future objectives for the Trail.

Recommendation

Collaborate with Board members to create the mission and vision for the Partnership's ongoing involvement with the Trail. The mission and vision will support and drive the development of future guidance on implementation of activities and improvements to the Trail. Having this in place will encourage all stakeholders awareness and support of future efforts concerning maintenance and security of the Trail.

Appendix

About the Bureau of Justice (BJA) National Training and Technical Assistance Center (NTTAC)

The mission of BJA is to provide policy leadership and assistance that supports criminal justice systems in the effort to achieve safer communities. Established in 2008, the BJA National Training and Technical Assistance Center (NTTAC) promotes that mission by serving as a major source of justice-related training and technical assistance (TTA) information and resources to improve criminal justice systems nationwide. BJA NTTAC offers specialized assistance to the criminal justice field by providing state, local, and tribal communities with rapid, expert, coordinated, and data-driven training and technical assistance.

(Retrieved June 14, 2014 from <https://www.bja.gov/Events/TTA.html>)

About the Virginia Center for Policing Innovation (VCPI)

The Virginia Center for Policing Innovation (VCPI), a designated BJA NTTAC training and technical assistance provider, is a non-profit organization based in Richmond, Virginia which provides training and assistance to law enforcement organizations throughout the United States. Since its inception in 1997, VCPI has trained more than 50,000 public safety officers and others nationwide in dozens of topics. VCPI has developed and delivered approximately 1,500 courses in topic areas such as violence interdiction, drug interdiction, youth gun violence, gangs, community policing, problem solving, leadership, human trafficking, interview and interrogation, forensics investigations, ethical decision making, organizational change, and many others. VCPI has received more than \$35 million in state and federal awards to develop and deliver training and technical assistance programs to public safety nationwide.

About the Assessment Team

Jeffrey Steger

As a Program Manager for the Virginia Center for Policing Innovation, Jeff Steger manages and delivers national training programs on Community Policing Initiatives, Violence Intervention, CPTED and more. Jeff is a retired Arlington County, Virginia law enforcement officer with twenty-three years of service. He served as a Police-School Liaison/Crime Prevention Officer during most of his career and was a certified DARE instructor. He is also a past President of the Virginia Crime Prevention Association (VCPA) and is a Certified Crime Prevention Specialist by the Virginia Department of Criminal Justice Services. He served as the VCPA training coordinator for hundreds of training courses conducted in Virginia, and as a member of the VCPA consultant team that provided crime prevention services to public housing communities throughout the United States from 1995 to 2001. Jeff has also served as a consultant for the U.S.

Department of Justice, the National Crime Prevention Council, the National Child Safety Council, the National Center for Prevention and Research Solutions, the Virginia Department of Criminal Justice Services, the Virginia Center for Policing Innovation, the University of Virginia, and Michigan State University. He has served as a speaker at national conferences for the Department of Housing and Urban Development, the National Sheriffs Association, U.S. Department of Justice, and the National Crime Prevention Council. Jeff was instrumental in the development of an assessment process for public schools in Virginia and has assessed numerous schools, public housing developments, businesses, and neighborhoods throughout the United States. He is a graduate of Carson Newman University.

Lars Hermann

Lars Hermann began his law enforcement career in 1985 as a Trooper with the Virginia State Police (VSP). His initial assignment was to Rockingham County, Virginia where he patrolled 875 square miles enforcing criminal laws and promoted highway safety. In 1989, Lars was promoted to Special Agent within the Special Investigations Division and transferred to the Richmond, Virginia area to conduct narcotics and vice investigations. His duties included participation in and conducting undercover operations which resulted in several large narcotic seizures of cocaine. He also recruited and managed confidential sources of information throughout the central Virginia region. In 1990 he left the VSP to accept a position as a Deputy Sheriff with the Island County Sheriff's Office in Washington State. He had lived in Washington earlier in his life and desired to return. There he served as a patrol deputy enforcing criminal/traffic laws, completing criminal investigations, and serving as the assistant SWAT team leader. During his tenure with the Island County Sheriff's Office, Lars initiated the agency's Traffic Safety Unit and also integral to the counties liability mitigation team to reduce civil law suits against the county. Lars returned to the Virginia State Police in 1995 and was assigned to the Richmond area as a Trooper II. Outside of his regular patrol duties, he began his extensive training in the field of Crime Prevention. In 1997 he received his certification as a Crime Prevention Specialist from the Department of Criminal Justice Services. He was promoted in July of 1999 to the rank of Sergeant and has served as a Headquarters Sergeant, Academy Training Sergeant and statewide Crime Prevention Coordinator. He is a recognized leader in all facets of crime prevention and critical infrastructure protection. His accomplishments involve the security assessments and site plan reviews of numerous high profile facilities including the Virginia State Supreme Court, Virginia Department of Taxation, the State Fair of Virginia, and numerous public schools, colleges and courthouses. His specialties include large facility security, bomb threat planning and response, school safety, crisis planning and policy review. Additionally, Lars is certified as a General Instructor, RADAR/LIDAR/VASCAR Instructor, Defensive Tactics Instructor and Personal Fitness Trainer. Lars has been the recipient of a Letter of Commendation from Governor Gilmore for a statewide school safety initiative, two Certificates of Commendation from the Superintendent for innovative crime prevention programs, and named Person of the Year by the Virginia Department of Aviation for his work in General Aviation Airport Security.

Following his retirement from the Virginia State Police in 2014, Lars served as a part-time Deputy with the Chesterfield County Sheriff's Office as the Accreditation Manager. His duties were to ensure accreditation compliance by meeting the 197 standards set by Virginia Law Enforcement Professional Standards Commission. Lars has a Bachelor of Arts Degree in Criminal Justice with a Homeland Security Specialization from Saint Leo University and working toward his Master's Degree in Organizational Leadership with Gonzaga University.



Hyattsville City Council Agenda Item Report

Meeting Date: April 16, 2018

Submitted by: Laura Reams

Submitting Department: City Clerk

Item Type: Ordinance

Agenda Section: Consent Items (9:00 p.m. - 9:05 p.m.)

SUBJECT

Hyattsville Ordinance 2018-01: City of Hyattsville City Police Department Police Logo

HCC-240-FY18

Recommendation:

I move that the Mayor and Council adopt Hyattsville Ordinance 2018-01, a ordinance whereby the City Council of the City of Hyattsville amends Chapter 4 to adopt an additional logo for the use of the City of Hyattsville Police Department (SECOND READING/ADOPTION).

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

[Ordinance_2018-01_Police_Logo_FINAL.docx](#)

Summary Background:

The new police logo was designed to prominently reaffirm the Hyattsville Police Department's commitment to the community; to serve with integrity and respect, and be consistent with its mission and core value statements. The logo also serves as a symbol of identity and pride for the men and women of the City of Hyattsville Police Department. Lastly, its shape complements the shape of the City of Hyattsville's logo. The Police Department began using this logo in May 2017. In accordance with Chapter 4, City Code, the Office of the City Clerk will serve as the custodian of the Seal/logo of the City.

The Council discussed this item on March 19, 2018. The ordinance was introduced on April 2, 2018.

Next Steps:

First Reading: April 2, 2018

Second Reading/Adoption: April 16, 2018

Effective Date: May 6, 2018

Fiscal Impact:

None

City Administrator Comments:

Recommend support and approval. This logo was created by officers in the department and reaffirms their commitment to the community.

Community Engagement:

The adopted ordinance will be posted on the City's website. Legal notice of the ordinance will be published 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 2018-01**

**An Ordinance whereby the City Council of the City of
Hyattsville amends Chapter 4 to adopts an additional logo for
the use of the City of Hyattsville Police Department.**

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, 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; and

WHEREAS, the Local Government Article § 5-207(a)(2) of the Maryland Code grants to municipalities the power to establish and maintain a police force; and

WHEREAS, the Local Government Article § 5-204(b) of the Maryland Code Local grants to municipalities the power to have a seal; and

WHEREAS, the City of Hyattsville has adopted and already uses a logo for the Police Department; and

WHEREAS, it is the sense of the Mayor and Council that addition of a second logo for use by the Officers of the City of Hyattsville Police Department will permit an improvement to and clarification of communication to the public at large of the mission of the City of Hyattsville Police Department, thereby promoting good government of the City.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Hyattsville in regular session assembled, that Section 4-12(B)(3) of CHAPTER 4, “Administration of Government,” at ARTICLE IV, “Emblems,” is hereby amended as follows:

(3) The “DEPARTMENTAL POLICE” logo consists of a four-sided irregular shape consisting of a semicircle on top for three quarters (3/4) of its height and of three straight equal sides, with two of the sides attached at an obtuse angle to the bottom and extending up to attach to the lowest part of the semicircle, bordered with a narrow yellow stripe, inside of which is a wider black stripe with “City of Hyattsville” on the semicircle and “Police” in thicker letters on the bottom side, (all writing colored white) and a yellow border inside the black border with the words “A GOOD PLACE TO LIVE” in black, centered in the semicircle, and the balance of the logo inside this inner yellow border is colored blue with a modified miniature version of the pictured figures in the Great Seal of Maryland. A black and white facsimile is immediately below.

[IMAGE OF EXISTING LOGO]

The POLICE OFFICER Logo consists of a series of concentric circles. The central image is that of a badge of a Police Officer of the City of Hyattsville Police Department imposed on the background of an unfurled American Flag. The central image is surrounded by white script imposed on a black ring. The upper-half of the textual ring bears the identifying phrase “City of Hyattsville Police Department.” The lower half of the textual ring contains the motto “Service,” “Integrity,” and “Respect.” The upper and lower halves of the textual ring are separated by two white stars. The outermost circle of the logo is a thin blue line encased in a metallic silver band. A facsimile is immediately below.



1
2 **AND BE IT FURTHER ORDAINED** that if any provision of this Ordinance or the
3 application thereof to any person or circumstance is held invalid for any reason, such invalidity
4 shall not affect the other provisions or any other applications of the Ordinance which can be given
5 effect without the invalid provision or applications, and to this end, all the provisions of this
6 Ordinance are hereby declared to be severable;

7 **AND BE IT FURTHER ORDAINED** that this Ordinance shall take effect twenty (20)
8 days from the date of its adoption;

9 **AND BE IT FURTHER ORDAINED** that a fair summary of this ordinance shall
10 forthwith be published twice in a newspaper having general circulation in the City and otherwise
11 be made available to the public.

12 **INTRODUCED** by the City Council of the City of Hyattsville, Maryland, at a regular
13 public meeting on April 2, 2018.

1 **ADOPTED** by the City Council of the City of Hyattsville, Maryland, at a regular public
2 meeting on April 16, 2018.

Adopted: _____

Attest:

Laura Reams, City Clerk

Candace B. Hollingsworth, Mayor

3

4 { } indicate deletions

5 Underline indicates additions

6 Asterisks * * * Indicate matter retained in existing law but omitted herein

7 Effective Date: May 6, 2018

8



Hyattsville City Council Agenda Item Report

Meeting Date: April 16, 2018

Submitted by: Jim Chandler

Submitting Department: Community & Economic Development

Item Type: Grant

Agenda Section: Consent Items (9:00 p.m. - 9:05 p.m.)

SUBJECT

Hyattsville Resolution 2018-02: FY-19 Community Legacy Application

HCC-295-FY18

Recommendation:

I move that the Mayor and Council adopt Hyattsville Resolution 2018-02, a Resolution of the City of Hyattsville, Maryland in support of the City's application to the State of Maryland Department of Housing & Community Development (DHCD) for grant funding to support the City's Commercial Façade Improvement Program and Triple Bottom Line Strategy Project both of which are to be further described in the Community Legacy application.

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

ATTACHMENTS

[Memo - Community Legacy Grant Resolution FY2019.doc](#)

[Hyattsville Resolution 2018-02_Community Legacy.doc](#)

Summary Background:

The Community Legacy Grant funding is administered by the Maryland Department of Housing & Community Development and provides local governments and community development organizations with funding for projects aimed at strengthening communities through activities such as business retention and attraction, encouraging home ownership and commercial revitalization.

Staff briefed the City Council on March 2, 2018 the details of which are included in the attached memorandum.

Next Steps:

Staff will prepare and submit an application to the State of Maryland Department of Housing & Community Development on, or prior to, May 16, 2018.

Fiscal Impact:

Any awarded grant funding will require acceptance by the City Council and will be reflected in the FY-2019 City Budget - Special Revenue.

City Administrator Comments:

Recommend Support

Community Engagement:

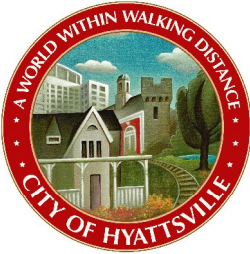
As a State of Maryland designated Sustainable Community, the City is eligible to apply for Community Legacy grant funds as well as other State funding programs authorized under the Sustainable Communities Act of 2010. In order for a project to be eligible for funding it must be located in a geographic area designated by the Governor's Smart Growth Subcabinet and must support the plan that has been approved by the Smart Growth Subcabinet as a Sustainable Community Plan.

Strategic Goals:

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

Legal Review Required?

N/A



Memo

To: Mayor and Council
Tracey Nicholson, City Administrator

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

Date: March 27, 2018

Re: Maryland DHCD Community Legacy Grant Resolution

The purpose of this memorandum is to provide the Mayor, Council and City Administrator with summary of the State of Maryland's Community Legacy grant program and recommendations on projects that are eligible for funding.

- Maryland DHCD announced the FY2019 Community Legacy funding application cycle with applications due on or before May 16, 2018.
- Staff is recommending funding requests consistent with priorities specified within the '2017-2022 Community Sustainability Plan'
- Staff is requesting feedback from the Mayor and Council and authorization, via resolution, on or before April 16, 2018.

Program Details

The Community Legacy Grant funding is administered by the Maryland Department of Housing & Community Development and provides local governments and community development organizations with funding for projects aimed at strengthening communities through activities such as business retention and attraction, encouraging homeownership and commercial revitalization.

The focus of the program is to provide financial assistance with projects that capitalize on the strengths of a community and be part of a larger revitalization strategy, which may include, but are not limited to:

- Mixed-use development consisting of residential, commercial and/or open space

- Business retention, expansion and attraction initiatives
- Streetscape improvements
- Increasing homeownership and home rehabilitation among residents
- Residential and commercial façade improvement programs
- Real estate acquisition, including land banking, and strategic demolition
- Establishing funds to provide loan guarantees and credit enhancement to leverage other public or private financing

As a State of Maryland designated Sustainable Community, the City is eligible to apply for Community Legacy grant funds as well as other State funding programs authorized under the Sustainable Communities Act of 2010. In order for a project to be eligible for funding it must be located in a geographic area designated by the Governor's Smart Growth Subcabinet and must support the plan that has been approved by the Smart Growth Subcabinet as a Sustainable Community Plan.

The City of Hyattsville received Community Legacy grant funds to support a variety of capital improvements projects and programming efforts since the program's inception, including:

Year	Project	Scope of Work	Funding
FY2017	Commercial Façade Improvement Program	Funding for matching grant program to provide façade improvements	\$50,000
FY2016	Commercial Façade Improvement Program	Funding for matching grant program to provide façade improvements	\$50,000
FY2016	Placemaking Project	Funding for community placemaking initiative	\$75,000
FY2015	Commercial Façade Improvement Program	Funding for matching grant program to provide façade improvements	\$50,000
FY2013	Hyattsville Downtown Public Infrastructure	Public infrastructure improvements	\$350,000
FY2011	Neighborhood Sustainability Project	Bicycle infrastructure and pedestrian improvements on City owned roadways and ROW	\$110,000
FY2010	Downtown Hyattsville Development Catalyst Project	Public infrastructure and streetscape improvements.	\$325,000
FY2009	Community Legacy Plan	Development of the City's 2011-2015 Community Sustainability Plan	\$50,000
FY2009	Rehabilitation of 4318 Gallatin Street – Phase II	Construction of interior fire staircase at Arcade Building	\$50,000
FY2008	Rehabilitation of 4318 Gallatin Street – Phase I	Stabilization of Arcade Building including concrete flooring and steel	\$250,000
FY2007	Jefferson Street Demolition	Demolition of former City Building for development of Renaissance Square Artist Housing	\$300,000
FY2007	Hamilton Street Artway	Redevelopment of Hamilton Street from 40 th /41 st to 38 th Avenue	\$60,000
FY2006	Hamilton Street Artway	Redevelopment of Hamilton Street from 40 th /41 st to 38 th Avenue	\$50,000
FY2005	Hamilton Street Artway	Redevelopment of Hamilton Street from 40 th /41 st to 38 th Avenue	\$110,250
FY2004	Street Lighting Project	Purchase and installation of pedestrian street lighting on Hamilton Street and upgrading of overhead street lighting in the residential neighborhood	\$102,442
Total			\$1,982,692

Grant Application Initiatives

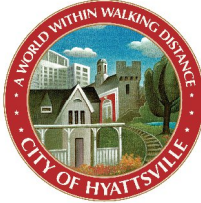
Staff is proposing the following application requests, both of which are consistent with the Community Legacy program and the City's priorities specified within the '2017-2022 Community Sustainability Plan':

- Commercial Façade Improvement Program
 - o Funding Request: \$100,000
 - o Program: Provides commercial property owners and/or businesses with 50/50 grant match to perform exterior improvements to commercial properties. Improvements include ADA access, lighting, window and/or door replacement, masonry, signage and other related improvements.
- Triple Bottom Line Strategy
 - o Funding Request: \$30,000
 - o Program: Evaluate the impacts of utilizing a Triple Bottom Line scoring policy when evaluating programs, infrastructure and planned development. A TBL is a framework that assesses social, environmental and economic measures as they relate to sustainability. The CL program is unlikely to fund an evaluation of 'procurement' policies, as it is not aligned with revitalization goals.

Earlier this month Maryland DHCD announced the FY2019 Community Legacy funding application cycle with applications due on or before May 16, 2018.

In order to meet the due date for this year's cycle, Staff is requesting the Mayor and Council authorize staff to proceed with an application and authorize a resolution to be included in the application packet, stating that the governing body has authorized the project and acceptance of awarded funds at the Council meeting scheduled for April 16, 2018.

Any funding awarded to the City would be available July 1, 2018 and would be required to be 50% expended by June 30, 2019 and completely expended by June 30, 2020.



Hyattsville Resolution 2018 - 02

A Resolution Supporting the City of Hyattsville FY2019 Community Legacy Application

Resolution of the Mayor and Council of the City of Hyattsville has approved/is approving the application and receipt of financing for a Commercial Façade Improvement Program (the "Project 1") and Triple Bottom Line Strategy Project (the "Project 2") both of which are further described in the Community Legacy and Applications ("The Applications"), to be financed either directly by the Department of Housing and Community Development (the "Department") of the State of Maryland or through other departments or agencies of the State of Maryland.

WHEREAS, the Mayor and Council of the City of Hyattsville recognizes that there is a significant need for reinvestment and revitalization of the communities in the City of Hyattsville; and,

WHEREAS, the Department, either through Community Legacy or through other Programs of the Department, or in cooperation with other State departments or agencies, may provide some or all of the financing for the Project (the "Project Financing") in order to assist in making it financially feasible; and

WHEREAS, the Project is located within a priority funding area under Section 5-7B-02 of the Smart Growth Act and the Project will conform to the local zoning code; and

WHEREAS, the applicable law and regulations require approval of the Community Legacy Project and the Project Financing by the Mayor and Council; and, where appropriate, by the chief elected executive official of the local subdivision;

NOW, THEREFORE BE IT RESOLVED THAT, the Mayor and Council hereby endorses the Project in the; and, HEREBY approves the request for financial assistance in the form of a grant or loan, up to the amount of \$130,000; and

BE IT FURTHER RESOLVED THAT, the chief elected executive official be, and is hereby requested to endorse this Resolution, thereby indicating her approval thereof; and,

BE IT FURTHER RESOLVED THAT, Mayor Candace B. Hollingsworth is hereby authorized to execute documents and take any action necessary to carry out the intent of these resolutions; and,

BE IT FURTHER RESOLVED THAT, copies of this Resolution are sent to the Secretary of the Department of Housing and Community Development of the State of Maryland.

READ AND PASSED THIS 16th day of April, 2018.

BY ORDER: Laura Reams, City Clerk, I hereby certify that Resolution Number 2018-02 is true and correct and duly adopted by the Mayor and Council of the City of Hyattsville.

ATTEST/WITNESS:

Mayor and Council of the City of Hyattsville

Laura Reams, City Clerk

By: _____
Name: Candace B. Hollingsworth
Title: Mayor, City of Hyattsville
Date: April 16, 2018



Hyattsville City Council Agenda Item Report

Meeting Date: April 16, 2018

Submitted by: Jim Chandler

Submitting Department: Administration

Item Type: Memorandum of Understanding

Agenda Section: Discussion Items (9:05 p.m. - 10:40 p.m.)

SUBJECT

University of Maryland Shuttle Program MOU (10 minutes)

HCC-241-FY18

Recommendation:

Discussion Only

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

[Memo - UMD Shuttle MOU Extension - 4.11.2018.docx](#)

[UM SHUTTLE Hyattsville MEMORANDUM OF UNDERSTANDING 2018.pdf](#)

Summary Background:

Since 2015, the City of Hyattsville has participated in the University of Maryland (UMD) Department of Transportation Shuttle Service program which provides City residents with access to the existing UMD Shuttle 113 route at no direct cost to the user. The City contributes \$6,000 annually to the program and provides Hyattsville residents with a UMD pass. Ridership has declined over the past few years and during the March 16, City Council meeting, the Council asked the staff to follow-up with UMD for additional information regarding options.

Next Steps:

Staff is requesting direction from the City Council on whether to proceed with informing UMD DOT of the City's decision to terminate service or increase advertising efforts and continue service through the 2018 calendar year. If it is determined by the City Council that service is to be continued through the calendar year, the staff will need City Council authorization to execute the attached MOU agreement.

Fiscal Impact:

The funding for this program is included in the FY2018 City Budget.

City Administrator Comments:

The staff continues efforts to advertise and has seen a slight increase in passes.

Community Engagement:

Continue advertising efforts

Strategic Goals:

Goal 3 – Promote a Safe and Vibrant Community

Legal Review Required?

Pending



Memo

To: Mayor and Council
From: Jim Chandler, Assistant CA, Director, Community & Economic Development
CC: Tracey Nicholson, City Administrator
Ron Brooks, City Treasurer
Date: April 11, 2018
Re: University of Maryland Shuttle Program MOU

The purpose of this memorandum is to provide the Mayor and City Council with an update summary of the City's participation in the University of Maryland (UMD) Shuttle 113 Route and a recommendation for the City to continue to participate in the program through December 31, 2018.

Summary

Since 2015, the City of Hyattsville has participated in the University of Maryland Department of Transportation Shuttle Service program which provides City residents with access to the existing UMD Shuttle 113 route at no direct cost to the user. The City contributes \$6,000 annually to the program and provides Hyattsville residents with a UMD pass.

At the March 16th City Council meeting, Staff was directed by the Hyattsville City Council to follow-up with the University of Maryland Department of Transportation Services to discuss the City discontinuing its participation in the UMD Shuttle Program. The following information is based on Staff's discussion with UMD DOT Executive Director David Allen:

- UMD is agreeable to the City discontinuing participation in the program and is agreeable to a pro-rated fee for services rendered since January 1, 2018. (Based on a termination date of April 30, 2018, the City would owe \$2,000);

- UMD DOT cannot extend service to those that have been provided 'UMD Shuttle' passes by the City of Hyattsville beyond the termination date. As of April 11, 2018, the City has issued sixteen (16) passes;
- UMD DOT confirmed that UMD Shuttle service is limited to individuals provided a valid calendar year UMD Shuttle Pass or individuals issued UMD identification (Faculty or Students).

Staff is requesting direction from the City Council whether to proceed with informing UMD DOT of the City's decision to either terminate service or continue service through the 2018 calendar year.



DEPARTMENT OF
TRANSPORTATION SERVICES

**MEMORANDUM OF UNDERSTANDING
BETWEEN
UNIVERSITY OF MARYLAND, DEPT OF TRANSPORTATION SERVICES
AND
THE CITY OF HYATTSVILLE**

This Memorandum of Understanding is entered into by and between the Department of Transportation Services (DOTS), University of Maryland College Park and The City of Hyattsville, Maryland (the City) effective on January 1st, 2018. This is a Memorandum of Understanding, which is not a legal document. It expresses an interest in performing services for a fee, but does not legally obligate either party.

In consideration of the mutual promises and undertakings herein, the parties hereto agree as follows:

Beginning January 1st, 2018 through December 31st, 2018, residents and employees with the minimum age of 18 years old and in possession of a prescribed identification card issued by the City will be allowed access to all publicly scheduled shuttle routes operated by DOTS.

1. For the above shuttle bus services, the City agrees to pay DOTS \$6,000, which is due by December 31, 2018. The annual rate covers up to 1,000 passes. DOTS shall provide the City with annual ridership data. Based on these periodic ridership reports and/or feedback from the City, if trends project annual ridership to exceed 1,000 annual passes, negotiated rates for excess usage will need to be agreed upon in writing within 45 days of notice.
2. Either party may terminate this agreement by providing written notice of termination 60 days prior to the stated termination date. All notices shall be in writing and shall be delivered by messenger or recognized overnight courier, or shall be sent by registered or certified mail return-receipt requested, in each instance to the respective addresses set forth below, or to such other address or addresses as respective party may designate by written notice duly sent to the other. Any other changes to this agreement, by either party, must be in writing and agreed upon by both parties.

CITY OF HYATTSVILLE:

James Chandler
Director of Community & Economic Development
City of Hyattsville
4310 Gallatin St.
Hyattsville, MD 20781

DOTS:

University of Maryland
Department of Transportation Services
Attention: J. David Allen
Regents Drive Garage, Building 202
College Park, MD 20742

3. Although the Department of Transportation Services will make every effort to meet the terms of this agreement, there may be instances that service may not be provided without notice due to safety concerns associated with severe weather or other emergencies.
4. DOTS and the University of Maryland shall indemnify and hold the City harmless from and against all actions, liability, claims, suits, damages, risk of loss, costs or expenses of any kind which may be brought or made against the City or which the City must pay and incur by reason of or in any manner resulting from the negligence of DOTS / the University of Maryland or its agents or employees, or its negligent performance of or failure to perform any of the obligations under the terms of this agreement, including reasonable attorney's fees, howsoever arising or incurred, for damage to property or injury to or death of any person. Indemnification shall be contingent upon an appropriation by the Maryland General Assembly to the University specifically for the purposes contemplated in this paragraph at the time an event which may give rise to the University's obligation to indemnify or save harmless occurs, and to the extent that a tortious claim is involved, the University's obligations shall not be greater than the liability that might be determined under the Maryland Tort Claims Act, Section 12-101 et seq. of the State Government Article, Maryland Annotated Code (the "Act"), if the claim had been asserted against the University directly pursuant to the Act.

UNIVERSITY OF MARYLAND

By: _____
J. David Allen Executive Director DOTS

Date: _____

CITY OF HYATTSVILLE

By: _____
James Chandler Director of Community & Economic Development

Date: _____



Hyattsville City Council Agenda Item Report

Meeting Date: April 16, 2018

Submitted by: Katie Gerbes

Submitting Department: Community & Economic Development

Item Type: Planning & Development

Agenda Section: Discussion Items (9:05 p.m. - 10:40 p.m.)

SUBJECT

CSP-18002: Magruder Pointe (45 minutes)

HCC-293-FY18

Recommendation:

Discussion Only

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

[CSP Discussion Memo FINAL.docx](#)

[CSP-18002.pdf](#)

[SOJ CSP-18002.pdf](#)

[Zoning Map.PNG](#)

[Character Area Map.PNG](#)

[TRN Summary.PNG](#)

[TRN Goals and Recommendations.pdf](#)

[Sec._27_548.19.____Introduction.doc](#)

[Table of Uses - Residential TRN.pdf](#)

Summary Background:

The applicant is proposing a combination of single-family detached homes and townhouses at 4017 Hamilton Street – the site of the former WSSC headquarters. The property is located within the “Traditional Residential Neighborhood” character area of the Gateway Arts District Sector Plan.

The applicant has filed a Conceptual Site Plan (CSP), as permitted Section 27-548.26 of the County Zoning Ordinance, in order to amend the Table of Uses for the Gateway Arts District Development District Overlay Zone (DDOZ) Sector Plan to allow the construction of townhouses within the Traditional Residential Neighborhood character area.

Staff recommends support of Conceptual Site Plan application CSP-18002, with the condition that a corresponding Preliminary Plan of Subdivision (PPSD) application shall be consistent with the limited density goals of the Traditional Residential Neighborhood (TRN) Character Area and shall not exceed a maximum of ten (10) dwelling units per acre.

Additional details are provided in the attached memorandum and supporting materials.

Next Steps:

The Conceptual Site Plan application is scheduled to come before the City Council on the 'Action' agenda on May 7, 2018.

Fiscal Impact:

n/a

City Administrator Comments:

For Discussion

Community Engagement:

There have been a series of public engagement opportunities to give feedback on this proposal over the past several months. The proposal was first presented to the community and City Council at the February 5, 2018 Council meeting. The proposal was also discussed at the February 27th and March 20th Planning Committee meetings. In addition to in person meetings, a page has been established on the Speak Up HVL website, allowing for residents to give comment on the proposal.

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
Katie Gerbes, Community Planner

Date: April 5, 2018

Re: CSP-18002: Magruder Pointe

Attachments: CSP-18002.pdf
Statement of Justification CSP-18002
Zoning Map
Traditional Residential Neighborhood Summary
Traditional Residential Neighborhood Goals & Recommendations
Section 27-548.26
Table of Uses
Zoning Ordinance Section 27

The purpose of this memorandum is to provide the Mayor and City Council with a detailed analysis and Staff recommendation regarding Conceptual Site Plan application CSP-18002, for the Magruder Pointe Development.

Project Summary

- The applicant is proposing a combination of single-family detached homes and townhouses at 4017 Hamilton Street – the site of the former WSSC headquarters;
- The property is located within the “Traditional Residential Neighborhood” character area of the Gateway Arts District Sector Plan;
- The Table of Uses for the Traditional Residential Neighborhood character area permits the development of single-family detached and semi-detached homes, ‘if allowed in the underlying zone’

- The lower lot of the subject property underlying zoning is Open Space (O-S), therefore townhouse and other semi-detached dwelling units are not permitted by right;
- The applicant has filed a Conceptual Site Plan (CSP), as permitted Section 27-548.26 of the County Zoning Ordinance, in order to amend the Table of Uses for the Gateway Arts District Development District Overlay Zone (DDOZ) Sector Plan to allow the construction of townhouses within the Traditional Residential Neighborhood character area;
- Staff recommends support of Conceptual Site Plan application CSP-18002, with the condition that a corresponding Preliminary Plan of Subdivision (PPSD) application shall be consistent with the limited density goals of the Traditional Residential Neighborhood (TRN) Character Area and shall not exceed a maximum of ten (10) dwelling units per acre.

Project Details

Magruder Pointe is a redevelopment application to construct single-family homes and townhouses at 4017 Hamilton Street, the location of the former Washington Suburban Sanitary Commission (WSSC) Headquarters. The subject property is composed of two parcels, which together total 8.26 acres. The “upper” lot currently houses the vacant WSSC building, and the “lower” lot is utilized as a parking lot. The parcels are not contiguous, as they are separated by 40th Place.

The upper lot is zoned R-55 and totals 4.66 acres. The lower lot is zoned O-S (open space) and totals 3.6 acres. Both parcels fall within the Gateway Arts District Overlay Zone, and are located within the “Traditional Residential Neighborhood” (TRN) character area.

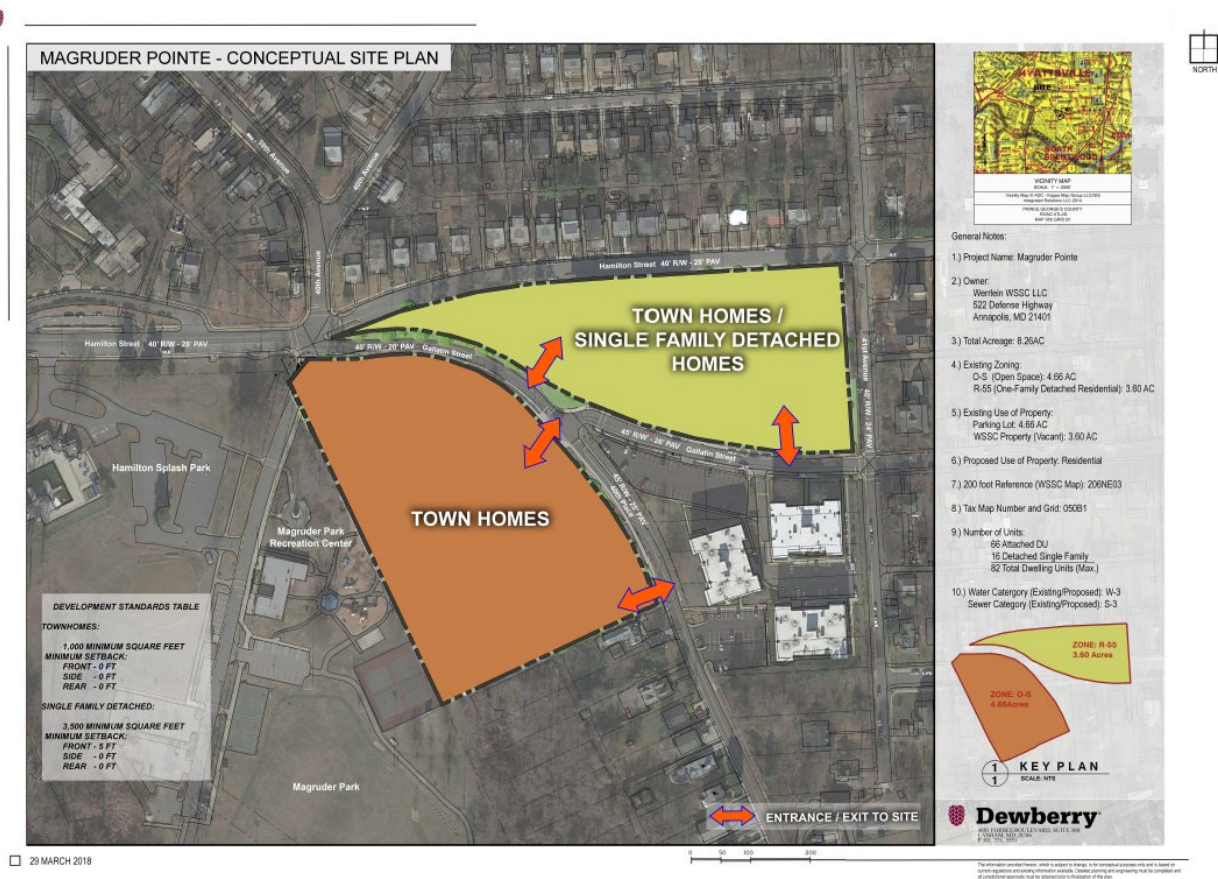
The Gateway Arts District Sector Plan comes with a “Table of Uses,” which specifies uses are permitted in each of the different character areas of the plan geography. Within the Table of Uses, single-family homes, known in the plan document as “dwelling, one-family, detached,” are permitted by-right within the Traditional Residential Neighborhood character area. Townhouses, and other semi-detached dwellings, are permitted ‘by-right’ if allowed in the underlying zone. Because townhouses are not permitted in the O-S underlying zones of the subject property, the applicant is seeking an amendment to the table of uses to allow the development of townhouses.

The applicant is utilizing Section 27-548.26 of the Zoning Ordinance, which allows for the filing of a Conceptual Site Plan in order to amend the Table of Uses listed within the Gateway Arts District Sector Plan, in order to permit townhouse development within the TRN in the O-S and R-55 zones. If an amendment is granted, the amendment would be site specific, applying only to the subject property and would not impact the Table of Uses for other properties within the City or the larger Gateway Arts District.

The applicant must provide evidence demonstrating that the proposed uses, in this case, townhouses, are consistent with the nature and intent of the Traditional Residential Neighborhood character area. The definition of the TRN from the Gateway Arts District Sector Plan reads:

“Traditional Residential Neighborhood Character Areas goal to present the single-family residential neighborhood character as an anchor of the Arts District, while supporting artists who produce and teach from their homes...the Arts District single-family communities are generally walkable, laid out on a grid, and have few cul-de-sacs or loops. Small lots, with 20-foot setbacks, single-apron driveways, and minimal lot widths are the norm and add to the appeal of these neighborhoods. Generally, density is four to ten units per acre.”

For the purposed of the CSP, the applicant has submitted a “bubble diagram” showing the locations proposed for the townhouses versus locations for the single-family homes. At this time, the applicant has not settled on a final unit count, nor is the unit count relevant to the CSP application. Exact unit count and siting locations will be determined with the Preliminary Plan of Subdivision (PPSD), which Staff expects the applicant to submit to M-NCPPC in Summer 2018.



Summary of Land-Use Review and Approval

The Conceptual Site Plan process works similar to any other development application approval- the City of Hyattsville receives a referral from Maryland-National Capital Park and Planning Commission (M-NCPPC), and provides its opinion of the application for consideration by the Prince George's County Planning Board. Section 27-548.26 of the County Zoning Ordinance specifies that, “The (M-NCPPC) Technical Staff shall review and submit a report on the application, and the Planning Board shall hold a public hearing and submit a recommendation to the District Council. Before final action the Council may remand the application to the Planning Board for review of specific issues.

Variance Requests

There are no variances associated with the Conceptual Site Plan application.

Planning Committee Review

On February 27, 2018, applicant met with the Hyattsville Planning Committee to present their proposal for the WSSC site. The presentation included all facets of their development – conceptual site plan, preliminary plan of subdivision and detailed site plan details. At this meeting, members of the public in attendance were also invited to give their brief comments on the plan. Due to the heavy attendance in the room and the length of the meeting, Planning Committee pushed making recommendations until the March 20, 2018 meeting.

At the March Planning Committee meeting, members discussed the merits and shortfalls of the conceptual site plan and preliminary plan of subdivision facets of the proposal. The committee had one adopted recommendation pertaining to the conceptual site plan, which reads:

- The Committee is split on whether or not this plan is consistent with the goals and values of the Traditional Residential Neighborhood character area. The Committee is in agreement that the upper lot is consistent, but the Committee is split on whether or not the lower parcel is consistent. For lower lot, there is a concern that the density and configuration do not fully meet the intent of the TRN. The Committee would like to see other options and arrangements to the bottom parcel. The other half of the committee like the density on the lower lot and it is important that the green space and are of the opinion that proposed density it consistent with the density surrounding the park in other areas where there are apartment buildings.

Regarding the Planning Committee comments, it is noted by Staff that the CSP application is not speaking to density, just allowing the use. The determination of density and related conditions are subject to the preliminary plan of subdivision application.

Minutes from the February 27th and March 20th Planning Committee meetings are attached.

Staff Review and Recommendations

The Gateway Arts District Sector plan describes the TRN as walkable communities made up of single-family homes on small lots with front yards and single apron driveways. While the townhomes in question are not single-family *detached* homes, they are fee-simple, single-family homes. The subject application is not a multi-family building or other rental dwelling – units are intended to be owner occupied by a single family. Staff's opinion is that this differentiation makes the purposed amendment request consistent with the intent of the TRN.

When considering this application, it is also important to consider the surrounding zoning and built environment. In addition to the plethora of single-family, detached homes in the area surrounding the subject site, also within the Traditional Residential Neighborhood and adjacent to the subject site lies the Top of the Park Apartment complex. This property is zoned R-10, multi-family, high density residential. Also in the immediate vicinity of the subject site lies the Prince George's Apartment Complex, which is considered by the zoning ordinance to be multi-family, medium density residential (R-18). The proposed use of townhouses would fall in line with R-T, which is categorically less dense than multifamily zoning, per the Zoning Ordinance. Staff believe that the development of townhouses on the lower lot provides an appropriate transition from the high-density, multi-family land uses found on the periphery of Magruder Park.

As stated in the analysis of the application above, the subject property lies wholly within the Traditional Residential Neighborhood (TRN) character area of the Gateway Arts District Sector Plan. While the

development of townhouses is not permitted by right, it is Staff's opinion that the intent of the development is consistent with the goals and recommendations of the TRN character area.

Finally, per the Zoning Ordinance Section 27-548.20, the purpose of Development District Overlay Zones, such as the Gateway Arts District Sector Plan, is to, "provide flexibility within a regulatory framework to encourage innovative design solutions," and, "to promote an appropriate mix of land uses [and] to encourage compact development." More specifically, Section 27-548.22 states, "development district standards may allow uses prohibited in the underlying zone where the uses are compatible with the goals of the Development District and the purposes of the D-D-O zone." It is Staff's opinion that this section of the zoning ordinance appropriately warrants an amendment to the table of uses.

As a result of the findings detailed above, Staff recommend that the City Council support Conceptual Site Plan application CSP-18002 with the following condition:

- Allowable cumulative density on the site shall not exceed a maximum of ten (10) dwelling units per acre.
- The applicant shall demonstrate efforts to propose a cumulative density not greater than nine (9) dwelling units per acre.

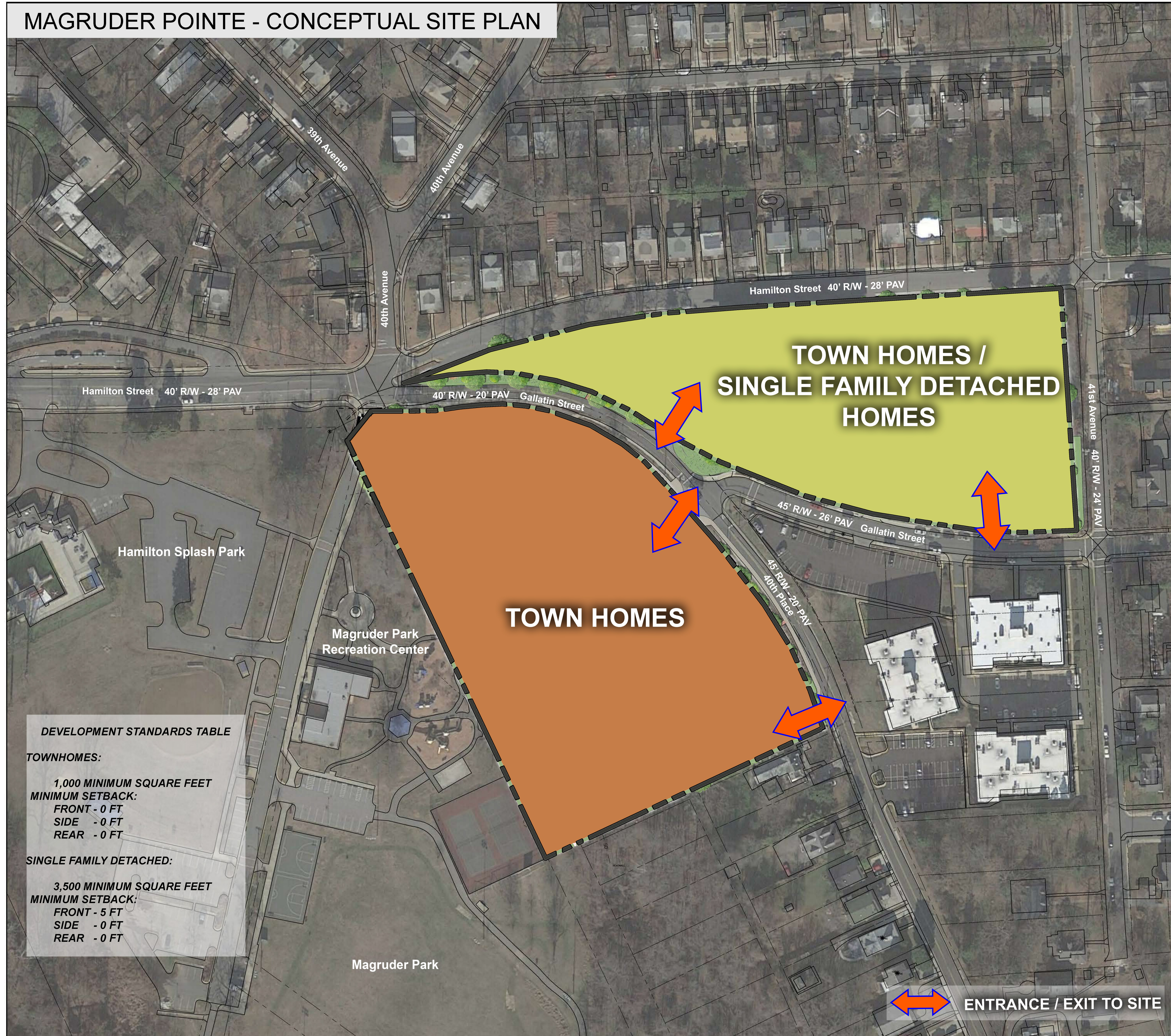
The density figure provided in the condition above is consistent with the limit of density of the density goals for the Traditional Residential Neighborhood character area within the Gateway Arts District Sector Plan. As noted previously, this CSP application will not determine unit counts, but Staff is of the opinion that it is appropriate for a density limit to be incorporated into the amendment to ensure the Preliminary Plan of Subdivision application is consistent with the Gateway Arts District Sector Plan goals and objectives for this character area.

Next Steps

CSP application CSP-18002 is scheduled on the "Discussion" agenda at the April 16, 2018 City Council meeting. Staff anticipates that this item will come back before the Council for 'Action' on May 7, 2018. The Planning Board hearing for the application has not been scheduled, but is anticipated to take place in late May/early June.



MAGRUDER POINTE - CONCEPTUAL SITE PLAN



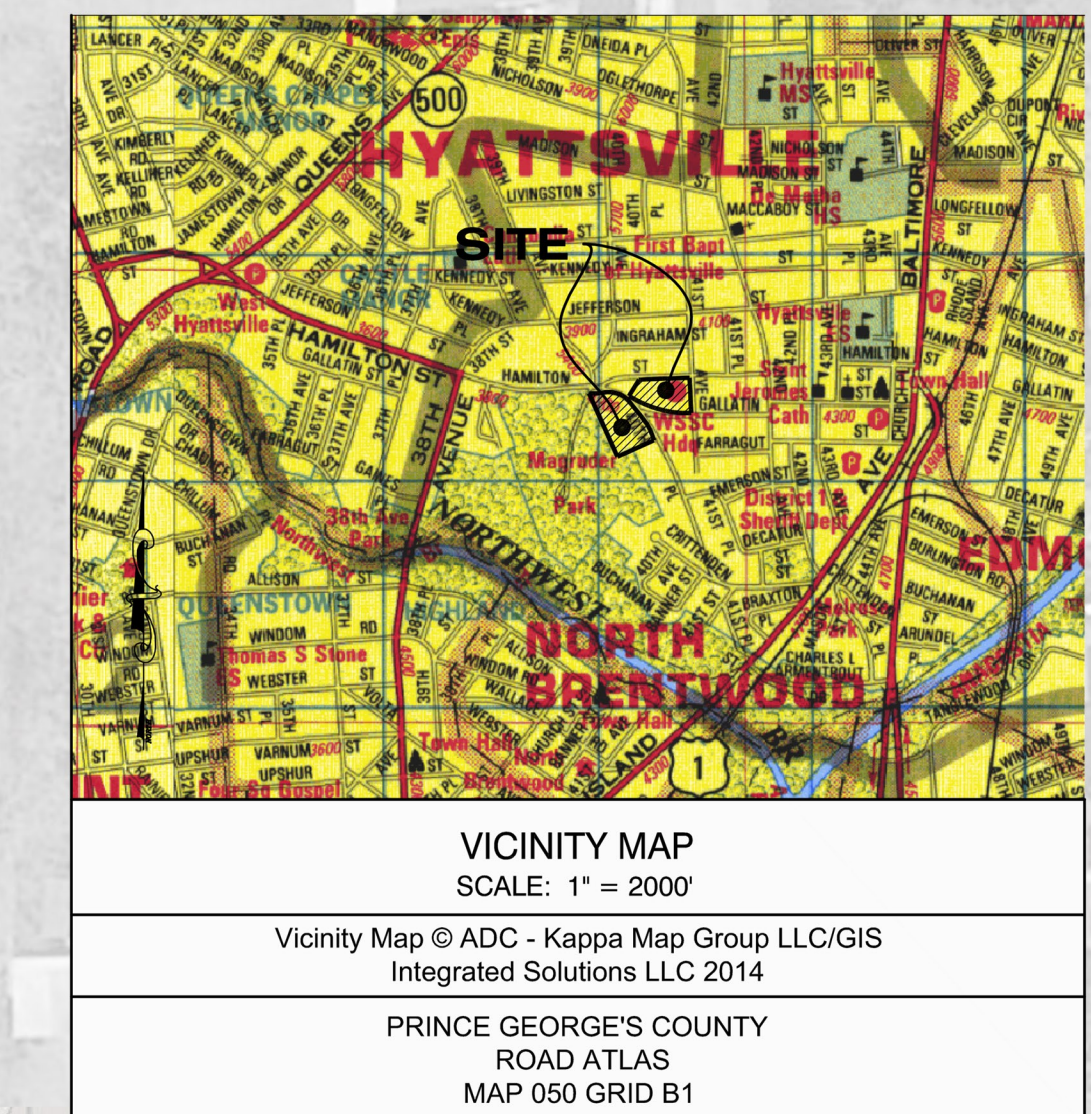
DEVELOPMENT STANDARDS TABLE

TOWNHOMES:

1,000 MINIMUM SQUARE FEET
MINIMUM SETBACK:
FRONT - 0 FT
SIDE - 0 FT
REAR - 0 FT

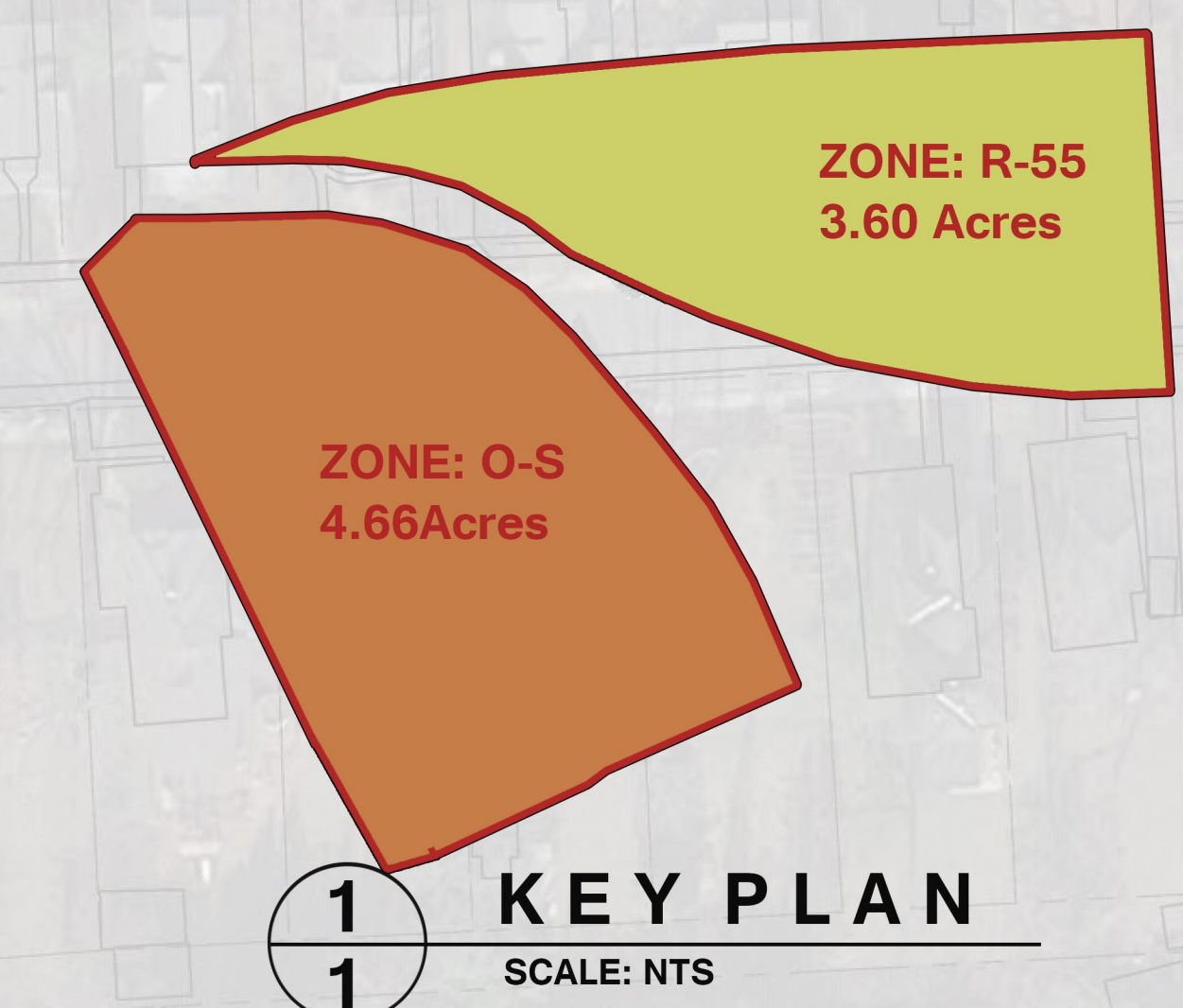
SINGLE FAMILY DETACHED:

3,500 MINIMUM SQUARE FEET
MINIMUM SETBACK:
FRONT - 5 FT
SIDE - 0 FT
REAR - 0 FT

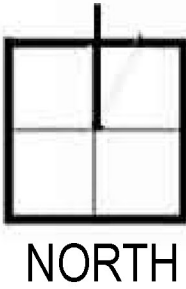


General Notes:

- 1.) Project Name: Magruder Pointe
- 2.) Owner:
Werrlein WSSC LLC
522 Defense Highway
Annapolis, MD 21401
- 3.) Total Acreage: 8.26AC
- 4.) Existing Zoning:
O-S (Open Space): 4.66 AC
R-55 (One-Family Detached Residential): 3.60 AC
- 5.) Existing Use of Property:
Parking Lot: 4.66 AC
WSSC Property (Vacant): 3.60 AC
- 6.) Proposed Use of Property: Residential
- 7.) 200 foot Reference (WSSC Map): 206NE03
- 8.) Tax Map Number and Grid: 050B1
- 9.) Number of Units:
66 Attached DU
16 Detached Single Family
82 Total Dwelling Units (Max.)
- 10.) Water Category (Existing/Proposed): W-3
Sewer Category (Existing/Proposed): S-3



Dewberry
4601 FORBES BOULEVARD, SUITE 300
LANHAM, MD 20706
P 301. 731. 5551



Norman D. Rivera, Esquire
Law Offices of Norman D. Rivera, LLC
17251 Melford Boulevard Suite 200
Bowie, MD 20715
301-352-4973 Direct
301-580-3287 Mobile
normanrivera2012@gmail.com

STATEMENT OF JUSTIFICATION

March 29, 2018

Magruder Pointe – 4017 Hamilton Street Hyattsville, MD 20781
Conceptual Site Plan Submittal to Amend the Table of Uses in the Transitional
Character Area of the Gateway Arts District Plan
CSP-18002

REQUEST:

This Statement of Justification is submitted in support of a proposed Conceptual Site Plan to Amend the Table of Uses in the Transitional Neighborhood Character Area (TRN) of the Gateway Arts District Sector Plan. The applicant, Werrlein Properties WSSC, LLC, is the contract purchaser of the site, which houses the former WSSC headquarters building on Hamilton Street and the parking lot to the south across Gallatin Street. The building is located in the R-55 Zone/DDOZ and the parking lot is located in the O-S Zone/DDOZ. Both portions are entirely within the TRN area.

The applicant respectfully requests a single amendment to the table of uses applicable to the property as permitted by Section 27-548.26 of the Ordinance. The amendment request is to page 196 of the Table of Uses for the TRN area category to allow townhouses in the TRN area for this site only in the O-S and R-55 Zones. Our development program is to gain approval for this “Uses Only” CSP which allows financing of the site for the uses proposed. Then and only then, is the applicant permitted to file and process the preliminary plan and DSP. In our opinion the uses CSP is akin to a zoning case and as such is to be submitted prior to a preliminary plan and detailed site plan for the entire site and follows the order of approvals established in Section 27-270 of the Ordinance. The enclosed conceptual site plan (CSP) is for a combination of single family detached dwellings (SFDU) and townhomes) in the area on Hamilton Street (“Upper Area”) as shown on the enclosed survey. The “Lower Area” adjacent to Magruder Park is proposed to be all townhomes.

BACKGROUND:

The Applicant is the contract purchaser of the site. The Gateway Arts District Sector Plan defines an area as the TRN, which seeks to maintain a tradition neighborhood concept; however,

an obsolete building with no occupants for over twenty-six (26) years is an anomaly and an incongruous use in an established neighborhood with no other commercial or institutional uses. The Magruder Pointe project will be a complete redevelopment of the building and parking lot. The finished product will be a cornerstone project for the City of Hyattsville and allow this property to be a benefit to the City rather than an eyesore with no employment, hence little tax revenue and a parking lot, which is 100% impervious area.

As to outreach, the applicant has been diligently working with the City of Hyattsville and the community for months and have considered their input carefully and incorporated many ideas into the draft plans. The City has held/scheduled open meetings including:

- a presentation to the City Council on February 5;
- a Planning Committee meeting held February 27;
- an April 16 Council worksession to discuss the project;
- a May 7 vote; and
- a May 8th – A letter of recommendation to the MNCPPC.

LEGAL CRITERIA FOR A USE TABLE REVISION:

The Zoning Ordinance, a process utilizing a CSP or a DSP to amend the use table for a specific property for land in a DDOZ. If approved, the use table amendment only applies to the site, which is the subject of the instant CSP. In this matter, we are utilizing a CSP as the vehicle to amend the use table to allow SFA's in the TRN. The CSP also notes limited design standards on the plan to guide the subsequent plans. While townhomes appear to meet Footnote 111 of the Sector Plan as a permitted use in the R-55 Zone, we prefer to leave this request in the submittal so that a positive finding can be made for financing.

The enclosed CSP is limited to items relevant to the use only request. By way of background a CSP is defined by the Ordinance as follows:

Sec. 27-267. - Introduction. (emphasis added)

(a) The term "site plan" is often used to refer to any type of two dimensional, scaled drawing which illustrates existing and proposed features of a piece of property. There are a number of references in this Subtitle to a site plan being required to be reviewed and approved by the Planning Board or its designee. There are other situations in the development process where approval of a site plan is required as a condition of approval of Zoning Map Amendment applications, Preliminary Plats of Subdivision, or Special Exceptions. It is the intent of this Division to simplify the site plan review requirements by standardizing the review procedures, criteria, approval procedures, and terminology.

(b) This Division provides for Conceptual Site Plans and Detailed Site Plans. This Division also provides for limiting or expanding the review requirements to accommodate the peculiarities of each type of development for which site plan review is required.

In this case, the review requirements are governed by the following and I have highlighted what I believe is relevant to the instant use as to the single use requested and no physical development which will be addressed by the forthcoming preliminary plan and DSP as allowed by Section 27-267(b) above:

SUBDIVISION 2. - REQUIREMENTS FOR CONCEPTUAL SITE PLANS.

Sec. 27-272. - Purpose of Conceptual Site Plans.

(a) Examples.

(1) There is often a need for approval of a very general concept for developing a parcel of land before subdivision plans or final engineering designs are begun.

Such cases include:

- (A) Planned employment parks;
- (B) Planned mixed-use developments;
- (C) Recreational Community Developments;
- (D) Large single-use developments;
- (E) Development which is potentially incompatible with land uses on surrounding properties; and
- (F) Developments involving environmentally sensitive land, or land that contains important natural features that are particularly worthy of attention.

(b) General purposes.

(1) The general purposes of Conceptual Site Plans are:

- (A) To provide for development in accordance with the principles for the orderly, planned, efficient, and economical development contained in the General Plan, Master Plan or other approved plan;
- (B) To help fulfill the purposes of the zone in which the land is located;
- (C) To provide for development in accordance with the site design guidelines established in this Division; and
- (D) To provide approval procedures that are easy to understand and consistent for all types of Conceptual Site Plans.

(c) Specific purposes.

(1) The specific purposes of Conceptual Site Plans are:

- (A) **To explain the relationships among proposed uses on the subject site, and between the uses on the site and adjacent uses;**
- (B) To illustrate approximate locations where buildings, parking lots, streets, green areas, and other similar physical features may be placed in the final design for the site;
- (C) To illustrate general grading, woodland conservation areas, preservation of sensitive environmental features, planting, sediment control, and storm water management concepts to be employed in any final design for the site; and
- (D) To describe, generally, the recreational facilities, architectural form of buildings, and street furniture (such as lamps, signs, and benches) to be used on the final plan.

(CB-75-1989; CB-84-1990; CB-47-1996; CB-28-2010)

Sec. 27-273. - Submittal requirements.

- (a) The Conceptual Site Plan shall be submitted to the Planning Board by the owner of the property (or his authorized representative).
- (b) The Conceptual Site Plan shall be prepared by an engineer, architect, landscape architect, or urban planner.
- (c) Upon filing the Plan, the applicant shall pay to the Planning Board a fee to help defray the costs related to processing the Plan. The scale of fees shall be determined by the Planning Board. A reduction in the fee may be permitted by the Planning Board if it finds that payment of the full amount will cause an undue hardship upon the applicant.
- (d) If more than one (1) drawing is used, all drawings shall be at the same scale (where feasible).
- (e) A Conceptual Site Plan shall include the following:
 - (1) **Location map, north arrow, and scale;**
 - (2) **Boundaries of the property, using bearings and distances (in feet) around the periphery;**
 - (3) **Zoning categories of the subject property and all adjacent properties;**
 - (4) **General locations and types of major improvements that are within fifty (50) feet of the subject property, and a general description of all land uses on adjacent properties;**
 - (5) Existing topography, at not more than two (2) foot contour intervals;
 - (6) An approved Natural Resource Inventory (NRI);
 - (7) Street names, right-of-way and pavement widths of existing streets and interchanges within and adjacent to the site; and
 - (8) Existing rights-of-way and easements (such as railroad, utility, water, sewer, access, and storm drainage);
 - (9) Existing site and environmental features as shown on the approved NRI;
 - (10) A Type 1 Tree Conservation Plan prepared in conformance with Division 2 of Subtitle 25 and the Woodland and Wildlife Habitat Conservation Technical Manual or a Standard Letter of Exemption;
 - (11) Proposed system of internal streets, including right-of-way widths;
 - (12) Proposed lot lines and the land use proposed for each lot;
 - (13) General locations of areas of the site where buildings and parking lots are proposed to be located, and the general orientation of buildings on individual lots; and
 - (14) A stormwater concept plan approved or submitted for review pursuant to Section 4-322 of this Code;
 - (15) A statement of justification describing how the proposed design preserves and restores the regulated environmental features to the fullest extent possible.
- (f) **The submittal requirements in (e), above, may be modified in accordance with [Section 27-277](#).**

(g) A Plan shall be considered submitted on the date the Planning Director determines that the applicant has filed a complete Plan in accordance with the requirements of this Section.

(h) This Section shall not apply to:

(1) All stadium wayfinding signs located within parking areas at a stadium.

(CB-54-1986; CB-75-1989; CB-84-1990; CB-47-1996; CB-28-2010; CB-34-2011; CB-54-2012; CB-83-2015)

Sec. 27-274. - Design guidelines.

COMMENT: These will be addressed with the subsequent DSP and PPS.

Section 27-548.22 of the Zoning Ordinance includes the following criteria for the approval of uses through a DDOZ that are not permitted in the underlying zone:

Sec. 27-548.22. Uses.

(a) The uses allowed on property in a Development District Overlay Zone shall be the same as those allowed in the underlying zone in which the property is classified, except as modified by Development District Standards approved by the District Council.

(b) Development District Standards may limit land uses or general use types allowed in the underlying zone where the uses are incompatible with, or detrimental to, the goals of the Development District and purposes of the D-D-O Zone.

Development District Standards may not allow uses prohibited in the underlying zone, with the exception of Development District Standards of the Prince George's County Gateway Arts District D-D-O Zone, where the uses are compatible with the goals of the Prince George's County Gateway Arts District and purposes of the D-D-O Zone.

(c) A table of uses shall be incorporated within each Development District Overlay Zone clearly showing all uses in the underlying zone that will be permitted, prohibited, or otherwise restricted pursuant to Section 27-548.25 of this Division.

(CB-8-2000; CB-71-2004; CB-5-2007; CB-24-2013)

COMMENT: It is our contention that the townhomes are an appropriate use in the TRN area of the Gateway Arts District. The goals and recommendations are addressed in detail below.

Section 27-548.26 of the Code defines the procedure of using a CSP to modify the use table by an owner (Sec. 27-548.26. (b)):

Sec. 27-548.26. Amendment of Approved Development District Overlay Zone.

- (a) District Council.
 - (1) The following amendments to development requirements within the Development District may be initiated and approved by the District Council through the minor plan amendment procedure and concurrent Sectional Map Amendment process, in accordance with Part 13, Division 2, and Part 3, Division 4:
 - (A) Changes to the boundary of the D-D-O Zone; and
 - (B) Changes to the underlying zones or the list of allowed uses, as modified by the Development District Standards.
 - (2) At the written request of a municipality in which development district property is located, the District Council may modify the Development District Standards under the following procedures. The District Council shall direct the Planning Board to prepare the amendment and shall specify which Development District Standards should be reviewed.
 - (A) For hearing procedures in general, the Planning Board and District Council shall follow the requirements in Part 3, Division 9, for Conceptual Site Plans as found in Sections 27-276(a)(1), (3), (4), (5), (6) (7); and 27-276(d). Review by the District Council shall follow the procedures in Section 27-280. Notice of the Planning Board's hearing shall be sent by first-class mail to all municipalities with development district property, all parties of record in the Sectional Map Amendment, and all property owners within the area specified in the District Council's direction;
 - (B) Planning Board staff must prepare a report and recommendation. The Planning Board shall hold a public hearing, file its decision with the Clerk of the Council, and send copies to persons of record of this amendment process within fifty (50) days of the receipt of the District Council's direction to the Planning Board;
 - (C) In order to approve an amendment of the Development District Standards the Planning Board shall make the following findings:
 - (i) The amendment is in compliance with the goals of the Development District; and
 - (ii) The amendment is in conformance with the purposes of the D-D-O Zone.
- (b) Property Owner.
 - (1) A property owner may request that the District Council amend development requirements for the owner's property, as follows:
 - (A) An owner of property in, adjoining, or separated only by a right-of-way from the Development District may request changes to the boundary of the approved D-D-O Zone.
 - (B) An owner of property in the Development District may request changes to the underlying zones or the list of allowed uses, as modified by the Development District Standards.
 - (2) The owner's application shall include:

- (A) A statement showing that the proposed development conforms with the purposes and recommendations for the Development District, as stated in the Master Plan, Master Plan Amendment, or Sector Plan; and
 - (B) A site plan, either the Detailed Site Plan required by Section 27-548.25 or a Conceptual Site Plan.
- (3) Filing and review of the application shall follow the site plan review procedures in Part 3, Division 9, except as modified in this Section. The Technical Staff shall review and submit a report on the application, and the Planning Board shall hold a public hearing and submit a recommendation to the District Council. Before final action the Council may remand the application to the Planning Board for review of specific issues.
- (4) An application may be amended at any time. A request to amend an application shall be filed and reviewed in accordance with Section 27-145.
- (5) The District Council may approve, approve with conditions, or disapprove any amendment requested by a property owner under this Section. In approving an application and site plan, **the District Council shall find that the proposed development conforms with the purposes and recommendations for the Development District**, as stated in the Master Plan, Master Plan Amendment, or **Sector Plan**, and meets applicable site plan requirements.
- (6) If a Conceptual Site Plan is approved with an application, the owner may not obtain permits without an approved Detailed Site Plan.
- (CB-8-2000; CB-5-2007)

The Gateway Arts District Sector Plan and SMA sets forth the following goal and recommendations for the TRN area (page 26-7):

The Development District. The goal and/or recommendation is provided in italic typeface with comments that follow.

Goal: Traditional Residential Neighborhood Character Areas Goal to preserve the single-family residential neighborhood character as [an] anchor of the Arts District, while supporting artists who produce and teach from their homes.

Comment: All of the units proposed are single-family dwellings. There is a maximum of sixteen (16) single family detached dwellings and sixty-seven (66) single family attached dwellings to be submitted in a subsequent preliminary plan and detailed site plan. This proposal replaces a vacant office building which is not in keeping with this goal.

Recommendations;

1. *Rezone to implement the proposed development district standards and guidelines.*

Comment: Our request will implement the TRN goal for residential development rather than the office building and parking lot which is not compatible.

2. *Reinforce existing single-family detached residential neighborhoods as community-oriented, quiet, low-traffic, and child-safe.*

Comment: As the County will see in the subsequent preliminary plan and DSP, those issues will be completely addressed. However, there will be some townhomes but the overall concept is community oriented, largely self-contained as to parking and access, and safe through design and all residential. We have done a traffic study which will be filed with the preliminary plan that more than meets the APF guidelines. There are paths and trails through the site and to the adjacent Magruder Park.

3. *Maintain the integrity of residential streetscape. Front yards should not be paved, nor should wide driveway aprons be constructed.*

Comment: No front yards shall be paved nor driveway aprons constructed onto a public street. In fact, all units except perhaps one will have access through internal public alleys.

4. *Support arts and handcraft home occupations.*

Comment: We concur and believe the traditionally designed homes will inherently support art and home occupations due to their size and adjacency to the nearby Arts District(s).

Based on the above, the Applicant requests approval of this CSP to amend the Table of Uses for this site only to allow townhomes in the O-S and R-55 Zones in the TRN/DDOZ. We look forward to working with you and your staff on the enclosed application. Thank you in advance for your attention to this matter. If I can be of further assistance, please do not hesitate to contact me.

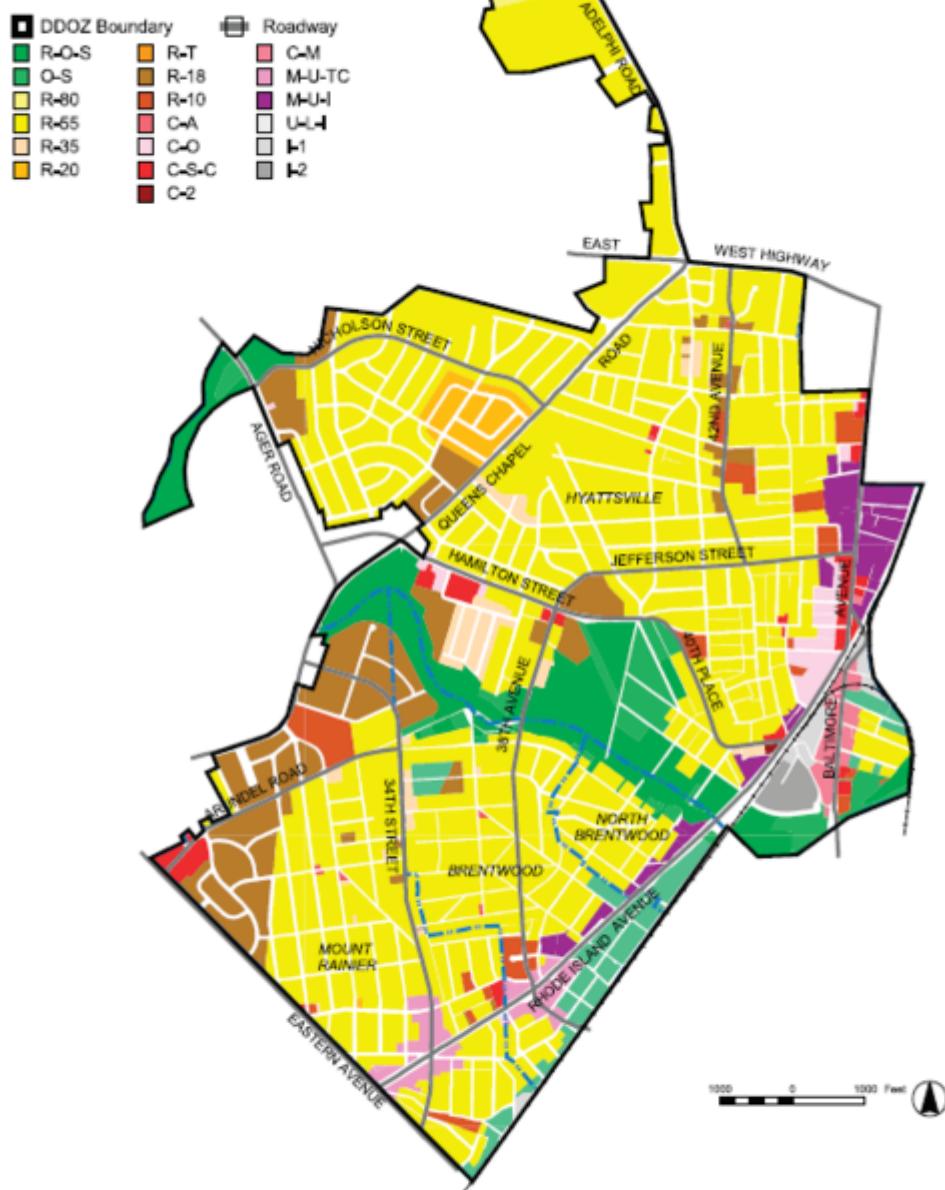
Sincerely,



Norman D. Rivera

Attachments

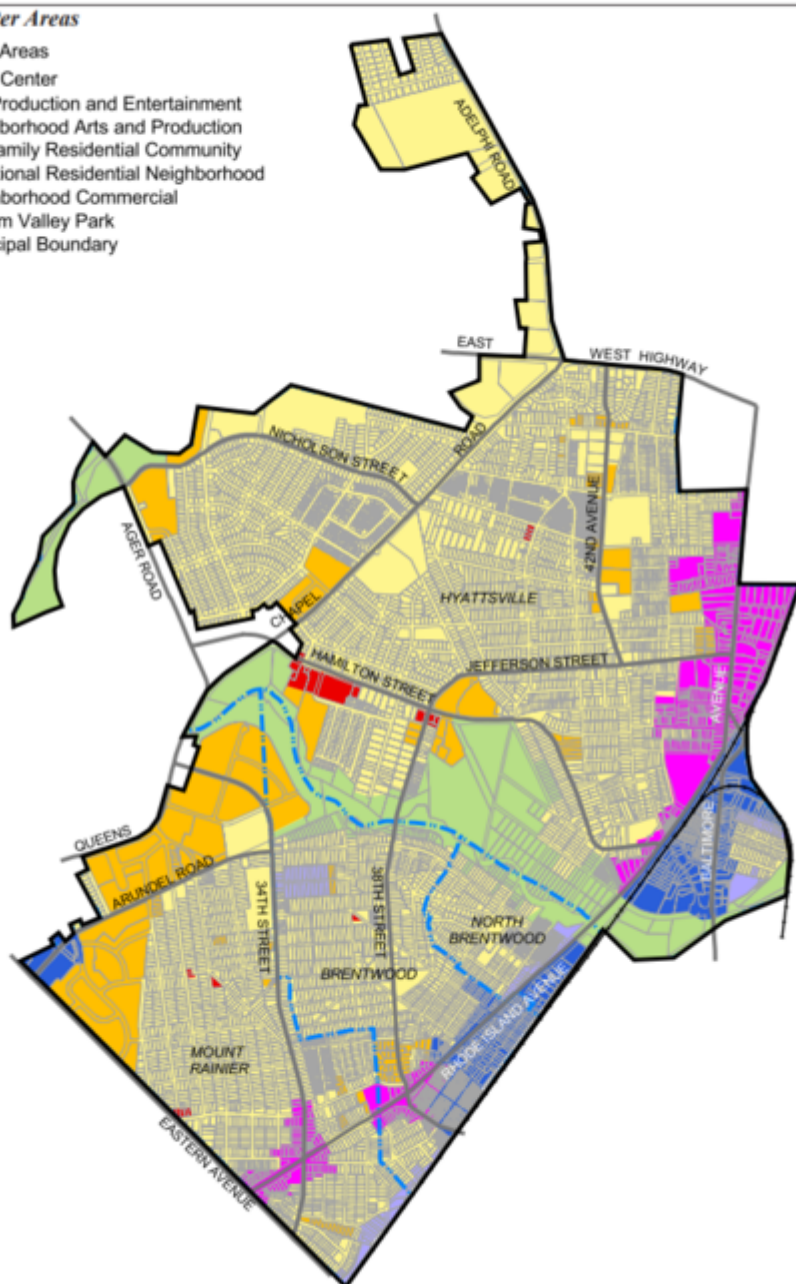
Map 13: Approved Zoning



Map 2: Character Areas

Character Areas

- Town Center
- Arts Production and Entertainment
- Neighborhood Arts and Production
- Multifamily Residential Community
- Traditional Residential Neighborhood
- Neighborhood Commercial
- Stream Valley Park
- Municipal Boundary



MULTIFAMILY RESIDENTIAL COMMUNITY

The multifamily residential community character areas are comfortable high-quality apartment neighborhoods. They overlay existing R-30, R-18, and R-10-zoned land in the municipalities of Hyattsville, Brentwood, and Mount Rainier that is developed as multifamily apartment buildings, generally within three-quarters of a mile or less from Metro stations or a commercial center. This character area may also include underutilized land adjacent to a town center.

This development character supports mixed-income, multifamily residential spaces. It allows accessory buildings to be used as studio space for artists, which creates a market niche for artist apartment homes with separate studios.



TRADITIONAL RESIDENTIAL NEIGHBORHOOD

In many ways, the traditional residential neighborhood character areas suggest a glimpse of small town Americana. They overlay land zoned for single-family housing (attached and detached). The historic houses and streetcar suburban pattern of interconnecting narrow streets and shaded sidewalks within easy access to town centers and Metro are assets to be

protected from encroachment or significant loss of integrity.

This development character reinforces the existing single-family detached residential neighborhoods as calm, low-traffic, and child-safe. Although the area is residential, fine art and handcraft home occupations are permitted. Development district standards retain the block face and scale of residential streets, as well as prohibit the paving-over of front yards and the construction of overly wide driveway aprons. For the bulk of land within the district, this development character protects the existing traditional pattern of single-family homes built close together on narrow streets laid out in a grid.



In many ways the traditional residential neighborhood character areas suggest a glimpse of small-town Americana.

Multifamily residential community character areas provide attractive residential alternatives to single-family homes and offer the ability to provide artist studio space as well.

Multifamily Residential Community Character Areas

Goals

- To promote development of high-quality multifamily residential housing with auxiliary buildings that will include artist studios for the residents.
- To promote renovation and/or redevelopment and to increase the variety of multifamily housing options, especially for artists and their families.
- To enhance safety through the implementation of development district standards that increase natural surveillance.
- To encourage multimodal transportation options.

Existing Conditions and Issues

The locations of the multifamily residential community character areas are scattered throughout the Arts District, mostly east of Queens Chapel Road, in areas currently zoned multifamily. Most of the multifamily housing was developed with brick construction in the late 1940s and has stood the test of time. There is relatively little land available for new multifamily development.

Many multifamily developments are nonconforming with the Zoning Ordinance design standards. This has limited the ability of owners to renovate and adapt existing structures to market tastes and inhibited reinvestment in the communities. Many apartments are surrounded by wide but poorly maintained lawns that lack functional green space. Current multifamily zoning regulations require 50-60 percent of the site for open space, not including parking. They also require substantial setbacks. The effect of these regulations makes redevelopment of obsolete multifamily housing financially impractical.

Recommendations

1. Rezone to implement the proposed development district standards for affordable and mixed-income buildings.
2. Permit uses that will support dense, mixed-income, multifamily residential units.
3. Encourage Crime Prevention Through Environmental Design (CPTED) and green building standards.
4. Package multifamily housing with separate studios for artists.
5. Set aside a percentage of new residential units for affordable artist housing.
6. Reduce the required buffers, side yards, and setbacks.
7. Retain the current density for any future development of existing multifamily communities.

Traditional Residential Neighborhood Character Areas

Goal

To preserve the single-family residential neighborhood character as anchor of the Arts District, while supporting artists who produce and teach from their homes.



Front yards of residential homes should not be paved over, nor should wide driveway aprons be constructed.

Existing Conditions and Issues

The traditional residential neighborhood character area is the largest part of the Arts District. Each of the four Arts District municipalities has historic districts emphasizing the quality of historic and vernacular housing stock. These communities are known for their large stock of moderately priced housing, as most lots had been built out by the first half of the twentieth century with housing stock dating from the 1910s to the 1940s. Recently housing prices have approached market rates, after going through a long period of being undervalued. There are also higher-priced homes, mainly large historic structures, which are for the most part restored or under restoration.

The Arts District single-family residential communities are generally walkable, laid out on a grid, and have few cul-de-sacs or loops. Small lots, with 20-foot setbacks, single-apron driveways, and minimal lot widths are the norm and add to the appeal of these neighborhoods. Generally, density is four to ten units per acre. In addition to the built environment, many natural features such as wooded slopes run through these neighborhoods. These add to the appeal of these neighborhoods and their ability to stabilize and add long-term value to the Arts District as a whole.

Recommendations

1. Rezone to implement the proposed development district standards and guidelines.
2. Reinforce existing single-family detached residential neighborhoods as community-oriented, quiet, low-traffic, and child-safe.
3. Maintain the integrity of residential streetscape. Front yards should not be paved, nor should wide driveway aprons be constructed.
4. Support arts and handcraft home occupations.

Neighborhood Commercial Character Areas

Goals

1. To facilitate the development, redevelopment, and renovation of small businesses and institutions compatible with the surrounding neighborhoods, but discourage stores whose primary goods include beer, wine, cigarettes, and lottery tickets.
2. To encourage neighborhood and convenience services and retail establishments within easy walking distance of residences.
3. To offer opportunities for residential and artist studio spaces above ground-level retail.
4. To provide design, landscaping, and screening methods to mitigate the impact of neighborhood commercial uses on the traditional residential neighborhoods.

Sec. 27-548.19. - Introduction.

The Development District Overlay Zone is intended to ensure that the development of land in a designated development district meets the goals established for the district in a Master Plan, Master Plan Amendment, or Sector Plan, and takes advantage of unique opportunities presented by the district. Development districts may be designated for town centers, Metro areas, commercial corridors, employment centers, revitalization areas, historic areas, and other special areas which are the subject of development recommendations in a Master Plan, Master Plan Amendment, or Sector Plan. The D-D-O Zone is a mapped zone which is superimposed by a Sectional Map Amendment (SMA) over other zones in a designated development district, and may modify development requirements within the underlying zones. In the Development District Overlay Zone, new development is generally subject to the approval of a Detailed Site Plan by the Planning Board. Detailed Site Plans are reviewed for compliance with development standards approved by the District Council, in a Sectional Map Amendment, or in a later amendment of adopted standards.

(CB-8-2000; CB-5-2007)

Sec. 27-548.20. - Purposes.

(a) The specific purposes of the Development District Overlay Zone are:

- (1) To provide a close link between Master Plans, Master Plan Amendments, or Sector Plans and their implementation;
- (2) To provide flexibility within a regulatory framework to encourage innovative design solutions;
- (3) To provide uniform development criteria utilizing design standards approved or amended by the District Council;
- (4) To promote an appropriate mix of land uses;
- (5) To encourage compact development;
- (6) To encourage compatible development which complements and enhances the character of an area;
- (7) To promote a sense of place by preserving character-defining features within a community;
- (8) To encourage pedestrian activity;
- (9) To promote economic vitality and investment.

(CB-8-2000; CB-5-2007)

Sec. 27-548.21. - Relationship to other zones.

The Development District Overlay Zone shall be placed over other zones on the Zoning Map, and may modify specific requirements of those underlying zones. Only those requirements of the underlying zones specifically noted in this Subdivision and elsewhere in this Subtitle are modified. All other requirements of the underlying zones are unaffected by the Development District Overlay Zone. The Development District Overlay Zone may not be placed over the Urban Center or Corridor Node Zones (UC). Where properties in a Development District Overlay Zone are also classified in the Military Installation Overlay Zone, the requirements of both zones shall apply. Where requirements of the D-D-O Zone and M-I-O Zone conflict, the more restrictive of the requirements shall apply.

(CB-8-2000; CB-2-2010; CB-42-2015)

Sec. 27-548.22. - Uses.

- (a) The uses allowed on property in a Development District Overlay Zone shall be the same as those allowed in the underlying zone in which the property is classified, except as modified by Development District Standards approved by the District Council.
- (b) Notwithstanding the provisions of subsection (a) of this Section, any other provision of the Zoning Ordinance, or any applicable provision within an approved comprehensive plan, a Hospital is a permitted use in the M-X-T/D-D-O Zone.
- (c) Notwithstanding any other provision of this Subtitle, or any other applicable provision within the Development District Standards for an approved Development District Overlay Zone, a Medical Cannabis Grower, Medical Cannabis Processor, or Medical Cannabis Dispensary use shall be permitted or prohibited in accordance the prescriptions of this Subtitle for the underlying zone in which the property is classified.
- (d) Development District Standards may limit land uses or general use types allowed in the underlying zone where the uses are incompatible with, or detrimental to, the goals of the Development District and purposes of the D-D-O Zone. Development District Standards may allow uses prohibited in the underlying zone where the uses are compatible with the goals of the Development District and purposes of the D-D-O Zone.
- (e) A table of uses shall be incorporated within each Development District Overlay Zone clearly showing all uses in the underlying zone that will be permitted, prohibited, or otherwise restricted pursuant to Section 27-548.25 of this Division.

(CB-8-2000; CB-71-2004; CB-5-2007; CB-24-2013; CB-101-2013; CB-12-2015; CB-5-2016)

Sec. 27-548.23. - Development District Standards.

- (a) In general, Development District Overlay Zone regulations shall be the same as those in the underlying zone in which property is classified, except as modified by Development District Standards approved by the District Council, in a Sectional Map Amendment, in a Military Installation Overlay Zoning Map Amendment, or in a later amendment of adopted standards. The use of Development District Standards in each Development District Overlay Zone is intended to allow flexibility in the development review process and foster high-quality development through application of design guidelines and standards which promote the purposes of the Master Plan, Master Plan Amendment, or Sector Plan.
- (b) Development District Standards may modify density regulations only to meet the goals of the Development District and the purposes of the D-D-O Zone. Development District Standards may not permit density in excess of the maximum permitted in the underlying zone.
- (c) The location, size, height, design, lot coverage of structures, parking and loading, signs, open space, and other regulations may be specified in the text, concept plans, and maps in the Development District Standards. The regulations in the underlying zone may be modified by the Development District Standards only to meet the goals of the Development District and the purposes of the D-D-O Zone.
- (d) Landscaping, screening, and buffering of development shall conform to Landscape Manual requirements. Specific landscaping, screening, and buffering also may be required by the Development District Standards. Development District Standards may require specific landscaping, screening, and buffering, but only to meet the goals of the Development District and the purposes of the D-D-O Zone.
- (e) The Master Plan, Master Plan Amendment, or Sector Plan may specify the location and size of proposed roads and transit facilities.

- (f) Notwithstanding the provisions of subsection (c) of this Section, in furtherance of the core vision, purposes, and specific goals of an approved Development District to locate a regional medical center health campus as a major public health institution, and pursuant to its site plan application for development of parcels of property within a Development District Overlay Zone bound by the Capital Beltway right-of-way, Arena Drive, and the north side of the Blue Line Metrorail track line, filed, accepted, and permitted prior to December 31, 2021, an applicant may request a one-story departure (reduction) from the applicable Minimum Height requirements set forth in the Development District Standards.
- (g) Where a property lies in both the M-I-O Zone and a D-D-O Zone, the maximum permitted height of structures shall be the more restrictive of the Development District Standards and Section 27-548.54, whichever maximum permitted height is lower.

(CB-8-2000; CB-5-2007; CB-5-2014; CB-42-2015)

Sec. 27-548.24. - Master Plan, Master Plan Amendment, or Sector Plan.

- (a) For every Development District Overlay Zone, a Master Plan, Master Plan Amendment, or Sector Plan shall be prepared in accordance with the master plan procedures set forth in Part 13, which may include the following elements:
 - (1) Overall recommendations;
 - (2) Subarea recommendations;
 - (3) Illustrative concept plans;
 - (4) Plan maps.
- (b) The Development District Overlay Zone shall be applied through the Sectional Map Amendment process, in accordance with the procedures in Part 3, Division 4.
- (c) Development District Standards shall be prepared for each Development District Overlay Zone. Development District Standards shall be stated in a Sectional Map Amendment and conform generally to recommendations in the applicable Master Plan, Master Plan Amendment, or Sector Plan.

(CB-8-2000)

Sec. 27-548.25. - Site Plan Approval.

- (a) Prior to issuance of any grading permit for undeveloped property or any building permit in a Development District, a Detailed Site Plan for individual development shall be approved by the Planning Board in accordance with Part 3, Division 9. Site plan submittal requirements for the Development District shall be stated in the Development District Standards. The applicability section of the Development District Standards may exempt from site plan review or limit the review of specific types of development or areas of the Development District.
- (b) In approving the Detailed Site Plan, the Planning Board shall find that the site plan meets applicable Development District Standards.
- (c) If the applicant so requests, the Planning Board may apply development standards which differ from the Development District Standards, most recently approved or amended by the District Council, unless the Sectional Map Amendment text specifically provides otherwise. The Planning Board shall find that the alternate Development District Standards will benefit the development and the Development District and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or Sector Plan.

- (d) Special Exception procedures shall apply to uses within a Development District as provided herein. Uses which would normally require a Special Exception in the underlying zone shall be permitted uses only if the Development District Standards so provide within a table of uses, and such uses shall instead be subject to site plan review by the Planning Board. Development District Standards may restrict or prohibit any such uses. The Planning Board shall find in its approval of the site plan that the use complies with all applicable Development District Standards, meets the general Special Exception standards in Section 27-317(a)(1), (4), (5), and (6), and conforms to the recommendations in the Master Plan, Master Plan Amendment, or Sector Plan.
- (e) If a use would normally require a variance or departure, separate application shall not be required, but the Planning Board shall find in its approval of the site plan that the variance or departure conforms to all applicable Development District Standards.

(CB-8-2000; CB-5-2007; CB-24-2013)

Sec. 27-548.26. - Amendment of Approved Development District Overlay Zone.

- (a) District Council.
 - (1) The following amendments to development requirements within the Development District may be initiated and approved by the District Council through the minor plan and Development District Overlay amendment procedure in accordance with Section 27-642 of this Subtitle:
 - (A) Changes to the boundary of the D-D-O Zone; and
 - (B) Changes to the underlying zones, the list of allowed uses, or the Development District Standards.
 - (2) Notwithstanding the provisions of subsection (a), above, at the written request of a municipality in which development district property is located, the District Council may modify the Development District Standards under the following procedures. The District Council shall direct the Planning Board to prepare the amendment and shall specify which Development District Standards should be reviewed.
 - (A) For hearing procedures in general, the Planning Board and District Council shall follow the requirements in Part 3, Division 9, for Conceptual Site Plans as found in Sections 27-276(a)(1), (3), (4), (5), (6), (7); and 27-276(d). Review by the District Council shall follow the procedures in Section 27-280. Notice of the Planning Board's hearing shall be sent by first-class mail to all municipalities with development district property, all parties of record in the Sectional Map Amendment, and all property owners within the area specified in the District Council's direction;
 - (B) Planning Board staff must prepare a report and recommendation. The Planning Board shall hold a public hearing, file its decision with the Clerk of the Council, and send copies to persons of record of this amendment process within fifty (50) days of the receipt of the District Council's direction to the Planning Board;
 - (C) In order to approve an amendment of the Development District Standards the Planning Board shall make the following findings:
 - (i) The amendment is in compliance with the goals of the Development District; and
 - (ii) The amendment is in conformance with the purposes of the D-D-O Zone.
 - (3) The following amendments to development requirements within the Development District may be approved by the District Council through Military Installation Overlay Zoning Map Amendments for Development Districts in the M-I-O Zone, in accordance with Part 3, Division 2, Subdivision 8 of this Subtitle:
 - (A) Changes to the boundary of the D-D-O Zone; and

- (B) Changes to the Development District Standards where previously approved standards conflict with the requirements of the M-I-O Zone.
- (b) Property Owner.
 - (1) Notwithstanding the provisions of subsection (a), above, a property owner may request that the District Council amend development requirements for the owner's property, as follows:
 - (A) An owner of property in, adjoining, or separated only by a right-of-way from the Development District may request changes to the boundary of the approved D-D-O Zone.
 - (B) An owner of property in the Development District may request changes to the underlying zones or the list of allowed uses, as modified by the Development District Standards.
 - (2) The owner's application shall include:
 - (A) A statement showing that the proposed development conforms with the purposes and recommendations for the Development District, as stated in the Master Plan, Master Plan Amendment, or Sector Plan; and
 - (B) A site plan, either the Detailed Site Plan required by Section 27-548.25 or a Conceptual Site Plan.
 - (3) Filing and review of the application shall follow the site plan review procedures in Part 3, Division 9, except as modified in this Section. The Technical Staff shall review and submit a report on the application, and the Planning Board shall hold a public hearing and submit a recommendation to the District Council. Before final action the Council may remand the application to the Planning Board for review of specific issues.
 - (4) An application may be amended at any time. A request to amend an application shall be filed and reviewed in accordance with Section 27-145.
 - (5) The District Council may approve, approve with conditions, or disapprove any amendment requested by a property owner under this Section. In approving an application and site plan, the District Council shall find that the proposed development conforms with the purposes and recommendations for the Development District, as stated in the Master Plan, Master Plan Amendment, or Sector Plan, and meets applicable site plan requirements.
 - (6) If a Conceptual Site Plan is approved with an application, the owner may not obtain permits without an approved Detailed Site Plan.

(CB-8-2000; CB-5-2007; CB-35-2015; CB-42-2015)

Use	Source	Character Areas						
		TC	APE	NAP	MRC	TRN	NC	SVP
(8) RESIDENTIAL/LODGING:	27-473 27-461 27-441							
Apartment hotel	27-441	SP	X	SP	X	X	X	X
Apartment housing for elderly or handicapped families in a building other than a surplus public school building (with provisions for increased density and reduced lot size in multifamily zones)	27-441	P	X	X	P	X	P	X
Apartment housing for elderly or handicapped families in a surplus public school building	27-441	P	X	X	P	X	P	X
Apartment housing for the elderly or physically handicapped	27-461	P	X	X	P	X	P	X
Artists' residential studios	27-441 27-461 27-473	P	P	P	P	P	P	X
Boarding house	27-441	P	X	X	X	X	X	X
Congregate living facility for more than eight elderly or physically handicapped residents	27-441	P	SP	SP	P	SP	SP	X
Congregate living facility for not more than eight elderly or physically handicapped residents	27-441	SP	X	X	SP	P	P	X
Convent or monastery	27-441	X	X	X	P	X	X	X
Conversion of one-family detached dwelling to a building containing up to three dwelling units (not considered as a two-family, three-family, or multifamily dwelling)	27-441	SP	SP	X	P	SP	SP	X
Country inn	27-461 27-441	P	X	X	X	SP	P	X
Dwelling, provided that it was legally erected prior to the date upon which the property was classified in a Commercial Zone, or was legally erected in a Commercial Zone under prior regulations	27-461	P	P	P	P	P	P	P
Dwelling	27-473	P	X	X	X	P	P	X
Dwelling unit above the first floor within a building containing commercial, industrial, or arts-related uses	27-461	P	P	SP	X	X	P	X
Dwelling unit on the first floor:	new							
(A) Facing streets wider than two lanes	new	SP	X	X	P	P	X	X
(B) Facing streets a total of two lanes of traffic or less	new	P	SP	X	P	P	X	X

Use	Source	Character Areas						
		TC	APE	NAP	MRC	TRN	NC	SVP
Dwelling unit on the first floor as an adaptation of a building from an industrial or vehicle-related use and not an arts-related use into loft units	new	P	P	SP	X	X	X	X
Dwelling, multifamily	27-441	P	SP	P	P	X	P	X
Dwelling, one-family attached, for the elderly	27-441	P	X	X	X	X	X	X
Dwelling, one-family detached, cluster development	27-441	P	X	X	X	P	X	X
Dwelling, one-family detached (in general)	27-441	P	X	X	X	P	X	X
Dwelling, one-family semidetached:	27-441	P	X	X	X	P	X	X
(A) If allowed in the underlying zone	27-441							
(B) All other	new	P	X	X	X	P	X	X
Dwelling, two-family detached:	new	P	X	X	X	X	X	X
(A) If allowed in the underlying zone	27-441	P	X	X	X	P	X	X
(B) All other	new	P	X	X	X	P	X	X
Dwelling, three-family:	27-441	P	SP	X	P	X	X	X
Dwellings, one-family triple-attached (in general)	27-441							
(A) If allowed in the underlying zone	new	P	X	X	X	P	X	X
(B) All other	new	P	X	X	X	X	X	X
Dwelling, quadruple-attached:	27-441							
(A) If allowed in the underlying zone	new	P	X	X	X	P	X	X
(B) All other	new	P	X	X	X	X	X	X
Flag lot development	27-441	SP	SP	X	SP	SP	X	X
Fraternity or sorority house	27-441	X	X	X	X	X	X	X
Granny flat, carriage house, or in-law suite, provided the owner continues to occupy the main structure ²	new	P	X	X	X	P	X	X
Group residential facility for mentally handicapped dependent persons in accordance with Section 27-107.01(109)(D)	27-441	P	SP	X	P	X	X	X
Guest house, as an accessory use	27-441	P	SP	X	P	X	X	X
Hotel or motel	27-461 27-473 27-441	P	P	XSP	X	X	X	X
Mobile home used as a dwelling for emergency purposes as a temporary use, in accordance with Sections 27-260 and 27-261	27-441	X	X	X	X	X	X	X
Mobile home used as a one-family detached dwelling	27-441	X	X	X	X	X	X	X
Mobile home, with use for which amusement taxes collected	27-441	P	P	P	P	P	P	P

²The City of Hyattsville is exempt from this provision.

Use	Source	Character Areas						
		TC	APE	NAP	MRC	TRN	NC	SVP
Planned retirement community	27-461							
	27-473	SP	X	X	SP	X	X	X
	27-441							
Recreational community development, in accordance with Section 27-444	27-441	X	X	X	X	X	X	X
	27-441	X	X	X	X	X	X	X
	27-441							
Residential Revitalization: Comprising any form of proposed multifamily, attached one-family or detached one-family dwellings, in a residential revitalization project, as shown on a detailed site plan approved in accordance with Section 27-445.09	27-441	SP	X	X	SP	X	X	X
	27-441	X	X	X	X	X	X	X
	27-441							
Rooming houses	27-441	X	X	X	X	X	X	X
Tourist cabin camp	27-461	X	X	X	X	X	X	X
	27-441							
	27-441							
Tourist home	27-461	X	X	X	X	X	X	X
27-441								
Townhouse, in general	27-441							
(A) If allowed in the underlying zone		P	P	P	P	P	X	X
(B) All other		P	X	X	X	X	X	X
Loft-style housing above the first floor		P	P	SP	P	X	X	X
Transitional shelter for the homeless	27-461	SP	X	X	X	X	X	X
(9) RESOURCE PRODUCTION/RECOVERY:	27-473							
	27-461							
	27-441							
	27-441	X	X	X	X	X	X	P
Agricultural preservation development, in accordance with Section 27-445.01	27-441							
	27-441	X	X	X	X	X	X	SP
	27-441							
Agricultural uses	27-461	X	X	X	X	X	X	X
	27-473							
	27-441							
Sand and gravel wet-processing	27-461	X	X	X	X	X	X	X
	27-473							
	27-441							
Sawmill	27-441	X	X	X	X	X	X	X
Surface mining	27-461							
	27-473	X	X	X	X	X	X	X
	27-441							



Hyattsville City Council Agenda Item Report

Meeting Date: April 16, 2018

Submitted by: Jim Chandler

Submitting Department: Community & Economic Development

Item Type: Grant

Agenda Section: Discussion Items (9:05 p.m. - 10:40 p.m.)

SUBJECT

Urban Investment Partners – SGIF Application (10 minutes)

HCC-296-FY18

Recommendation:

Discussion Only

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

[Memo - SGIF Request UIP .doc](#)

[The Armory Apartments - Strategic Demolition Fund - Request for City Support.pdf](#)

[SGIF Fact Sheet.pdf](#)

Summary Background:

In March, the Maryland Department of Housing & Community Development (DHCD) announced the FY2019 Strategic Demolition Fund application cycle with applications due on or before May 16, 2018. The Strategic Demolition Fund is administered by the Maryland DHCD and is intended to catalyze activities that accelerate economic development and job production in existing Maryland communities.

On April 2, 2018, Urban Investment Partners (UIP) submitted a request to the City of Hyattsville to consider sponsoring a \$500,000 SGIF application to the State of Maryland.

Staff is requesting the Mayor and Council provide with Staff direction as to whether they would like to proceed with sponsoring an application and if so, would require the City Council to authorize a resolution at its meeting on May 7, 2018.

Next Steps:

In order to meet the due date for this year's cycle, Staff is requesting the Mayor and Council provide with Staff direction as to whether they would like to proceed with sponsoring an application and if so, would require the City Council to authorize a resolution at its meeting on May 7, 2018.

Fiscal Impact:

Any funding awarded to the City would be available July 1, 2018 and would be required to be 50% expended by June 30, 2019 and completely expended by June 30, 2020.

City Administrator Comments:

For Discussion

Community Engagement:

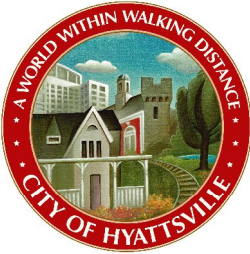
The City's 2017-2022 Community Sustainability Plan, Goal 14C: Advocate for the continued State funding of the Maryland Department of Housing and Community Development's Strategic Demolition and Smart Growth Fund. Continue to use the fund as a redevelopment tool to help finance grey field development by providing financial assistance for the demolition of a no longer viable building.

Strategic Goals:

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

Legal Review Required?

N/A



Memo

To: Mayor and Council
Tracey Nicholson, City Administrator

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

CC: Ron Brooks, City Treasurer

Date: April 11, 2018

Re: Urban Investment Partners – SGIF Application Request

The purpose of this memorandum is to provide the Mayor, Council and City Administrator with summary of a request from Urban Investment Partners (UIP) to support an application to the State of Maryland's Strategic Demolition and Smart Growth Impact Fund (SGIF) program.

- Maryland DHCD announced the FY2019 Strategic Demolition Fund application cycle with applications due on or before May 16, 2018.
- The Strategic Demolition Fund is administered by the Maryland Department of Housing & Community Development to catalyze activities that accelerate economic development and job production in existing Maryland communities.
- On April 2, 2018, Urban Investment Partners (UIP) submitted a request to the City of Hyattsville to consider sponsoring a \$500,000 SGIF application to the State of Maryland.
- Staff is requesting the Mayor and Council provide with Staff direction as to whether they would like to proceed with sponsoring an application and if so, would require the City Council to authorize a resolution at its meeting on May 7, 2018.

Program Details

The Strategic Demolition Fund, established in 2011, is administered by the Maryland Department of Housing & Community Development and is intended as project gap financing to catalyze activities that accelerate economic development and job production in existing Maryland communities. The Fund aims to improve the economic viability of “grey field development,” which often faces more barriers than sprawling “green field development.”

Program Eligibility

In order for a project to be eligible for funding it must be located in a geographic area designated by the Governor's Smart Growth Subcabinet and must support the plan that has been approved by the Smart Growth Subcabinet as a Sustainable Community Plan. Sustainable Communities are areas found within Priority Funding Areas and are targeted for revitalization.

As a State of Maryland designated Sustainable Community, the City is eligible to apply for SGIF grants as well as other State funding programs authorized under the Sustainable Communities Act of 2010.

Lead applicants for Strategic Demolition Fund – Statewide are:

- Local governments working outside of Baltimore City
- Nonprofit Community Development Organizations working outside of Baltimore City
- Private entities are not eligible to apply directly, but may have an application sponsored by an eligible entity.

Eligible projects include:

- Demolition of derelict non-contributing structures
- Site acquisition and assembly to create redevelopment-sized parcels for solicitation or planned development
- Site development
- Construction-level architectural and engineering designs

UIP Request to the City of Hyattsville

On April 2, 2018, Urban Investment Partners (UIP) submitted a request to the City of Hyattsville to consider sponsoring a \$500,000 SGIF application to the State of Maryland. UIP's letter also states that it intends on applying for an additional \$500,000 in funding in the FY2020 cycle. UIP is proposing redevelopment of the west side of the 5300 block of Baltimore Avenue, Hyattsville. The development, 'The Armory Apartments', is tentatively proposed to include 285-residential units and 31,000 sq.ft. of ground floor retail and an estimated value of \$100 million.

UIP is requesting the City to serve as the applicant for its application request to the State of Maryland. Staff has confirmed with Maryland DHCD staff that they have spoken with UIP representatives and advised that UIP make a request to the City of Hyattsville. The City of Hyattsville as submitted a previous request similar to this pending request. In 2009, the City of Hyattsville, via Resolution 2009-04, approved submission of a \$1.2 million Community Legacy application to assist with funding streetscape, sidewalks and other infrastructure costs directly related to the EYA Arts District Hyattsville project.

In addition to the Statewide SGIF fund, during the 2017 State legislative session, the National Capital Strategic Economic Development Fund was established and received \$1 million in the FY19 budget. This is the first time the program has been funded. Maryland DHCD is expected to include information about this new source of funding as part of the application round briefing for FY19.

Next Steps

Last month Maryland DHCD announced the FY2019 funding application cycle with applications due on or before May 16, 2018.

In order to meet the due date for this year's cycle, Staff is requesting the Mayor and Council provide with Staff direction as to whether they would like to proceed with sponsoring an application and if so, would require the City Council to authorize a resolution at its meeting on May 7, 2018. Any funding awarded to the City would be available July 1, 2018 and would be required to be 50% expended by June 30, 2019 and completely expended by June 30, 2020.

April 2, 2018

Mr. Jim Chandler
Director of Community & Economic Development
City of Hyattsville
4310 Gallatin Street
Hyattsville, MD 20781

Hyattsville Arts District – The Armory Apartments – State Strategic Demolition Fund

Dear Jim:

We have completed assembling all of the land required to move forward with our project in the Arts District. As a reminder, this project will include approximately 285 rental apartments and 31,000 square feet of street-level retail in the heart of the downtown Hyattsville Arts District. This project will replace a collection of vacant, derelict buildings along Baltimore Avenue, and will contribute tremendously to the economic stability and neighborhood vibrancy of Hyattsville. The total project budget is approximately \$100 million.

Our land acquisition costs will be significantly higher than originally anticipated. However, we remain determined to move this project forward, and are pursuing state-level funding, including \$1 million from the State of Maryland's Strategic Demolition Fund (\$500,000 in fiscal year 2019 and \$500,000 in fiscal year 2020).

The Maryland Department of Housing and Community Development's fiscal year 2019 budget request for capital revitalization programs, as submitted by Governor Hogan, includes \$3.5 million of capital funds to be deployed statewide through the Strategic Demolition Fund. The Strategic Demolition Fund seeks to catalyze activities that accelerate economic development and job production in existing Maryland communities. The Fund aims to improve the economic viability of "grey field development," which often faces more barriers than sprawling "green field development." Awards will focus on those projects that are likely to have a high economic and revitalization impact in their existing communities. Our proposed project meets these criteria.

Eligible projects include:

- Demolition of derelict non-contributing structures
- Site acquisition and assembly to create redevelopment-sized parcels for development
- Site development
- Construction-level architectural and engineering designs

As the project's developer, we are not eligible to be the direct applicant for this funding. Eligible applicants include local governments and nonprofit community development organizations. Therefore, we request that the City of Hyattsville serve as the applicant for \$500,000 of funding from the Strategic Demolition Fund for fiscal year 2019 to support this project.

Please let me know if you have any questions about this request or the status of the project. We look forward to moving forward in cooperation with the City of Hyattsville.

Best Regards,

A handwritten signature in blue ink that reads 'Brook Katzen'.

Brook Katzen
Vice President of Development

Strategic Demolition and Smart Growth Impact Project Fund

The new \$5 million Strategic Demolition and Smart Growth Impact Project Fund (the Fund) will provide grants and loans to counties and municipalities in conjunction with nonprofit organizations and private entities for such predevelopment activity such as demolition and land assembly in order to facilitate housing and revitalization projects. The Fund would enable critical proactive steps to attract public and private investment towards the ultimate revival of vacant and underutilized sites.

Eligible Projects

Projects supported by the Fund will build on the strengths of existing urban, suburban and rural communities as part of a larger strategy to revitalize an area. Successful projects will:

- Create jobs and provide local services
- Create a range of housing choices and opportunities
- Prepare locations for the redevelopment and reuse vacant or underutilized sites to advance local economic development strategies
- Support “green” redevelopment and development of infill sites in existing communities
- Bring innovative financing and development tools to bear on target projects, including Tax Increment Financing (TIF) and Community Land Trusts.
- Have a major local or regional economic impact

Projects supported by this Fund could include, but are not limited to:

- Strategic land assembly and demolition of vacant, under-utilized properties to stimulate redevelopment
- Mixed-use Transit-Oriented Development (TOD) to include residential density and a range of housing opportunities near transit
- Mixed-income and affordable housing near job centers and high quality schools
- Workforce housing, particularly in areas benefiting from BRAC-induced growth.
- Mixed-use development consisting of residential, retail, commercial and open space
- Infill development in historic Main Streets.

Eligible Target Areas:

Projects will be located in designated Sustainable Communities throughout Maryland targeted for growth and revitalization within Priority Funding Areas including, but not limited to, designated Base Realignment and Closure (BRAC) Zones, Transit Oriented Developments (TOD's), mid-sized municipalities and rural villages.



Hyattsville City Council Agenda Item Report

Meeting Date: April 16, 2018

Submitted by: Katie Gerbes

Submitting Department: Community & Economic Development

Item Type: Planning & Development

Agenda Section: Discussion Items (9:05 p.m. - 10:40 p.m.)

SUBJECT

Hyatt Park Placemaking Project Final Concept Design (15 minutes)

HCC-297-FY18

Recommendation:

Discussion Only

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

[Memo - Public Placemaking - Hyatt Park Concepts - 4.16.18.docx](#)

[Hyatt Park Concept Plan 20180413.pdf](#)

Summary Background:

The City commissioned Neighborhood Design Center (NDC) to develop two (2) initial concepts for consideration and public comment in February 2017. After a public comment period and consultation with City Staff, NDC has revised their concepts into one final distillation for the Hyatt Park Placemaking Project.

Next Steps:

Associated acceptance and budget allocation will be included as an action item on May 7.

Fiscal Impact:

Budget for the project is projected to be \$275,000 - \$325,000 and will require City Council action to reallocate FY2018 CIP funding.

City Administrator Comments:

For Discussion

Community Engagement:

Staff opened up the previous two concept plans for public comment via Speak Up and committee meetings for a three week period in February and March. All feedback was submitted to Neighborhood Design Center for review. On April 16, the final concept drawing will be posted on the Speak Up site for residents to comment on. Staff anticipates closing comment on the final concept on April 30.

Strategic Goals:

Goal 4 – Foster Excellence in all City Operations

Legal Review Required?

N/A



Memo

To: City Council

From: Jim Chandler, Director, Community and Economic Development

CC: Tracey Nicholson, City Administrator
Lesley Riddle, Director, Public Works
Jake Rollow, Director, Community Services
Katie Gerbes, Community Planner

Date: April 13, 2018

Re: Hyatt Park Public Placemaking Project Concept Designs

The purpose of this item is to brief the City Council on the revised public placemaking project concepts at Hyatt Park.

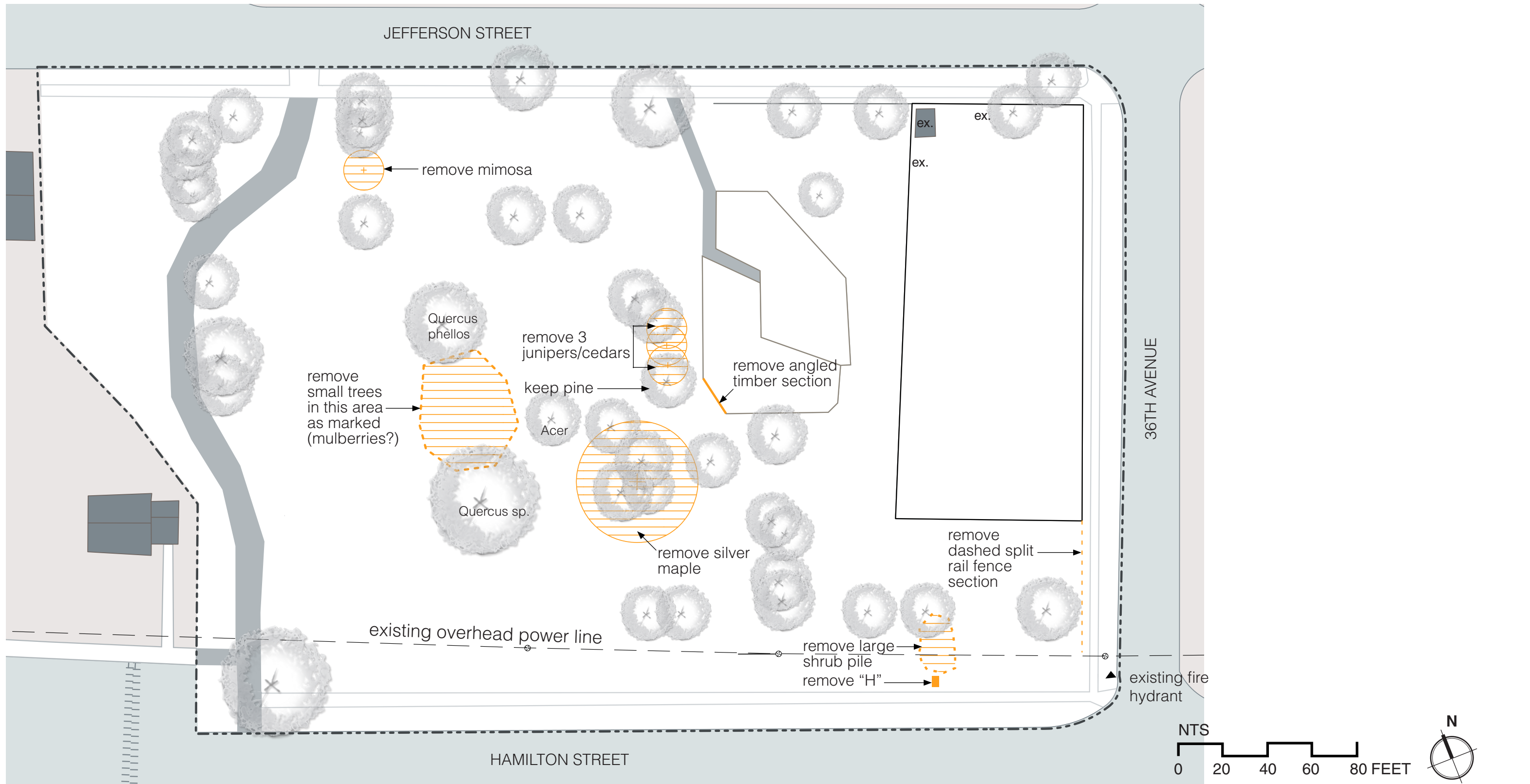
The City commissioned Neighborhood Design Center (NDC) to develop two (2) initial concepts for consideration and public comment in February 2017. After a public comment period and consultation with City Staff, NDC has revised their concepts into one final distillation for the Hyatt Park Placemaking Project.

Next Steps

Staff opened up the previous two concept plans for public comment via Speak Up and committee meetings for a three-week period in February and March. All feedback was submitted to Neighborhood Design Center for review. On April 16th, the final concept drawing will be posted on the Speak Up site for residents to comment on. Staff anticipates closing comment on the final concept on April 30th.

The purpose of the presentation is to solicit additional feedback and, as necessary, incorporate minor revisions prior to accepting the plan.

Based on the previous discussion with the City Council, the budget for the project is projected to be \$275,000 - \$325,000 and will require City Council action to reallocate FY2018 CIP funding. Staff anticipates City Council acceptance of the project design, authorization to proceed. The Council will also be required to amend the FY2018 Capital Budget to reallocate the funding and approval of two (2) contracts to perform the work. The City will be issuing one contract for site preparation and one contract for furnishing of equipment and amenities.



Demolition Plan

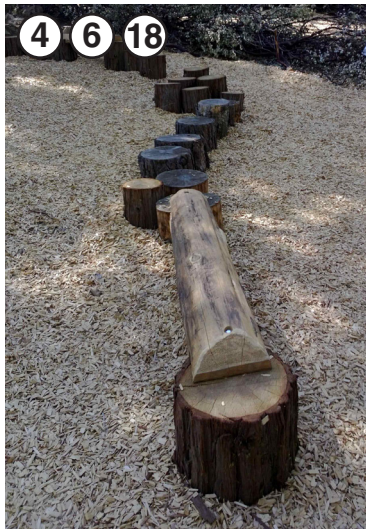


“The scramble” is an informal play area with diverse elements that can double as seating and play structures. The elements should be 6”–18” apart, so kids can jump/clamor between without touching the ground.



LEGEND

- ① shaded stage
- ② string lights
- ③ 6”x6” timber post
- ④ log bench
- ⑤ metal bench
- ⑥ individual seats
- ⑦ picnic table
- ⑧ ADA picnic table
- ⑨ mulch strip with decorative pickets
- ⑫ lighted planter
- ⑬ hammock
- ⑱ interactive art/play element
- ⑲ zigzag bench



The Hamilton patio invokes an urban streetscape of outdoor cafes, offering a variety of seating options and small gathering spaces amongst colorful lighting and vibrant local art.



Illustrative Images



LEGEND

- ① shaded stage
- ② string lights
- ③ 6"x6" timber post
- ④ log bench
- ⑤ metal bench
- ⑥ individual seats
- ⑦ picnic table
- ⑧ ADA picnic table
- ⑨ mulch strip with decorative pickets
- ⑫ lighted planter
- ⑬ hammock
- ⑱ interactive art/play element
- ⑲ zigzag bench

What also happens in “the scramble” is musical creativity and play! Include a variety of instruments like the samba drums, marimba, tembos, and emperor chimes shown here.

**the
Neighborhood
DesignCenter**

City of Hyattsville



For conceptual purposes only. Not for regulatory approval, permitting, or construction. NDC and its volunteers assume no responsibility or liability for its technical accuracy nor for any unauthorized use.

Illustrative Images

NDC Staff:
AO, LK

Hyatt Park Placemaking City of Hyattsville

3500 Hamilton St, Hyattsville, MD 20782
Project #: 3309 | Day Month Year | page 6 of #



Hyattsville City Council Agenda Item Report

Meeting Date: April 16, 2018

Submitted by: Candace Hollingsworth, Mayor

Submitting Department: Legislative

Item Type: Budget

Agenda Section: Discussion Items (9:05 p.m. - 10:40 p.m.)

SUBJECT

FY19 Budget Initiative: Hyattsville Teen & Young Adult Center (15 minutes)

HCC-144-FY18

Recommendation:

I move that the Mayor and Council allocate \$550,000 for the purposes of continuing teen and young adult programming at Magruder Park and establishing a Teen & Young Adult Center in the City of Hyattsville at University Town Center.

Sponsor(s):

Hollingsworth

Co-Sponsor(s):

Croslin, Ward, Spell, Suiter

ATTACHMENTS

[Teen Center Memo.pdf](#)

Summary Background:

The City has received a verbal commitment from the property owner at University Town Center for five (5) years use of ~2800 sq ft of space at UTC at a cost of ~\$9/sq ft to cover the costs of common area maintenance and taxes. For reference, the market lease rate for this space is ~\$35/sq ft. This location is adjacent to temporary location of the Hyattsville Branch of the library and at the center of an area that has high volume of traffic of teens and young adults walking between Northwestern and the Mall and Prince George's.

Several jurisdictions host teen lounges that serve as a safe space that allows teens to hang out, study, and play in a supervised environment. This space would serve a similar purpose by not only having a more permanent home and consistent staffing to expand operations of the now re-established "Teen Club". This program should employ a positive youth development model and operated under the supervision of the Department of Community Services in collaboration with the Hyattsville Police Department.

The attached staff memo summarizes the programming model and options for consideration. In addition, it is requested that this priority fund 50% of a 1.0 FTE position in the Community Action Team of the Hyattsville Police Department, the cost of which should be shared with the Hyattsville Clean & Safe Team project.

Council had an initial discussion on this item during the budget work session of December 11, 2017.

The sponsors of this motion and of the motion to continue and expand the Teen Club at Magruder Park met to discuss a collaborative and comprehensive program to offer expanded youth programming in the City of Hyattsville. The Teen Club, which began as a summer outlet for youth 12+, and operated by members of the Hyattsville City Police Department and volunteers will continue with programming coordinated by a full-time program coordinator housed in the Department of Community Services. Magruder Park will remain a programming location for Friday

evenings during the academic year and on select days (as determined by staffing) during the summer months. The coordinator will also assist the Hyattsville City Police Department with the development of a PAL program that meets the department's goals and objectives.

Staff are preparing a grant application (award possibility up to \$400K for operational expenses) and will continue to seek funding opportunities to support this effort.

Staff (via Mayor and Council direction) will seek partnerships with the library system and/or M-NCPPC to acquire long-term space in facilities to be built in the immediate area.

Next Steps:

Council discussion and adoption as a budget priority and inclusion in the FY19 budget. The FY19 draft budget as proposed includes funding for 1.0FTE community action team officer, funding allocated for the programming under this initiative should not duplicate what is already allocated for HCPD personnel. Funding should also include additional \$25K for programming support to accommodate both operational sites.

Fiscal Impact:

\$550,000 in year 1 - ~\$350K in capital, and ~\$200K in operational costs.

City Administrator Comments:

The staff will conduct additional analysis to refine requirements and costs. A project manager for construction and design oversight and a part-time driver for transporting after hours will be required. If the \$400,000 grant proposal is approved, the staffing, organizational structure, and programming will expand to ensure compliance with grant terms and requirements. The property owner has offered the option to extend for an additional 5 years at an increased cost, but under market rate. The staff will explore options for increased monitoring, safety and security.

Community Engagement:

TBD

Strategic Goals:

Goal 3 – Promote a Safe and Vibrant Community

Legal Review Required?

N/A



Memo

To: Mayor and Council
From: Jake Rollow
CC: Tracey Nicholson, City Administrator
Date: November 21, 2017
Re: Teen Center

Summary

This memo outlines the feasibility of launching a teen center at an approximately 2,800-square-foot space at the University Town Center (UTC). The Community Services Department was tasked to research programming options, infrastructure needs and renovation costs to host successful teen programming at this location. The report was prepared after visits to seven other teen centers in the area, discussions with their staff, discussions with our own Department of Public Works, and discussions with Hyattsville teens. Visits to the seven area teen centers yielded a handful of recurring recommendations, including creating a semi-structured environment, offering quality and meaningful programming, providing otherwise inaccessible technology, locating in proximity to teens' neighborhoods and schools, and utilizing skilled, enthusiastic and consistent staff.

The storefront space at UTC has been offered to the City for a period of two years at no cost. It is unfinished and would require a build-out, furnishing and technology installation that would cost an estimated \$280,000 +/- 35%, according to preliminary investigation done by DPW. Additional staff would be required to oversee the buildout, and to operate the Teen Center. Buildout staffing would cost approximately \$20,000, and annual operations staffing would cost \$115,000 for a low-programming/drop-in center, or \$160,000 for a center with more programming opportunities provided by skilled contractors. Operating costs are based on attendance of 30-50 teens per day, five days per week, four hours per day.

Introduction

The purpose of this memo is to inform the City of Hyattsville's Mayor and Council as they consider establishing a teen/youth center. It includes a summary of programming currently offered to Hyattsville teens, an overview of the seven teen centers staff visited, and a breakdown of projected renovation and operational costs of launching a teen center at UTC.

Programming Currently Available to Hyattsville Teens

The list of programs below is provided both to show what needs may already be met in this community, as well as to generate ideas on partnership that could be utilized to bring quality programming to a City Teen Center.

City of Hyattsville – Provided services to teens aged 13 to 18 in the last two years, with the establishment of the Teen Advisory Committee and the Teen Club. The former, run by the Department of Community Services, is an opportunity for teens to learn about and become active in local government and advocacy. It has drawn about four students each semester. The Teen Club is a drop-in program at Magruder Park run by the City's police department and volunteers. It hosts 25 students per day on average.

Northwestern High School – Provides a variety of opportunities for its students after school; including various special interest clubs, visual, performance and arts programs, and sports activities. A complete list was not available.

Nicholas Orem Middle School – Offers ESL and tutoring opportunities after school.

Hyattsville Library – Hosts youth ages 12 to 18 to participate in their Teen Action Group. The program allows students to earn service learning hours.

Prince George's Plaza Community Center – The center participates in the county's recreational Xtreme Teens program, open to ages 10 to 18 on Friday and/or Saturday evenings. Programming varies from week to week.

Prince George's Community College at University Town Center – Opportunities exist for students enrolled in the GED program.

Pyramid Atlantic – Provides a variety of classes and workshops open to the public. Teens may participate but need to be accompanied by an adult.

Art Works Now – Offers classes in pottery, painting and drawing for teens starting at age 15.

Joe's Movement Emporium – Offers after school art, music and dance programs for 11- to 13-year-olds. Older teens ages 17 and 18 may participate in their Creative Works program which includes media art and photography classes.

Regional Teen/Youth Center Visits

The Community Services Staff visited seven centers in the area, including those run by municipalities, non-profits and the Maryland National Capital Parks and Planning Commission. In interviews with center staff, many best practices were revealed, including the following:

- In case of emergency, create a mechanism to keep track of who is in the building
- Place a reception desk at the entrance, to ensure all teens check in
- Build an office for staff, and to host private conversations when such interventions are needed with teens and/or parents
- Budget to hire passionate and skilled staff
- Offer technology and programming that is otherwise unavailable, and with skilled trainers
- Utilize the recreational aspects of the center as a recruitment/launching point for teens to attain services they need and/or engage in more aspirational activities
- Offer opportunities for service
- Design space for multi-purpose use, and with the ability to close off portions for noise control and simultaneous but different activities
- Maintain a staff-to-teen ratio of 1:10
- Most centers host at least as many middle school students as high school students
- Most centers do not provide transportation, which results in higher participation from students who live or attend school near the centers
- Most center do not have a participation fee, except for attending field trips
- Most centers offer a snack/s to teens at no cost

City of Takoma Park Teen Lounge

Takoma Park's Teen Lounge is a classroom sized area located in their larger community center. It is equipped with mounted televisions, video game consoles, multi-purpose tables and chairs and lounge seating. Participants may use the community center's game room for table tennis, pool, air hockey and foosball. Their teen program is staffed with 1 full-time staff member who works to ensure teen programming, and 2 part-time staff members, who are continuously stationed in the areas used by the teens. Participation in the Takoma Park Teen Lounge is free. It averages about 10 students per day but on some days, depending on the activity offered, hosts many more.

City of Gaithersburg

Gaithersburg has two youth centers, which combined serve nearly 200 middle and high school students – each center averages about 50 per day. Participation in youth center programs costs \$20 for a yearly membership, which includes service during the school year and throughout summer break. Both centers are located relatively close to schools and neighborhood communities presenting accessibility for attendees. The centers are designed for multi-purpose use space, seating and tables, and are equipped with technology (computers, televisions, game consoles). Each center is staffed with two full-time and six part-time employees. Full time staff work is dedicated to overall facility supervision, center programming and outreach. Part time staff work may consist of leading programs, mentoring, engaging and supervising center participants.

Old Towne – Center is opened for middle school students prior to high school students. Specialized activities and programs are scheduled one month in advance and a calendar is posted in the center. Unique features include advanced AV and computer lab, and a recording and music studio.

Robertson – Participants are mostly middle school students. The center staff includes a part-time homework help tutor. In addition to various weekly and monthly specialized activities a unique feature at the center is a rock climbing wall.

MNCPPC / Prince George's County Parks and Recreation

Many community centers in Prince George's County have designated teen rooms and/or participate in Xtreme Teens. The program is open every Friday and/or Saturday evening and is free to all middle and high school students ages 10-18. Each participating center has dedicated staff who supervise, or provide specialized activities. The basketball courts (indoor/outdoor) are heavily utilized for programming.

Bladensburg – A small classroom-sized lounge, filled with various sections for seating and lounging. A television video game console, pool table and arcade games fill the space. Typically, 30 to 40 participants attend during the Xtreme Teen programming. Staffed by 2-3 part-timers, each dedicated to an area in which teens may socialize.

Kentland – Teen room is a larger classroom equipped with a television, video consoles, and foosball table. There is plentiful multi-purpose seating and tables. In addition to being a participant in the Xtreme Teen program, middle and high school students can attend the community center and participate in after school activities or use the teen room. Activities include special clubs such as basketball, weight training, hip hop dance, and jump rope. Approximately 30 students attend regularly for after school activities;

and anywhere from 50-70 participants during Xtreme Teens. After school time is staffed with three part-time staff who mentor, engage and supervise activities and participants.

Seat Pleasant – The teen room is newly renovated and equipped with televisions, video consoles, and arcade games. Anywhere from 20-30 participants regularly meet after school. The basketball courts are heavily used by youth at this center. Two to three part-time staff supervise and engage with teens during after school activities and during their participation in Xtreme Teens.

Latin American Youth Center – DC

The Latin American Youth Center supports and provides resources for youth in all areas of their lives. The greater center offers health, homeless, and social services. In addition, there is also assistance for teens to participate in employment, GED, and college preparation programs. The Teen Center itself provides both recreational services and school assistance. During after school hours specialized activities are led by staff and interns and vary from graffiti art, cooking, gardening, digital photography, music lessons and more. Youth in middle and high school and young adults under age 24 may use the facility for its services at any time during the day. The teen center itself is staffed with one full-time and three part-time staff, and a mix of interns and contractors with specialties to lead classes and various activities.

Teen Feedback

Community Services staff asked teens in the City's Teen Advisory Committee and Teen Club to share their preferences on what should be included in a City teen center. They suggested the following:

Infrastructure -

- Basketball court – indoor & outdoor
- Café/Juice bar
- Music recording studio
- Performance stage

Programs -

- Cooking
- College preparation
- Fashion design
- Visual and performance arts exhibition
- Service learning guidance

- Radio station
- Workforce development

Trips -

- Amusement parks
- National Museum of African American History and Culture
- College tours and/or visits from colleges
- Water parks
- National Zoo Lights
- Local concerts/shows

Cost Estimates

Renovation Costs

Establishing a teen/youth center at the UTC location would include renovating the space adequately for multi-purpose use. The approximately 2,800 square foot space has been offered to the City for use as a teen center at no cost for a two-year period. The space is unfinished – without plumbing or electrical built out – and would need renovation and furnishings to accommodate programming. The Department of Public Works estimates such renovation would cost roughly \$100 per square foot (for perspective, the police department will cost about \$250 per square foot) and suggests that actual costs could be 35% higher or lower. This results in a range of \$182,000-\$378,000. Such a renovation would include the following:

- Installation of two restrooms, a kitchen, an office, a stage, and a computer lab with unique technology options
- Installation of electrical and plumbing finishes
- Purchase and installation of modular and mobile furniture – tables, chairs, couches, cushions
- Purchase and installation of technology – televisions, game systems, audio/performance systems, computers and software

Operational Costs

Renovation Oversight – Managing the build out process would require staff time that may not be currently available. Hiring a part-time person to oversee this work from January through August would cost approximately \$20,000.

Drop-In Operations – The City could operate the center as a drop-in program, in much the same way the Teen Club operates at Magruder Park. This would cost less, but would still require staff to oversee and engage teens. To operate the center 20 hours per week (four hours per day and

five days per week), the total annual cost would be approximately \$115,000. This estimate is based on the following:

Staff: (\$90,000)

- 1 Full-time employee (Facility Supervisor)
- 1 Part-time employee (Front desk/Administrative)
- 1 Part-time employee (Recreation Assistant)

Supplies/Materials: (\$20,000)

- Snack/Food - (\$6000)
- Other Supplies - (\$14,000)

Contracted Services: (\$5,000)

- Miscellaneous - (\$5000)

Highly Programmed Operations – The City could operate the Center with regular programming, activities and training for teens. Skilled contractors would be brought in to lead these activities 1-3 times per week (at least one such activity would be available every day). This would cost more in contracted services, but could serve as a draw to participants, which could be important considering that the site does not include a gymnasium. The annual cost of such operations would be \$160,000, based on the following:

Staff: (\$105,000)

- 1 Full-time employee (Facility Supervisor)
- 1 Part-time employee (Front desk/Administrative)
- 2 Part-time employees (Recreation Assistants)

Supplies/Materials: (\$20,000)

- Snack/Food - (\$6000)
- Other Supplies - (\$14,000)

Contracted Services: (\$30,000)

- Contractors - (\$25,000)
- Miscellaneous - (\$5000)



Hyattsville City Council Agenda Item Report

Meeting Date: April 16, 2018

Submitted by: Nicola Konigkramer

Submitting Department: City Clerk

Item Type: Community Notices

Agenda Section: Community Notices and Meetings

SUBJECT

Main City Calendar: April 17, 2018 - May 7, 2018

HCC-290-FY18

Recommendation:

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

ATTACHMENTS

[Main City Calendar_Apr 17 - May 7 2018.docx](#)

Summary Background:

N/A

Next Steps:

N/A

Fiscal Impact:

None

City Administrator Comments:

N/A

Community Engagement:

N/A

Strategic Goals:

Goal 1 – Ensure Transparent and Accessible Governance

Legal Review Required?

N/A

Main City Calendar: April 17 – May 7, 2018

Weekly Program Offerings

Ageless Grace Senior Exercise Classes

Wednesdays and Fridays, 10:00 AM @ City Municipal Building

Creative Minds

Tuesdays and Thursdays, 10:00 AM @ Magruder Park Recreation Center

Call-A-Bus Grocery Trips

Our Call-a-Bus takes seniors and residents with disabilities to grocery stores located in the City of Hyattsville each week. Call (301) 985-5000 to join a trip or add yourself to our Call-A-Bus calendar mailing list.

City Calendar: April 17 – May 7, 2018

Planning Committee Meeting

April 17, 7:30 PM – 9:30 PM @ City Municipal Building, 2nd Floor Prangley Room

Hyattsville Corridor Community Meeting

April 18, 6:00 PM – 8:00 PM @ City Municipal Building, 2nd Floor Prangley Room

Join Council President Haba to discuss the construction work on Queens Chapel Road at the next meeting of the Hyattsville Corridor Community. To RSVP, please contact hyattsvilleecc@gmail.com.

Code Compliance Advisory Committee Meeting

April 18, 7:00 PM @ City Municipal Building

Hyattsville Special City Council Meeting

April 18, 8:00 PM – 10:00 PM @ City Municipal Building, 3rd Floor Council Chambers

Spring Community Yard Sale

April 20 – April 22 @ Citywide

Operate your sale during any daylight hours. Peak traffic is usually Saturday morning between 9:00 AM and 12:00 PM. Residents who register will have their addresses listed on a map, which will be published to the City's website. To register, please complete and submit the online form or call (301) 985-5000 by 5:00 PM on Wednesday, April 18. If you'd like to rent a table from Friendship Arms Apartments for \$10 a day, contact Jackie Johnson at (301) 277-6658.

Seniors On The Go: Musical Matinee (NEW DATE)

April 20, 7:00 PM – 9:30 PM @ C.H. Flowers High School

Join us for a matinee production of Michael Jackson: The Musical. The cost is \$10 and registration is open March 22 - March 29. Reservation is confirmed upon receipt of payment in person at 4310 Gallatin Street or by mail. Bus pick-up is at the City Building at 4:30 PM and at Friendship Arms Apartments at 4:40 PM.

HY-SWAP

April 21, 11:00 AM – 3:00 PM @ City Municipal Building, 1st Floor Multipurpose Room

Earth Day Celebration

April 22, 1:00 PM – 4:00 PM @ University Christian Church

Main City Calendar: April 17 – May 7, 2018

Join your friends and neighbors to remove trash and debris from the woods near University Christian Church. Volunteers must be at least 14 years old and are reminded to dress for the elements: long sleeves, long pants, and sturdy shoes or boots. Participation can satisfy the State of Maryland's Student Service Learning Requirement.

Clean Air, Healthy Kids

April 22, 2:30 PM – 4:00 PM @ First United Methodist Church

Health Wellness & Recreation Advisory Committee Speaker Series: Clean Air, Healthy Kids

April 22, 2:30 PM – 4:00 PM @ First United Methodist Church

Come out and enjoy this educational opportunity focused on keeping our families healthy within our homes. There will be food and information about services!

Fourth Tuesday Senior Lunch & Lecture Series

April 24, 12:30 PM – 2:30 PM @ Friendship Arms Apartments

The City invites you to attend a series of lectures designed to educate and enlighten on several topics that will enhance your health and activities of daily living. This month's guests will be the "City of Hyattsville's Finest," who will share with us tips on senior safety and the importance of being aware of our surroundings. For more information and to RSVP, please call (301) 985-5058.

Ethics Commission Meeting

April 24, 7:00 PM @ City Municipal Building, 3rd Floor Conference Room

Partnering for Health Equity with La Clínica del Pueblo

April 25, 9:00 AM – 4:15 PM @ City Municipal Building, 1st Floor Multipurpose Room

Join the City of Hyattsville and La Clínica del Pueblo for a day dedicated to developing partnerships and generating recommendations for immigrant health in Prince George's County. For more information and to RSVP, please call (202) 448-2853.

Education Advisory Committee Meeting

April 26, 6:30 PM – 8:00 PM @ City Municipal Building, 2nd Floor Prangley Room

Health, Wellness, and Recreation Advisory Committee (HWRAC) Meeting

April 26, 7:00 PM @ City Municipal Building, 3rd Floor Conference Room

Mary Prangley Cleanup Day

April 28, 7:00 AM – 2:00 PM @ Citywide

Place your bulk trash items curbside after 6:00 PM on Friday, April 27, for collection on Saturday morning. FREE OF CHARGE, the City will pick up: mattresses, box springs, chairs, tables, room doors, grills, swings, cabinets, empty/dry paint cans (no liquid inside cans), TV carts, bathtubs, sinks, toilets, and wall units.

Smart Aging Fair

April 28, 9:00 AM – 12:00 PM @ City Municipal Building

Arbor Day Celebration

April 28, 10:00 AM @ The Emerson Street Food Forest

Join us to celebrate our 27th year as a Tree City in partnership with the Arbor Day Foundation. Volunteers can register with our Community Services Manager by emailing caistis@hyattsville.org.

Main City Calendar: April 17 – May 7, 2018

FREE Legal Consultation for Seniors

May 1, 10:00 AM – 2:00 PM @ City Municipal Building

On May 1, seniors can meet with a lawyer to discuss advance directives and health care power of attorney. Free, individual, half-hour appointments will be available between 10:00 AM and 2:00 PM on May 1. Interpretation will be provided for non-English speakers. To make a reservation, please call (301) 887-3101.

Board of Supervisors of Elections Meeting

May 1, 2018, 4:00 PM @ City Municipal Building, 3rd Floor Conference Room

Police & Public Safety Citizens' Advisory Committee Meeting

May 2, 7:30 PM @ Abundant Life Bible Church

Hyattsville City Council Meeting

May 7, 8:00 PM – 10:00 PM