

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

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

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

2. Committee Business (7:35 PM)

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

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

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

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

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

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

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

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

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

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

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

## 5. Development Update

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

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

## 6. Additional Questions & Discussion

## 7. Adjourn (10:15 PM)