



14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
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September 26, 2022

**MEMORANDUM**

TO: The Prince George's County Planning Board

VIA: James Hunt, Chief, Development Review Division *JRH*  
Anne Fothergill, Supervisor, Urban Design Section, *AF*  
Development Review Division

FROM: Andrew Bishop, Planner II, Urban Design Section  
Development Review Division *NAB*

SUBJECT: **Item 8-Detailed Site Plan DSP-21024**  
**EcoGrads**  
Planning Board Agenda September 29, 2022 – Staff Revisions to Technical Report

The applicant revised their proposal after the technical staff report was filed, and this supplemental memo provides updated findings, recommendations, and conditions in response to the revised proposal. The revised plans are attached as Exhibits AE1, AE2, AE3, and AE4 and are included in the additional backup.

In response to discussion with the City of College Park City Council, the applicant is no longer proposing off-site parking and is not seeking an amendment to the standards of the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*. The applicant also proposed changes to the number of required retail and rideshare parking spaces and those are noted in the revised conditions.

Staff recommends the following revised findings and conditions of approval (added text underlined, deleted text [~~strikethrough~~]):

**Additional Finding 2 Language, Page 4**

**2. Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone(s)	M-U-I/D-D-O	M-U-I/D-D-O
Use(s)	Vacant	Multifamily Residential/Commercial Retail
Acreage	0.52	0.49
Dedication		.03
Lots	6	1
Square Footage/gross floor area	0	<del>[132,177 sq. ft.]</del> <u>150,060 sq. ft.</u>
Dwelling Units		123
Studio		123

**Other Development Data**

**Parking Requirements per the 2010 Approved Central US 1 Corridor Sector Plan**

	<b>Requirement</b>	<b>Proposed</b>
Walkable Node	1 space per dwelling unit	123 dwelling units
Total retail	3 spaces per 1,000 sq. ft.	2,314 sq. ft. retail
Total Parking Required	130	
Total with Shared Parking	Shared Parking Factor=1.2*	
<b>Total Parking Provided</b>		<del>[120]**]</del> <b><u>110</u></b>
On-site standard spaces (9.0 feet x 18 feet) <del>[**]</del> <u>**</u>	-	<del>[41]</del> <u>88</u>
Compact parking (8 feet by 16.5 feet)	-	<del>[12]</del> <u>14</u>
Handicap Van-accessible	3	<del>[4]</del> <u>5</u>
Ride share parking space	-	1
Electric Vehicle parking spaces	-	2
<del>[Off site standard spaces]</del>	<del>[-]</del>	<del>[60]</del>

**Notes:** \*Mixed-use developments may use a shared parking factor to determine a reduction in the number of required parking spaces. The applicant has chosen to utilize the shared parking factor to reduce the parking requirement from 130 spaces to 109 spaces.

~~[\*\*Parking is proposed both on and off site at the Cambria Hotel. This requires an amendment which is further discussed in Finding 7 of this technical staff report.]~~

[\*\*\*]\*\*The applicable D-D-O Zone does not have a standard for required parking space size. The DSP proposes a parking space size of 9 feet by 19 feet, instead of the standard 9.5 feet by 19 feet required by the prior Prince George's County Zoning Ordinance. The applicant seeks a departure from this requirement per Section 27-548.25(e) of the prior Zoning Ordinance, which does not require separate applications for such departures, but requires that the Prince George's County Planning Board find that the departure conforms to all the applicable development district standards. The reduced size of the parking spaces will contribute to the development district vision of pedestrian-friendly, concentrated, mixed-use development in this area. Therefore, staff recommends that the Planning Board approve this departure.

### Revised Finding 6 Language, Page 6

6. **Design Features:** The applicant proposes to construct one mixed-use building with a total of 123 multifamily dwelling units for graduate market rate housing and 2,314 square feet of commercial retail uses. ~~[The applicant has indicated that the dwelling units will be occupied by students].~~ The building will have frontage on US 1 and is accessed from Quebec Street. The building is a seven-story building, with ~~[two]~~ three levels of structured parking one level is at grade, and two are proposed below grade. The proposed garage is ~~[that are]~~ accessed from Quebec Street and is screened by ground-floor commercial and lobby space along the building's frontage. The layout of the parking garage has been provided and shows dimensions of the parking with 24-foot drive aisles.

### Revised Finding 6 Language, Page 8

The building is oriented towards US 1 and has pedestrian access from both Quebec Street and US 1. The main pedestrian entrance and lobby is located on the west elevation of the building facing US 1, and is accented by a canopy, glass windows, and a sign over the entrance. The vehicular entrance to the on-site parking levels is accessed in the north side of the building from Quebec Street. ~~[The application proposes a secondary parking location at the Cambria Hotel south of the site, and its parking garage is accessed from Pontiac Street and by Berwyn House Road.]~~ Prior to the Planning Board hearing on September 29, 2022, the applicant formally withdrew the modification to the D-D-O Zone standard to reduce the number of on-site parking spaces, and instead, proposes to provide the required parking on-site in underground parking. On the east side of the parking garage on-site are the locations for ground floor retail space, which will be accessed from US 1 by separate commercial lobby spaces. Space for building murals and artwork is proposed on the south elevation and will be visible from US 1 and Pontiac Street.

### Revised Finding 7 Language, Page 14

- [d. **Page 239 – Building Form/Parking:** ~~In the Walkable Node, the number of spaces required is one space per dwelling unit and three spaces per 1,000 square feet of retail. The total number of spaces required using the shared parking factor is 109 spaces. In this instance, the applicant is proposing 60 on-site parking spaces, which is a modification of 49 parking spaces.~~

In order to offset the shortage in the number of parking spaces, the applicant has entered into an agreement with the Cambria Hotel, to lease 60 additional parking spaces. The Cambria parking garage is approximately 280 feet south of the EcoGrads property and has a significant number of underutilized or surplus parking spaces in its garage. The use of these parking spaces for EcoGrads will not negatively impact the hotel use or cause a deficiency in the number of parking spaces needed for the hotel use. Moreover, given the close proximity to the University of Maryland campus, and the site's location within midtown College Park, the applicant contends that the end users of this building will likely be students of the university and the location of the property lends itself to pedestrian walkable routes, and providing less vehicular parking on-site is practical. The popularity of ride sharing services and the availability of on-site bicycle parking areas will mitigate the requested reduction in parking spaces. As a result of these reasons, the sector plan's emphasis on walkability, staff recommends **approval** of this amendment.]

- [e].d. **Page 243–Building Form/Structured Parking:** Parking structures should be set back 50 feet from the property line of all thoroughfares to reserve room for linear buildings.
- [f].e. **Page 256–Sustainability and the Environment/Leadership in Energy and Environmental Design (LEED) Certification:** To allow for National Green Building Standard (NGBS) silver certification.

#### Revised Finding 7 Language, Page 15

- [g].f. **Pages 262 and 263–Streets and Open Spaces:** The sector plan provides for detailed street sections to guide development in the area of the subject site, from I-95/I-495 (Capital Beltway) to College Avenue. However, in the same area of US 1, the Maryland State Highway Administration (SHA) has begun to implement an approved streetscape improvement program. Street sections provided by SHA and the sector plan include dedicated space for pedestrians, cyclists, and vehicles. The sector plan requires a 6.5-foot-wide cycle track, separated from vehicle traffic; and SHA provides for a 5-foot-wide, on-road bike lane. The proposed design incorporates a 6-foot-wide sidewalk along most of the right-of way and accommodates SHA's streetscape design. However, it does not include the cycle track.
- [h].g. **Page 266–Streets and Open Spaces/Street Lighting:** In the sector plan it is required that Street lights shall be placed aligned with the street tree alignment line (generally between 2.5 to 4 feet from the back of the curb). Placement of fixtures shall be coordinated with the organization of sidewalks, landscaping, street trees, building entries, driveways, and signage.

#### Revised Finding 7 Language, Page 16

- [i].h. **Page 267–Streets and Open Spaces/Lighting Types and Configuration:** The sector plan requires lighting fixtures to be appropriately chosen for the character area within which they are located. The Walkable Node requires column and double column streetlights.



- [f]i. **Page 268–Streets and Open Spaces/Open Space:** The sector plan requires appropriate arrangements for open space according to specific character areas. The Walkable Node recommends that open spaces be organized as a green, square, plaza, or playground.

### Revised Recommendation, Page 27

A. APPROVE the alternative development district standards for:

1. **Page 234–Building Form/Setback:** To allow a front build-to-line to be a maximum of 21.5 feet.
2. **Page 234–Building Form/Setback:** To allow a rear setback to be a minimum of one foot.
3. **Page 234–Building Form/Character Area 5A/Walkable Nodes/Building Height:** To increase building height from six stories to seven stories.
- ~~[4.]~~ ~~**Page 239–Building Form/Parking:** To decrease the number of required parking spaces required on-site by 49 spaces.~~
- [5.]4. **Page 243–Building Form/Structured Parking:** To allow a parking structure within 50 feet of the property line.
- [6.]5. **Page 256–Sustainability and the Environment/Leadership in Energy and Environmental Design (LEED) Certification:** To allow for National Green Building Standard silver certification.
- [7.]6. **Pages 262–263–Streets and open spaces:** To allow alternative treatment of the streets and open spaces as determined by the operating agency.
- [8.]7. **Page 266–Streets and open spaces/Street Lighting:** To allow alternative treatment of the lighting as determined by the operating agency.
- [9.]8. **Page 267–Streets and open spaces/Lighting Types and Configuration:** To allow alternative treatment of the lighting type and configuration as determined by the operating agency.
- [10.]9. **Page 268–Streets and open spaces/Open Space:** To allow alternative arrangement of the courtyard open space.
- [11.]10. A reduction in the typical parking size to 9 feet by 19 feet.

### New Conditions, pages 28–29

B. APPROVAL of Detailed Site Plan DSP-21024, for EcoGrads, subject to the following conditions:

1. Prior to certification, the applicant shall revise the plan as follows, or provide the specified documentation:

- a. Provide a table to delineate the number of interior and exterior bicycle parking spaces proposed.
- b. Designate and reserve a minimum of [~~three~~] six retail/visitor [~~only~~] parking spaces in the parking garage, in close proximity to the entrance for the ground-floor retail locations.
- c. Provide decorative paving (e.g., scored or stamped concrete) to distinguish the crosswalk in front of the garage, subject to approval of the operating agency.
- d. Indicate that ground floor residential amenity areas and retail glass windows will be transparent.
- e. Provide a sign table listing the number of signs, size, material, lighting, and their location on the façades, in accordance with the applicable Development District Overlay Zone standards.
- f. Provide a matrix demonstrating National Green Building Standard silver level is equivalent to Leadership in Energy and Environmental Design silver certification, and how it will be achieved for the proposed development.
- g. Provide at least two electric car-charging stations.
- h. Provide a note on the landscape plan that states “The trash, loading facilities, and mechanical equipment are interior to the building or have been appropriately screened, in conformance with Section 4.4 of the 2010 *Prince George’s County Landscape Manual.*”
- i. Provide additional landscaping or a detail of [~~for~~] screening to be applied to all sides of [surrounding] all ground transformers on-site, with review and comment from the City of College Park staff, if approved by the utility company.
- j. Update Sheet 2C to replace the word “Exhibit” to “Plan”
- k. In accordance with condition 1a, update the Pedestrian and Bicycle “Plan” to include all off-site pedestrian and bicycle improvements, in accordance with approved Preliminary Plan of Subdivision 4-21039.
- l. Update the detailed site plan (DSP) to include [~~two~~] one designated temporary parking spaces immediately within the parking garage for temporary pick up/drop-off for ride sharing vehicles. The revised DSP shall also include the specific details and profiles for the striping and signage for the designated spaces.

m. Provide the following general notes:

- (1) During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements, as specified in Subtitle 19 of the Prince George's County Code.
- (2) During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements, as specified in the 2011 *Maryland Standards and Specifications for Soil Erosion and Sediment Control*.

n. [Update the parking schedule to indicate the number of off-site parking spaces and bicycle parking spaces.] Revise the detailed site plan to provide the required parking on-site and revise any general notes and parking tables accordingly.

2. Prior to issuance of the final certificate of occupancy of the building, the applicant shall demonstrate that all on-site recreational facilities associated with each building have been fully constructed and are operational.

~~3. Prior to submission of the final plat of subdivision for any residential lot/parcel, the applicant and the applicant's heirs, successors, and/or assignees shall submit three original executed private recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department for construction of on-site recreational facilities, for approval. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat prior to plat recordation.~~

~~4. Prior to approval of building permits for residential development, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of recreational facilities.]~~



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

Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>

# Detailed Site Plan EcoGrads

# DSP-21024

REQUEST	STAFF RECOMMENDATION
<p>This case was continued from the Planning Board hearing date of September 22, 2022 to September 29, 2022.</p> <p>One mixed-use building with a total of 123 multifamily dwelling units and 2,314 square feet of ground floor commercial space.</p>	<p>With the conditions recommended herein:</p> <ul style="list-style-type: none"> <li>•Approval of Detailed Site Plan DSP-21024</li> </ul>

<p><b>Location:</b> In the southeast quadrant of the intersection of Quebec Street and US 1 (Baltimore Avenue).</p>	
Gross Acreage:	0.52
Zone:	LTO-E
Prior Zone:	M-U-I/D-D-O
Reviewed per prior Zoning Ordinance:	Section 27-1903(c)
Dwelling Units:	123
Gross Floor Area:	132,177 sq. ft.
Planning Area:	66
Council District:	03
Municipality:	College Park
<p><b>Applicant/Address:</b>                  Manzo Development                  16826 Wesley Chapel Road                  Monkton MD, 21111</p>	
<p><b>Staff Reviewer:</b> Andrew Bishop  <b>Phone Number:</b> 301-952-4897  <b>Email:</b> Andrew.Bishop@ppd.mncppc.org</p>	



Planning Board Date:	09/29/2022
Planning Board Action Limit:	10/06/2022
Staff Report Date:	09/14/2022
Date Accepted:	06/16/2022
Informational Mailing:	09/27/2021
Acceptance Mailing:	05/31/2022
Sign Posting Deadline:	08/22/2022

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at [http://www.mncppcapps.org/planning/Person\\_of\\_Record/](http://www.mncppcapps.org/planning/Person_of_Record/). Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-21024  
EcoGrads

The Urban Design Section has reviewed the detailed site plan for the subject property and recommends APPROVAL with conditions, as described in the Recommendation section of this technical staff report.

**EVALUATION**

The property is within the edge area of the Local Transit-Oriented Zone (LTO-E). However, this application is being reviewed and evaluated in accordance with the prior Prince George's County Zoning Ordinance, pursuant to Section 27-1901(c) of the Zoning Ordinance. The detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*;
- b. The requirements of the prior Prince George's County Zoning Ordinance for the Mixed Use-Infill (M-U-I) and Development District Overlay (D-D-O) Zones;
- c. The requirements of Preliminary Plan of Subdivision 4-21039;
- d. The requirements of the 2010 *Prince George's County Landscape Manual*;
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- g. Referral comments.

**FINDINGS**

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

1. **Request:** The detailed site plan (DSP) requests to construct one mixed-use building with a total of 123 multifamily dwelling units and 2,314 square feet of ground floor commercial retail.
2. **Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone(s)	M-U-I/D-D-O	M-U-I/D-D-O
Use(s)	Vacant	Multifamily Residential/Commercial Retail
Acreage	0.52	0.49
Dedication		.03
Lots	6	1
Square Footage/gross floor area	0	132,177 sq. ft.
Dwelling Units		123
Studio		123

**Other Development Data**

**Parking Requirements per the 2010 Approved Central US 1 Corridor Sector Plan**

	<b>Requirement</b>	<b>Proposed</b>
Walkable Node	1 space per dwelling unit	123 dwelling units
Total retail	3 spaces per 1,000 sq. ft.	2,314 sq. ft. retail
Total Parking Required	130	
Total with Shared Parking	Shared Parking Factor=1.2*	
<b>Total Parking Provided</b>		<b>120**</b>
On-site standard spaces (9.0 feet x 18 feet)***	-	41
Compact parking (8 feet by 16.5 feet)	-	12
Handicap Van-accessible	3	4
Ride share parking space	-	1
Electric Vehicle parking spaces	-	2
Off-site standard spaces	-	60

**Notes:** \*Mixed-use developments may use a shared parking factor to determine a reduction in the number of required parking spaces. The applicant has chosen to utilize the shared parking factor to reduce the parking requirement from 130 spaces to 109 spaces.

\*\*Parking is proposed both on- and off-site at the Cambria Hotel. This requires an amendment which is further discussed in Finding 7 of this technical staff report.

\*\*\*The applicable D-D-O Zone does not have a standard for required parking space size. The DSP proposes a parking space size of 9 feet by 19 feet, instead of the standard 9.5 feet by 19 feet required by the prior Prince George’s County Zoning Ordinance. The applicant seeks a departure from this requirement per Section 27-548.25(e) of the prior Zoning Ordinance, which does not require separate applications for such departures, but requires that the Prince George’s County Planning Board find that the departure conforms to all the applicable development district standards. The reduced size of the parking spaces will contribute to the development district vision of pedestrian-friendly, concentrated, mixed-use development in this area. Therefore, staff recommends that the Planning Board approve this departure.

**Bicycle Spaces per the 2010 Approved Central US 1 Corridor Sector Plan**

Required (1 space per 3 parking spaces)	38
Provided	70
Interior	70

**Loading Spaces** (per Section 27-546.18(b)\* of the prior Zoning Ordinance)

Residential / Retail	1 space*
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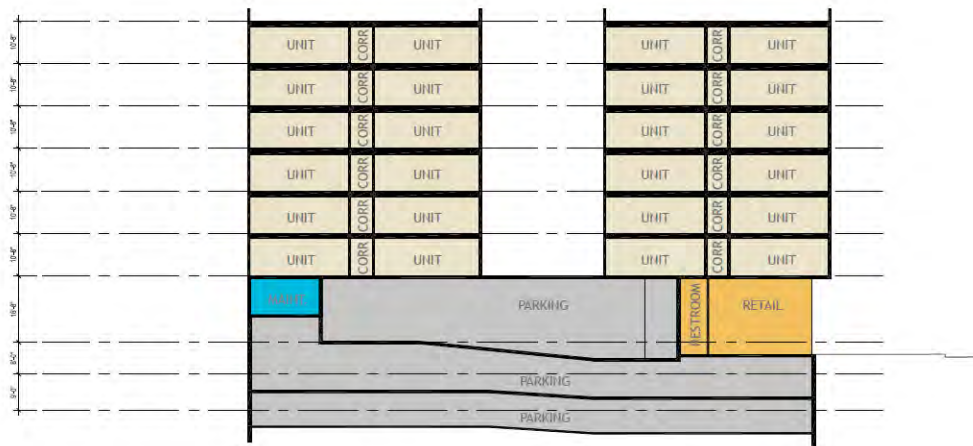
**Note:** \*The 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (Central US 1 Corridor Sector Plan and SMA) do not have a standard for required loading spaces. Therefore, per the Mixed Use-Infill (M-U-I) Zone regulations, when a mix of residential and commercial uses is proposed on a single parcel, the site plan shall set out the regulations to be followed. The subject site plan proposes one loading space, which is sufficient given the limited number of units and commercial space.

- 3. **Location:** The subject site is located in the southeast quadrant of the intersection of US 1 (Baltimore Avenue) and Quebec Street in the M-U-I Zone and the Development District Overlay (D-D-O) Zone of the Central US 1 Corridor Sector Plan and SMA. Further, it is noted that the property is located in the Walkable Node Character Areas of the Lower Midtown Plan Area of the D-D-O Zone. The subject property is in Planning Area 66 and Council District 3, at 8421 and 8429 Baltimore Avenue, within the City of College Park.
- 4. **Surrounding Uses:** The property is bound to the north by the public roadway, Quebec Street, west by US 1, east by an alley with single-family homes beyond in the Neighborhood Activity Center Zone, and south by commercial uses in the LTO-E Zone. The subject property and the surrounding properties are within Aviation Policy Area 6.
- 5. **Previous Approvals:** The subject site is 0.52 acre and is currently vacant. The total tract is made up of six lots known as Lots 28–31 and Lots 47 and 48 recorded in the Prince George’s County Land Records, in Plat Book BDS 1 page 30 titled Addition to Berwyn and dated 1906.

On June 30, 2021, the Planning Board approved Preliminary Plan of Subdivision (PPS) 4-21039 (PGCPB Resolution No. 2022-07), for the development of 123 multifamily dwelling units and 2,314 square feet of commercial development on one consolidated parcel.



6. **Design Features:** The applicant proposes to construct one mixed-use building with a total of 123 multifamily dwelling units for graduate housing and 2,314 square feet of commercial retail uses. The applicant has indicated that the dwelling units will be occupied by students. The building will have frontage on US 1 and is accessed from Quebec Street. The building is a seven-story building, with two levels of structured parking that are accessed from Quebec Street and is screened by ground-floor commercial and lobby space along the building's frontage. The layout of the parking garage has been provided and shows dimensions of the parking with 24-foot drive aisles.



**Figure 1: Building Section**

The site gains elevation from west to east with the elevation along US 1 approximately 10 feet lower than the alley on the eastern portion of the property. As such, the building is cut into the slope and two levels of parking are below grade on the western portion of the site adjacent to US 1. The building's frontage on the west will include ground level retail with adequate space for outdoor dining along the roadway. A retaining wall with a maximum height of 6 feet is proposed along the alley, to accommodate the change in grade and area for the proposed loading space and maintenance area on the east side of the building.

**Architecture**

The building's façade proposes a combination of materials including charcoal brick veneer, fiber cement siding, metal siding, and glass elements. The materials are arranged in a geometric pattern and provide bands of color on the building. Charcoal brick is used on the lower story of the building to provide a change in material and provide architectural interest. Along the ground floor fronting on US 1, the building elevations propose large floor-to-ceiling glass windows highlighting the commercial and lobby spaces, in conformance with the standards of the D-D-O Zone. These commercial areas are set back from the roadway and the applicant is requesting an amendment for the building setback to provide outdoor seating, as discussed in Finding 7 below.



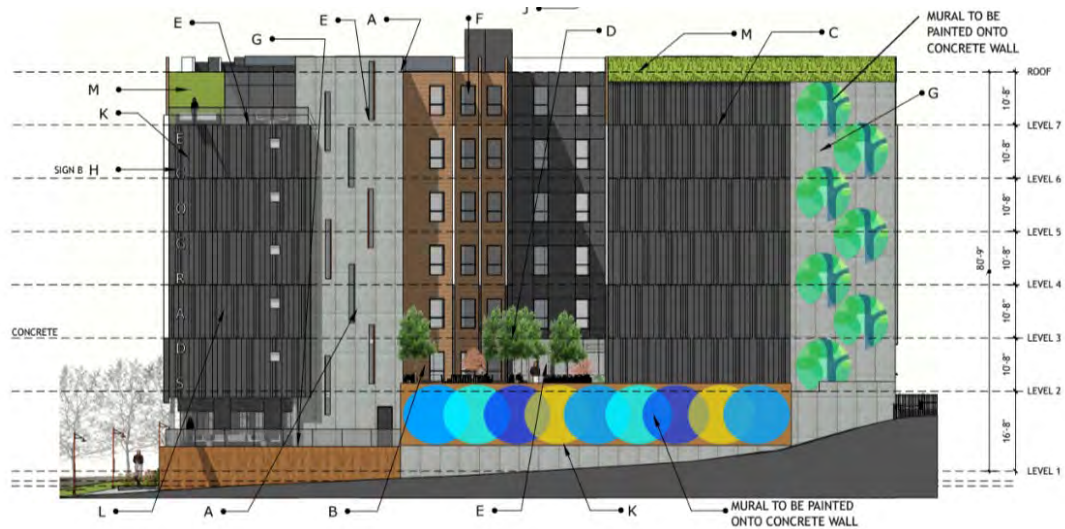
**Figure 2: West Elevation**



**Figure 3: North Elevation**



**Figure 4: East Elevation**



**Figure 5: South Elevation**

The building is oriented towards US 1 and has pedestrian access from both Quebec Street and US 1. The main pedestrian entrance and lobby is located on the west elevation of the building facing US 1, and is accented by a canopy, glass windows, and a sign over the entrance. The vehicular entrance to the on-site parking levels is accessed in the north side of the building from Quebec Street. The application proposes a secondary parking location at the Cambria Hotel south of the site, and its parking garage is accessed from Pontiac Street and by Berwyn House Road. On the east side of the parking garage on-site are the locations for ground floor retail space, which will be accessed from US 1 by separate commercial lobby spaces. Space for building murals and artwork is proposed on the south elevation and will be visible from US 1 and Pontiac Street.



**Figure 5: Illustrative Site Plan**





**Figure 6: Perspective Elevations**

**Recreational Facilities**

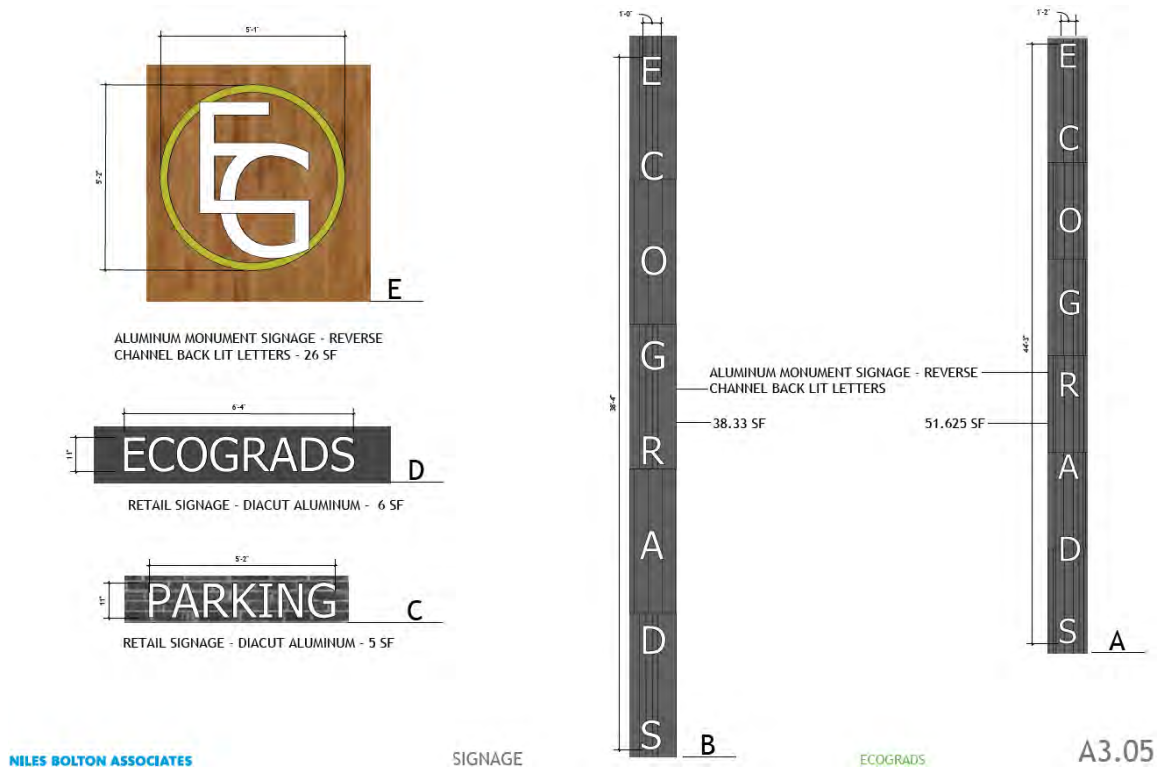
Recreational facilities for the project are provided on-site and include the following:

- a. A fitness center including fitness machines, a gym, on-demand fitness, and yoga.
- b. Three outdoor areas (Sunset, Sunrise, and Roof sunset terraces) which include gathering space, landscaping, tables, and seating areas.
- c. Outdoor courtyard space including a bocce ball court, landscaped courtyard, outdoor seating areas and furniture.

The applicant is also proposing lounge space, a dog wash facility, and bike storage area but is not taking credit for these facilities. It is noted that some of the items listed on the recreational value spreadsheet cannot be included such as the paint, heating, ventilation, and air conditioning (HVAC), framing, and windows and doors. These items do not provide any recreational value and should be removed. The facilities such as the bike racks, lounge, and dog wash station should be added to increase the valuation. Therefore, a condition has been included herein, to remove these items and revise the recreational value to only include those items that provide recreational value. Bonding for these facilities and the requirement for a recreational facilities agreement is conditioned herein.

## Signage

The applicant proposes multiple building-mounted signs on the building. Two back-lit, channel-letter, building-mounted signs will be located vertically on the northeast and southeast building façade that will be visible from US 1, as shown in Figure 8. Other building-mounted, back-lit, channel-letter signage is proposed along US 1 and Quebec Street, above the entrance to the residential and commercial lobbies. The submitted sign plan for the project includes square footage, but not all the details required to fully evaluate conformance with the sign requirements of the D-D-O Zone. A proposed condition has been included in the Recommendation section, requiring the applicant to provide scaled details of all the signs and elevation drawings showing their location on the façades, in accordance with the applicable sign requirements.



**Figure 7: Wall signs located on the northwest and southwest corner of building**



*Figure 8: Wall signs located on the northwest and southwest corner of building*



*Figure 9: Signs above commercial entrances on US 1*

### **Site Details**

Details on the site plan include various building materials, trash receptacles, site furniture, fences bike racks.

### **Green Building Techniques**

The Central US 1 Corridor Sector Plan and SMA requires the project to be Leadership in Energy and Environmental Design (LEED) certified at a minimum of the silver level. The applicant proposes to meet the certification criteria of the National Green Building Standard (NGBS) at the silver level and has requested an amendment from this standard and is discussed in Finding 7 below.

## COMPLIANCE WITH EVALUATION CRITERIA

7. **2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone:** The Central US 1 Corridor Sector Plan and SMA defines long-range land use and development policies, detailed zoning changes, design standards, and a D-D-O Zone for the Central US 1 Corridor area. The land use concept for the sector plan divides the corridor into four interrelated areas, walkable nodes, corridor infill, existing neighborhoods, and natural areas, to examine issues, opportunities, and formulate recommendations for the area. Detailed recommendations are provided for six distinct areas within the sector plan: Downtown College Park, University of Maryland, Midtown, Uptown, Autoville and Cherry Hill Road, and the Hollywood Commercial District. The overall vision of the Central US 1 Corridor is a vibrant hub of activity highlighted by walkable concentrations of pedestrian and transit oriented, mixed-use development; integration of the natural and built environments; extensive use of sustainable design techniques; thriving residential communities; a complete and balanced transportation network; and a world-class educational institution.

The subject site is in the Midtown College Park area and is within the Walkable Node area. The Walkable Node Character Area, which consists of higher-density mixed uses, buildings that accommodate retail, offices, row houses, and apartments, with emphasis on nonresidential land uses, particularly on the ground level to provide a sense of place with urban design practices used along the Central US 1 Corridor. One of the implementation tools set forth in the plan are development district standards (page 227), which contain regulations that impact the design and character of the Central US 1 Corridor. The stated purpose of these standards in the plan is to shape high-quality public spaces with buildings and other physical features, and to create a strong sense of place for College Park, consistent with the land use and urban design recommendations of the sector plan.

### **Requests to Amend Development District Standards**

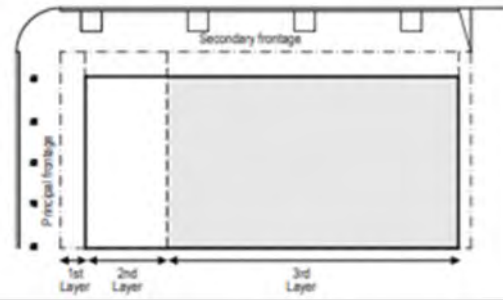
The submitted application and statement of justification indicate the need to deviate from several development district standards. In accordance with Section 27-548.25(c), Site Plan Approval, of the prior Zoning Ordinance, if an applicant so requests, the Planning Board may apply development standards which differ from the approved development district standards. These alternate standards may be approved if they can be found to benefit the development and the development district and will not substantially impair implementation of the master plan, master plan amendment, or sector plan. This application generally meets the standards of the development district such as the building setbacks and coverage requirements. However, the applicant is requesting the following modifications from the development district standards in Character Area 5A-Walkable Node (all page numbers reference the sector plan):

- a. **Page 234-Building Form/Setback:** In the Walkable Node, the principle front build-to-line shall be a maximum of 10 feet. The ground floor of the proposed building is set back 12.5 feet to provide for outdoor seating and dining. The remainder of the building on the upper stories varies from 3.5 feet to 21.5 feet.



**PARKING PLACEMENT**

1. Uncovered parking spaces may be provided within the third layer or setback at least 20 feet from the BTL.
2. Covered parking shall be provided within the third layer.
3. Trash containers shall be stored within the third layer.



**Figure 9: Building Form exhibit from the Central US 1 Corridor Sector Plan**

The applicant states that the unique design of the building with the saw-tooth façade at Levels 2–7 has been designed to address the spirit of the build-to-line, and the setback at street level will provide space for safe and efficient outdoor seating along US 1 in front of the ground floor and allow for the ability to provide street amenities envisioned in the sector plan. The placement of the building provides area for landscaping with street trees and separation between the sidewalk and the travel lanes along US 1. Lastly, the applicant notes that the building placement is necessary to provide an increased build-to-line due to existing storm drains along the frontage of the property. Therefore, staff recommends **approval** of this amendment.

- Page 234–Building Form/Setback:** In the Walkable Node, the rear setback shall be a minimum of 10 feet. The property is adjacent to a platted alley that is under the jurisdiction of the City of College Park. The building is set back from the alley one foot. The applicant notes that the site is constrained by this alley and US 1. If the width of the alley is calculated into the rear setback, the building is 16 feet from the adjacent property which is developed with an institutional and office building used by University of Maryland. Given the existing space constraints and adjacent use, staff recommends **approval** of this amendment.
- Page 234–Building Form/Character Area 5A/Walkable Nodes/Building Height:** To increase the height from the maximum six stories permitted in the Walkable Node to seven stories.



**Figure 10: Elevation Showing Building Height**



The proposed seven-story building height is located in the Walkable Node and an amendment is required. The applicant justifies that the sector plan and County policies promote density at this location and that the design actively engages with the topography of the site in a way that reflects the hierarchy of the architectural program by giving prominence to the pedestrian experience. This amendment to allow a seven-story height will form a strong urban edge in close proximity to the University of Maryland campus. The topography of the site changes 10 feet from one end to the other, and the buildings design complements this elevation change. For these reasons, staff recommends **approval** of this amendment.

- d. **Page 239–Building Form/Parking:** In the Walkable Node, the number of spaces required is one space per dwelling unit and three spaces per 1,000 square feet of retail. The total number of spaces required using the shared parking factor is 109 spaces. In this instance, the applicant is proposing 60 on-site parking spaces, which is a modification of 49 parking spaces.

In order to offset the shortage in the number of parking spaces, the applicant has entered into an agreement with the Cambria Hotel, to lease 60 additional parking spaces. The Cambria parking garage is approximately 280 feet south of the EcoGrads property and has a significant number of underutilized or surplus parking spaces in its garage. The use of these parking spaces for EcoGrads will not negatively impact the hotel use or cause a deficiency in the number of parking spaces needed for the hotel use. Moreover, given the close proximity to the University of Maryland campus, and the site's location within midtown College Park, the applicant contends that the end users of this building will likely be students of the university and the location of the property lends itself to pedestrian walkable routes, and providing less vehicular parking on-site is practical. The popularity of ride sharing services and the availability of on-site bicycle parking areas will mitigate the requested reduction in parking spaces. As a result of these reasons, the sector plan's emphasis on walkability, staff recommends **approval** of this amendment.

- e. **Page 243–Building Form/Structured Parking:** Parking structures should be set back 50 feet from the property line of all thoroughfares to reserve room for linear buildings.

The applicant proposes a varied setback of the building and the parking garage from the property lines, and because the parking garage has been integrated in the building with its location below the residential dwelling units and below grade, strict application of the 50-foot setback for structured parking would render this property undevelopable. Staff recommends **approval** of this amendment for this reason.

- f. **Page 256–Sustainability and the Environment/Leadership in Energy and Environmental Design (LEED) Certification:** To allow for National Green Building Standard (NGBS) silver certification.

Within the Walkable Node, all development shall obtain a minimum of silver certification in one of the applicable LEED rating systems. The applicant indicated that they do not intend to pursue LEED certification, and instead propose to meet the certification criteria of the NGBS at the silver level, but a scorecard has not been

provided. In general, both NGBS and LEED are green building rating systems that set standards and scoring criteria for evaluating energy performance measures associated with the construction and operation of new or renovated buildings. While there are some differences, both ranking programs require evaluation of similar building systems and design features to determine efficiency levels and apply a score. Furthermore, this is consistent with the Planning Board's decisions on DSP-19054 and DSP-20031 to support the NGBS standards as a measure of sustainability. Staff believes that this amendment will benefit the development and the development district by providing green design techniques and will not substantially impair implementation of the sector plan. Therefore, staff recommends **approval** of this amendment request with a condition to provide an NGBS matrix and documentation that it is equal to the LEED silver certification.

- g. **Pages 262 and 263–Streets and Open Spaces:** The sector plan provides for detailed street sections to guide development in the area of the subject site, from I-95/I-495 (Capital Beltway) to College Avenue. However, in the same area of US 1, the Maryland State Highway Administration (SHA) has begun to implement an approved streetscape improvement program. Street sections provided by SHA and the sector plan include dedicated space for pedestrians, cyclists, and vehicles. The sector plan requires a 6.5-foot-wide cycle track, separated from vehicle traffic; and SHA provides for a 5-foot-wide, on-road bike lane. The proposed design incorporates a 6-foot-wide sidewalk along most of the right-of way and accommodates SHA's streetscape design. However, it does not include the cycle track.

The applicant requests that the street sections and design requirements of the D-D-O Zone be amended to allow for a design consistent with the requirements of SHA. This amendment will benefit the development and the development district by providing a consistent streetscape design, as implemented by SHA, which is the operating agency for this roadway.

In addition, the applicant has requested amendments to the assembly, walkway, and planter requirements of the streetscape criteria. Criteria for these features differs between the character areas. Moreover, and again, the streetscape of US 1 is being improved by SHA and the applicant's design must conform to the design criteria of the operating agency, which the sector plan acknowledges.

Staff finds that this request will not substantially impair implementation of the sector plan and recommends **approval** of this amendment for these reasons.

- h. **Page 266–Streets and Open Spaces/Street Lighting:** In the sector plan it is required that Street lights shall be placed aligned with the street tree alignment line (generally between 2.5 to 4 feet from the back of the curb). Placement of fixtures shall be coordinated with the organization of sidewalks, landscaping, street trees, building entries, driveways, and signage.

The applicant proposes an amendment to this development district standard to provide street lighting consistent with the design and implementation being provided by SHA upgrades to US 1. This amendment will benefit the development and the development district by providing a consistent streetscape design, as

implemented by SHA, and will not substantially impair implementation of the sector plan. Therefore, staff recommends **approval** of this amendment.

- i. **Page 267–Streets and Open Spaces/Lighting Types and Configuration:** The sector plan requires lighting fixtures to be appropriately chosen for the character area within which they are located. The Walkable Node requires column and double column streetlights.

The applicant is requesting a modification to this development standard to use the post lighting fixtures that are consistent with the lighting fixtures chosen for the midtown area, as further being implemented by the US 1 improvement project. This amendment will benefit the development and the development district by providing a consistent streetscape design, as implemented by SHA.

Staff finds that this will not substantially impair implementation of the sector plan and recommends **approval** of this request.

- j. **Page 268–Streets and Open Spaces/Open Space:** The sector plan requires appropriate arrangements for open space according to specific character areas. The Walkable Node recommends that open spaces be organized as a green, square, plaza, or playground.

The applicant states that the site constraints restrict the ability to provide open spaces as depicted in the sector plan. Instead, the applicant has designed the building in a “U-shape” to create a courtyard with outdoor seating, landscaping, and a bocce ball court.

Staff finds that this design is similar to the green, plaza, playground, and square concepts of the sector plan, and it is landscaped and spatially defines this area for residents providing opportunities for open space that includes both passive and active recreation. Staff finds that this will not substantially impair implementation of the sector plan and recommends **approval** of this request.

- 8. **Prince George’s County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-U-I Zone and the requirements of the D-D-O Zone.

- a. Section 27-546.19(c), Site Plans for Mixed Uses, of the prior Zoning Ordinance, requires that:

(c) **A Detailed Site Plan may not be approved unless the owner shows:**

- (1) **The site plan meets all approval requirements in Part 3, Division 9;**
- (2) **All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;**

The site plan meets the site design guidelines and development district standards of the Central US 1 Corridor Sector Plan and SMA, except those discussed in Finding 7 above.

- (3) Proposed uses on the property will be compatible with one another,**
- (4) Proposed uses will be compatible with existing or approved future development on adjacent properties and an applicable Transit or Development District; and**

The application proposes a mixture of multifamily residential and commercial/retail uses in a vertical mixed-use format. The building will be marketed towards graduate students and is near the University of Maryland campus to the southwest. The existing or recently approved uses are compatible with the proposed mixed-use residential development, and are similar in height and density, as envisioned by the Central US 1 Corridor Sector Plan and SMA.

- (5) Compatibility standards and practices set forth below will be followed, or the owner shows why they should not be applied:**
  - (A) Proposed buildings should be compatible in size, height, and massing to buildings on adjacent properties;**



**Figure 11: Section showing the height of the building and surrounding neighborhood**

The adjacent properties to the east and west are developed with multi-story institutional, office, and a hotel building. Specifically, the adjacent property to the west across US 1 is the new Tempo student housing building, which is an eight-story building that was granted a modification to increase the maximum height allowance for that portion of the building located in the Corridor Infill Character Area. The proposed building and uses are in keeping with the vision

and intent of the Central US 1 Corridor Sector Plan and SMA and development district, and are compatible in size, height, and massing to existing and future buildings on adjacent properties. The proposed building is compatible with other similar redevelopment projects in the Central US 1 Corridor, within the development district, and transitions from the existing residential development east of the University of Maryland.

- (B) Primary façades and entries should face adjacent streets or public walkways and be connected by on-site walkways, so pedestrians may avoid crossing parking lots and driveways;**



**Figure 12: Perspective of the building's façades.**

The primary façade of building faces US 1, which, based on the building design and frontage improvements, creates an active pedestrian experience that ties into the existing development to the south. This ensures existing walkways and public walkways are connected. The on-site vehicular access is limited to one access point from Quebec Street. Pedestrians will cross the driveway apron, but a condition has been included requiring the pavement in this area to include a different treatment to signalize to pedestrian and vehicular traffic of the crossing.

- (C) Site design should minimize glare, light, and other visual intrusions into and impacts on yards, open areas, and building façades on adjacent properties;**

The photometric plan provided with the DSP indicates that the proposed lighting design will minimize glare, light, and visual intrusion onto nearby properties and buildings. In addition, it is noted that lighting is proposed in locations that accent the building and provide well-lit areas, consistent

with Crime Prevention Through Environmental Design practices.

- (D) Building materials and color should be similar to materials and color on adjacent properties and in the surrounding neighborhoods, or building design should incorporate scaling, architectural detailing, or similar techniques to enhance compatibility;**

The materials and colors selected to face the proposed building are compatible with those utilized in similar scale developments recently constructed within the development district. The materials proposed include a mix of brick veneer, fiber cement siding and metal siding. Trim, coping, and other detail elements are provided in complementary tones and materials and include three outdoor terraces enhancing the streetscape and pedestrian realm.

- (E) Outdoor storage areas and mechanical equipment should be located and screened to minimize visibility from adjacent properties and public streets;**

A condition has been included herein, requiring additional landscaping or decorative screening around transformers. The screens shall meet the requirements of Section 4.4 of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Screening treatment shall be reviewed and approved by the City of College Park staff.

- (F) Signs should conform to applicable Development District Standards or to those in Part 12, unless the owner shows that its proposed signage program meets goals and objectives in applicable plans; and**

The signs conform to the applicable development district standards. In addition, it is noted that the applicant is proposing murals on the buildings, which will enhance the views and create a sense of place.

- (G) The owner or operator should minimize adverse impacts on adjacent properties and the surrounding neighborhood by appropriate setting of:**

- (i) Hours of operation or deliveries;**

The City of College Park will control the surrounding rights-of-way and will limit the hours of operation and deliveries, as it sees necessary. The proposed development will have minimal impact on adjacent

properties, as trash is on the interior of the building and loading is at the rear of the building.

**(ii) Location of activities with potential adverse impacts;**

Loading is located at the rear of the building, and the proposed trash facilities are located internally to the building, with adequate space proposed in the parking garage to provide for any deliveries to the dwelling units and commercial retail spaces.

**(iii) Location and use of trash receptacles;**

The proposed trash receptacles are located internally to the buildings and have no adverse impact on adjacent properties. Trash facilities are proposed within the parking garage area of the building

**(iv) Location of loading and delivery spaces;**

The applicant proposes a loading space at the rear of the building and is not visible from US 1. There is sufficient room in the garage to serve any deliveries for the proposed commercial retail space, which will not depend on large truck deliveries.

**(v) Light intensity and hours of illumination; and**

The photometric plan submitted with the application showing on-site lighting, confirms that there are minimal adverse impacts on adjacent properties and the surrounding neighborhood from the proposed buildings.

**(vi) Location and use of outdoor vending machines.**

The subject DSP does not propose any outdoor vending machines.

**9. Preliminary Plan of Subdivision 4-20039:** PPS 4-21039 was approved by the Planning Board on June 30, 2022 (PGCPB Resolution No. 2022-79), subject to 15 conditions. The conditions applicable to the review of this DSP are as follows:

**2. Total development within the subject property shall be limited to uses which generate no more than 69 AM peak-hour trips and 86 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.**

The subject DSP is consistent with the land use and development program approved in the PPS application, and therefore, is within the peak-hour trip cap.

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

The proposed DSP does not include any substantial revisions to the development approved under the PPS, which would affect Subtitle 24 adequacy findings.

4. **Development of this site shall be in conformance with the approved stormwater management concept plan (54058-2021-00) and any subsequent revisions.**

The approved stormwater management (SWM) concept plan referenced above was submitted with the DSP application and this application is consistent with that approval.

5. **Prior to approval of a final plat of subdivision:**

- b. **The applicant and the applicant's heirs, successors, and/or assignees shall enter into a Public Use Easement Agreement with the City of College Park for the public use of any portion of frontage sidewalk on the subject property, as determined necessary, at the time of DSP. The easement agreement shall be approved by the City of College Park, recorded in land records, and the Liber/folio shown on the final plat prior to recordation. The final plat shall reflect the location and extent of the easement.**

The DSP reflects +/- 3-foot-wide proposed public use easements along US 1 and Quebec Street. These easements cover the portions of the proposed frontage sidewalks which are not within the public right-of-way. The "+/-" is noted; the precise width of the easements may vary from 3 feet depending on where the sidewalks are built relative to the property lines in the as-built condition. The easement agreement recorded prior to final plat may need to specify that the easements cover the portions of the sidewalks outside the public right-of-way, rather than give specific widths for the easements.

6. **At the time of final plat of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall dedicate all rights-of-way along the property frontage on US 1 (Baltimore Avenue), consistent with the approved preliminary plan of subdivision.**

The DSP shows right-of-way dedication to US 1 consistent with the PPS (50 feet from the street centerline).

7. **The applicant shall provide on-site pedestrian and bicycle amenities and improvements consistent with Section 24-124.01(c) of the prior Prince George's County Subdivision Regulations. The details of the on-site facilities shall be provided as part of the detailed site plan submission.**



- 8. The applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicycle adequacy improvements consistent with Section 24-124.01(f) of the prior Prince George's County Subdivision Regulations, as part of the detailed site plan submission.**
- 9. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the prior Prince George's County Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:**
  - a. Installation and/or upgrading pavement markings along College Park Trolley Trail, between Greenbelt Road and Berwyn House Road, consistent with the bicycle and pedestrian impact statement addendum dated June 15, 2022.**
  - b. Installation of sharrows along Pontiac Street.**
- 10. The applicant and the applicant's heirs, successors, and/or assignees shall construct the following facilities and show these facilities on a pedestrian and bikeway facilities plan, as part of the detailed site plan (DSP), no less than 35 days prior to the Planning Board hearing for the DSP:**
  - a. A 6.5-foot-wide bicycle track along the property frontage of US 1 (Baltimore Avenue), consistent with the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment, unless modified by the operating agency, with written correspondence.**
  - b. A 5- to 8-foot-wide sidewalk and a 4.5- to 8-foot landscape amenity panel along the frontage of US 1 consistent with the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment. The final width shall be determined by the operating agency with written correspondence.**
  - c. A minimum 5-foot-wide sidewalk and associated Americans with Disabilities Act curb ramps and crosswalk along the property frontage of Quebec Street, unless modified by the operating agency, with written correspondence.**
  - d. Long and short-term bicycle parking consistent with the Guide for the Development of Bicycle Facilities (AASHTO) to accommodate residents and visitors.**

e. **Provide all sidewalk/streetscape amenities and bicycle facilities per the 2010 Approved Central US 1 Corridor Sector Plan and Sector Map Amendment (pages 261 and 264), unless modified by the operating agency, with written correspondence.**

- 11. Prior to certification of the subject preliminary plan of subdivision, the applicant shall evaluate if restriping of approximately 22 shared roadway pavement markings (sharrows) along Berwyn Road, between Baltimore Avenue and the train tracks, is feasible per Section 24-124.01 of the prior Prince George's County Subdivision Regulations, and in addition to the improvements provided in Condition 9, can be provided within the cost cap that was established in the bicycle pedestrian impact statement. If the Transportation Planning Section finds that restriping of the sharrows is feasible and within the cost cap, the applicant shall provide the sharrows and improvements listed in Condition 9. If restriping of the sharrows is not feasible and is not within the cost cap, the applicant shall construct all of the improvements provided in Condition 9, per Section 24-124.01.**

The applicant submitted a bicycle and pedestrian impact statement (BPIS) supplemental assessment dated August 10, 2022, under PPS 4-21039, which was evaluated by staff as part of the PPS certification process. The supplemental assessment indicates that the applicant will provide a total of 22 sharrows along Berwyn Road, between US 1 and the train tracks, to meet the adequacy requirements, which staff found acceptable. As previously noted, as a condition of approval, staff recommends that the applicant modify the pedestrian and bicycle plan to include all approved BPIS off-site improvements.

- 12. In accordance with Section 24-135(b) of the prior Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate, private recreational facilities in accordance with the standards outlined in the *Parks and Recreation Facilities Guidelines*.**

- 13. The on-site recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department, for adequacy and proper siting, in accordance with the *Parks and Recreation Facilities Guidelines*, with the review of the detailed site plan (DSP). Triggers for construction shall be determined at the time of DSP.**

The coversheet of the DSP lists the proposed recreation facilities and their estimated value. An amenities plan showing the locations of the improvements is given on Sheet 2B of the DSP plan set. The recreational value, location and trigger for construction is conditioned herein.

- 10. 2010 Prince George's County Landscape Manual:** The Central US 1 Corridor Sector Plan and SMA states that Sections 4.2, 4.3, and 4.7 of the Landscape Manual do not apply within the development district (page 226). Therefore, the proposed development is only subject to the requirements of Sections 4.1, 4.4, and 4.9 of the Landscape Manual, and schedules have been provided for Sections 4.1 and 4.9. The submitted plans are generally in conformance with the requirements with the exception of technical revisions that are

needed and have been conditioned herein. In addition, it is noted that the plans conform to the requirements of Section 4.4, Screening Requirements, for the trash because it will be located on the interior of the building and not visible from the public realm. However, it is noted that the transformers and mechanical equipment proposed on-site will not be screened, and this is recommended. Conditions requiring a screen detail and general note regarding conformance to Section 4.4 of the Landscape Manual have been included herein.

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is exempt from the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is less than 40,000 square feet in size. A standard letter of exemption (S-001-2022) from the WCO was issued for this site, which expires on January 1, 2024.
12. **Prince George's County Tree Canopy Coverage Ordinance:** The subject site is located in the M-U-I Zone, and a 10 percent tree canopy coverage (TCC) requirement applies per Section 25-128(b) of the Tree Canopy Coverage Ordinance. This amounts to approximately 0.052 acre, or 2,265 square feet, to be provided in TCC. The subject DSP provides the appropriate schedule, and shows an adequate amount of plantings on-site, in conformance with the requirements.
13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and incorporated herein by reference:
  - a. **Historic Preservation and Archeological Review**—In a memorandum dated August 12, 2022 (Stabler, Smith, and Chisholm to Bishop), the Historic Preservation Section acknowledged that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any Prince George's County historic sites or resources. This proposal will not impact any historic sites, historic resources, or known archeological sites.
  - b. **Community Planning**—In a memorandum dated August 11, 2021 (Sams to Bishop), the Community Planning Division provided an analysis of the subject DSP's conformance with the recommendations of the 2014 *Plan Prince George's 2035 Approved General Plan*, the Central US 1 Corridor Sector Plan and SMA, and acknowledged the proposed alternative development district standards requirements, which are discussed in Findings 7 and 8 above.
  - c. **Transportation Planning**—In a memorandum dated September 12, 2022 (Yang to Bishop), the transportation planners offered an analysis of the prior approvals which is incorporated into the findings above.

Based on the findings presented above, it was determined that the multimodal transportation site access and circulation of this plan is acceptable, and consistent with the underlying conditions of approval, as conditioned herein. In addition, it was noted that the DSP meets site design guidelines pursuant to Section 27-283 of the prior Zoning Ordinance, and meets the findings required by Section 27-274(a) of the prior Zoning Ordinance.

- e. **Subdivision**—In a memorandum dated August 19, 2022 (Diaz-Campbell to Bishop), the Subdivision Section provided an analysis of the subject DSP’s conformance with the prior approvals, as included in Finding 9 above.
- f. **Environmental Planning**—In a memorandum dated August 16, 2022 (Juba to Bishop), the Environmental Planning Section offered the following:

**Natural Resources Inventory/Existing Conditions**

The site has an approved Natural Resources Inventory Plan (NRI-003-2022), which correctly shows the existing conditions of the property. The site is completely graded. No woodlands, specimen, champion, or historic trees are located on-site. This site is not associated with any regulated environmental features, such as streams, wetlands, 100-year floodplain, or associated buffers. The site is not within the primary management area.

**Soils**

The predominant soils found to occur, according to the United States Department of Agriculture Natural Resource Conservation Service Web Soil Survey, include Urban land-Woodstown complex (0-5 percent slopes) and Russett-Christiana-Urban complex (0-5 percent slopes).

No unsafe soils containing Marlboro clay have been identified on or within the immediate vicinity of this property. However, unsafe soils containing Christiana complexes have been identified on-site. These unsafe soils are mapped on the northwestern corner of the site. However, staff have determined that no major geotechnical issues are anticipated.

**Stormwater Management**

An approved SWM concept letter and plan (54058-2021) was submitted with this application. The approved SWM concept plan shows the use of eight micro-bioretenion areas across the site and one underground storage vault. No further information is required regarding SWM with this application. The Environmental Planning Section recommends approval of DSP-21024, with no conditions.

- g. **Prince George’s County Department of Parks and Recreation (DPR)**—In a memorandum dated August 22, 2022 (Quattrocchi and Thompson to Bishop), DPR offered an analysis of the prior conditions of approval and summarized the recreational facilities on-site. DPR indicated that the Urban Design Section shall review the on-site recreational facilities for adequacy and proper siting and offered conditions of approval which have been included as appropriate herein.
- h. **Prince George’s County Fire/EMS Department**—At the time of the writing of this technical staff report, comments have not been received from the Fire/EMS Department regarding the subject project.

- i. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated July 25, 2022 (Giles to Gupta), DPIE indicated the DSP is consistent with SWM Concept Plan 54058-2021 and offered other comments that will be addressed through DPIE’s separate permitting process.
  - j. **Prince George’s County Police Department**—At the time of the writing of this technical staff report, comments have not been received from the Police Department regarding the subject project.
  - k. **Prince George’s County Health Department**—In a memorandum dated June 24, 2022 (Adepoju to Bishop), incorporated herein by reference, the Health Department offered a health impact assessment of the proposed development and offered numerous recommendations, which have been addressed through revisions to the plan or are included as conditions in this technical staff report.
  - l. **Maryland State Highway Administration (SHA)**—At the time of the writing of this technical staff report, SHA offered no comments on the subject application.
  - m. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, comments have not been received from WSSC regarding the subject project.
  - n. **City of College Park**—The subject property is located within the geographical boundary of the City of College Park (“City”). The DSP application was referred to the municipality for review, and at the time of the writing of this technical staff report, the City has not offered comments on the subject application. The application will be heard at the City Council meeting on September 16, 2022, and a city representative will provide comments at the Planning Board hearing.
14. The subject application adequately takes into consideration the requirements of the D-D-O Zone and the Central US 1 Corridor Sector Plan and SMA. The amendments to the development district standards required for this development would benefit the development and the development district, as required by Section 27-548.25(c), and would not substantially impair implementation of the sector plan.

Based on the foregoing and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, if approved with conditions, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

15. Per Section 27-285(b)(4) of the prior Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:
- (4) **The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

No regulated environmental features will be impacted by the proposed development, and it is determined that the regulated environmental features have been preserved and/or fully restored in a natural state to the fullest extent possible, in accordance with the requirement.

## RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and recommends approval of the application, as follows:

- A. APPROVAL of the alternative development district standards for:
1. **Page 234–Building Form/Setback:** To allow a front build-to-line to be a maximum of 21.5 feet.
  2. **Page 234–Building Form/Setback:** To allow a rear setback to be a minimum of one foot.
  3. **Page 234–Building Form/Character Area 5A/Walkable Nodes/Building Height:** To increase building height from six stories to seven stories.
  4. **Page 239–Building Form/Parking:** To decrease the number of required parking spaces required on-site by 49 spaces.
  5. **Page 243–Building Form/Structured Parking:** To allow a parking structure within 50 feet of the property line.
  6. **Page 256–Sustainability and the Environment/Leadership in Energy and Environmental Design (LEED) Certification:** To allow for National Green Building Standard silver certification.
  7. **Pages 262–263–Streets and open spaces:** To allow alternative treatment of the streets and open spaces as determined by the operating agency.
  8. **Page 266–Streets and open spaces/Street Lighting:** To allow alternative treatment of the lighting as determined by the operating agency.
  9. **Page 267–Streets and open spaces/Lighting Types and Configuration:** To allow alternative treatment of the lighting type and configuration as determined by the operating agency.
  10. **Page 268–Streets and open spaces/Open Space:** To allow alternative arrangement of the courtyard open space.
  11. A reduction in the typical parking size to 9 feet by 19 feet.

- B. APPROVAL of Detailed Site Plan DSP-21024, for EcoGrads, subject to the following conditions:
1. Prior to certification, the applicant shall revise the plans as follows, or provide the specified documentation:
    - a. Provide a table to delineate the number of interior and exterior bicycle parking spaces proposed.
    - b. Designate and reserve a minimum of three retail-only parking spaces in the parking garage, in close proximity to the entrance for the ground-floor retail locations.
    - c. Provide decorative paving (e.g., scored or stamped concrete) to distinguish the crosswalk in front of the garage.
    - d. Indicate that ground floor residential amenity areas and retail glass windows will be transparent.
    - e. Provide a sign table listing the number of signs, size, material, lighting, and their location on the façades, in accordance with the applicable Development District Overlay Zone standards.
    - f. Provide a matrix demonstrating National Green Building Standard silver level is equivalent to Leadership in Energy and Environmental Design silver certification, and how it will be achieved for the proposed development.
    - g. Provide at least two electric car-charging stations.
    - h. Provide a note on the landscape plan that states “The trash, loading facilities, and mechanical equipment are interior to the building or have been appropriately screened, in conformance with Section 4.4 of the 2010 *Prince George’s County Landscape Manual*.”
    - i. Provide additional landscaping or a detail for screening surrounding all ground transformers on-site, with review and comment from the City of College Park staff.
    - j. Update Sheet 2C to replace the word “Exhibit” to “Plan”
    - k. In accordance with condition 1a, update the Pedestrian and Bicycle “Plan” to include all off-site pedestrian and bicycle improvements, in accordance with approved Preliminary Plan of Subdivision 4-21039.
    - l. Update the detailed site plan (DSP) to include two designated temporary parking spaces immediately within the parking garage for temporary pick-up/drop-off for ride sharing vehicles. The revised DSP shall also include the specific details and profiles for the striping and signage for the designated spaces.

- m. Provide the following general notes:
    - (1) During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements, as specified in Subtitle 19 of the Prince George's County Code.
    - (2) During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements, as specified in the 2011 *Maryland Standards and Specifications for Soil Erosion and Sediment Control*.
  - n. Update the parking schedule to indicate the number of off-site parking spaces and bicycle parking spaces.
2. Prior to issuance of the final certificate of occupancy of the building, the applicant shall demonstrate that all on-site recreational facilities associated with each building have been fully constructed and are operational.
  3. Prior to submission of the final plat of subdivision for any residential lot/parcel, the applicant and the applicant's heirs, successors, and/or assignees shall submit three original executed private recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department for construction of on-site recreational facilities, for approval. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat prior to plat recordation.
  4. Prior to approval of building permits for residential development, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of recreational facilities.



# ECOGRADS

Detailed Site Plan

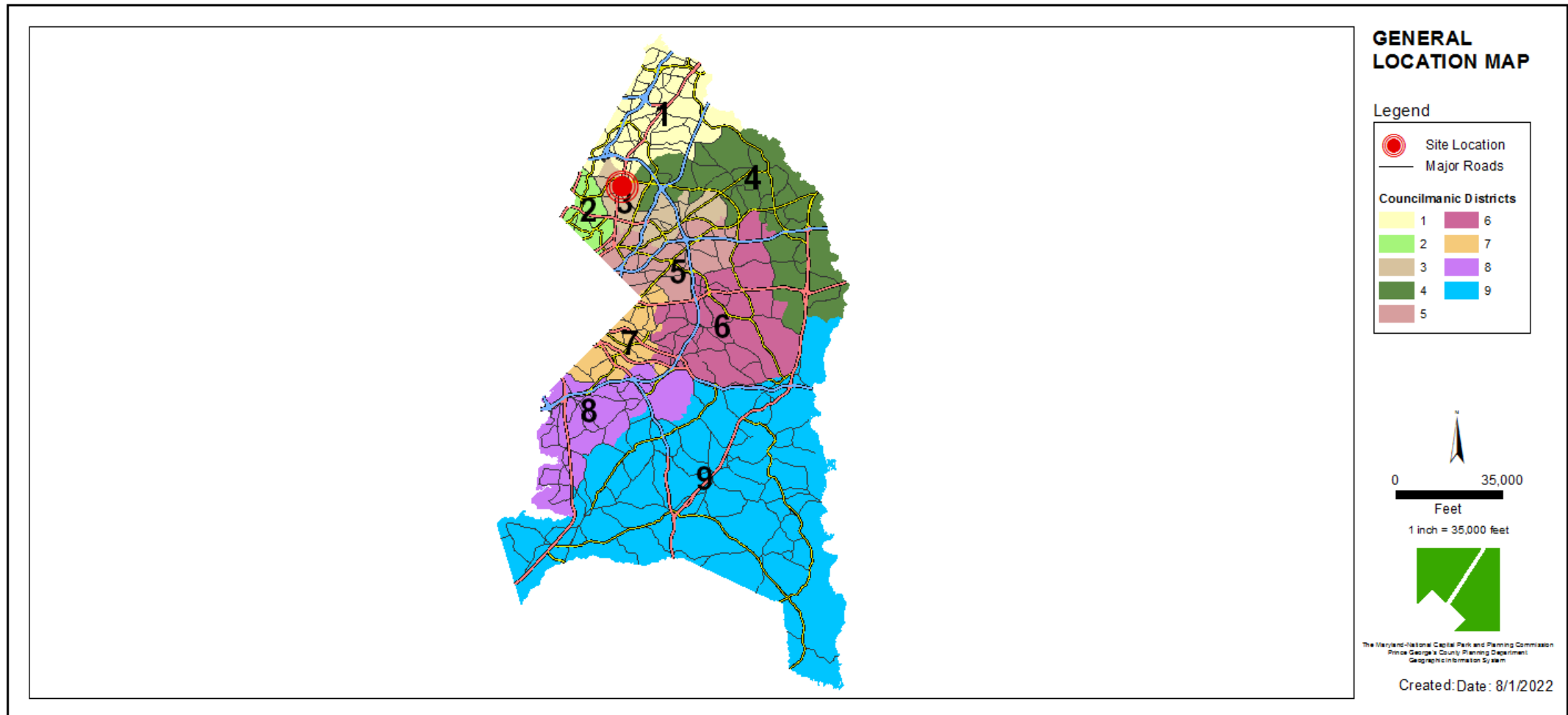
Staff Recommendation: APPROVAL with conditions



# GENERAL LOCATION MAP

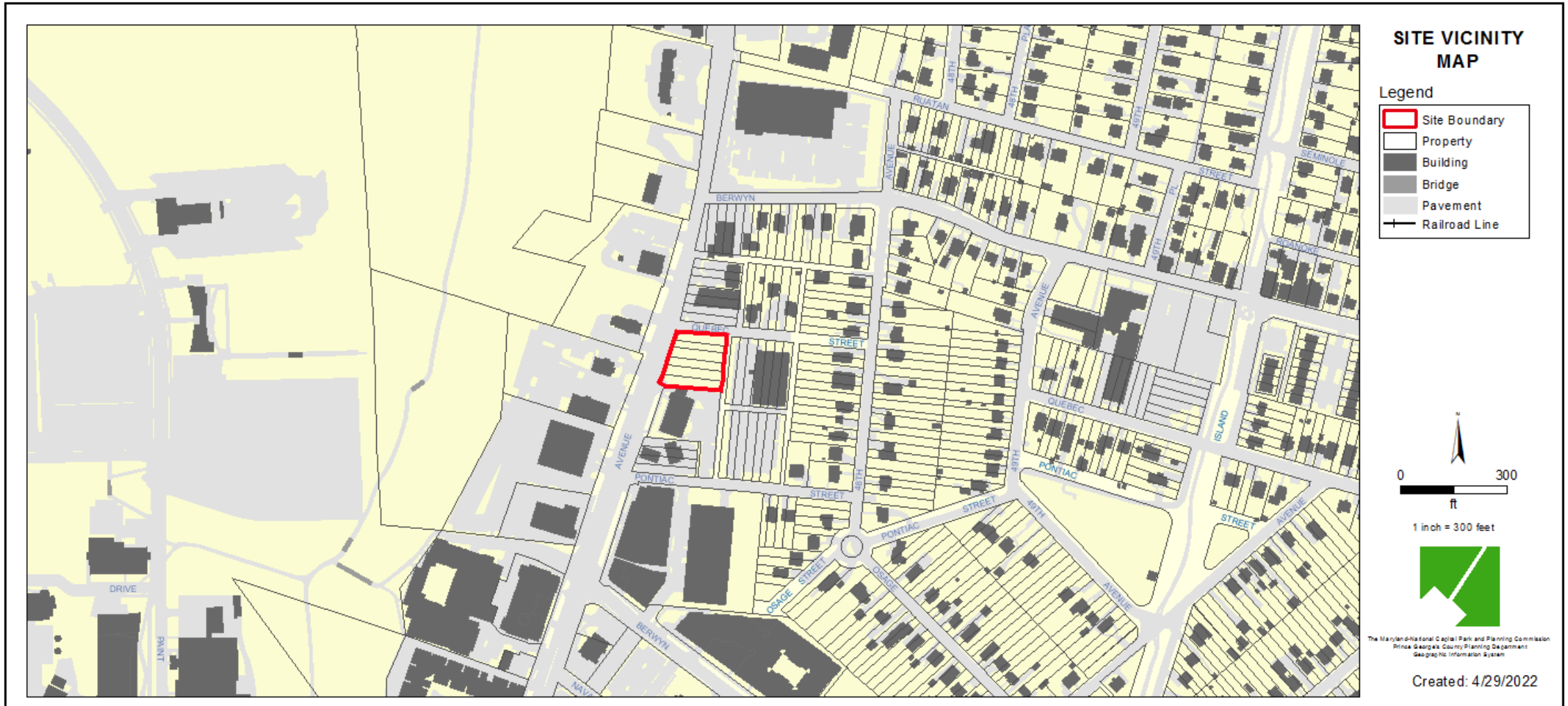
Council District: 03

Planning Area: 66





# SITE VICINITY MAP



# ZONING MAP NEW & PRIOR

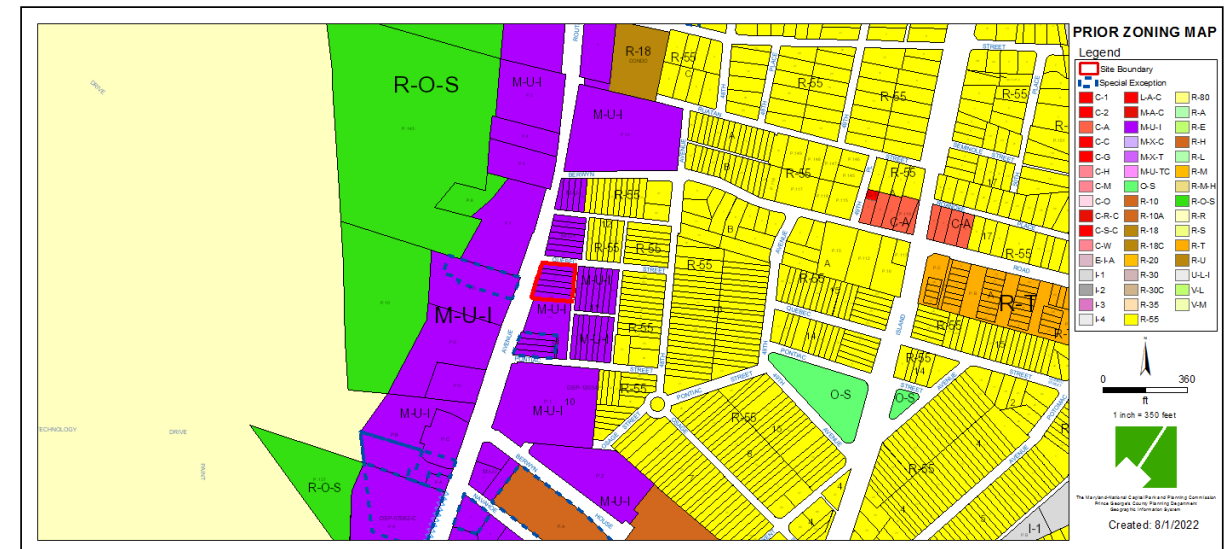
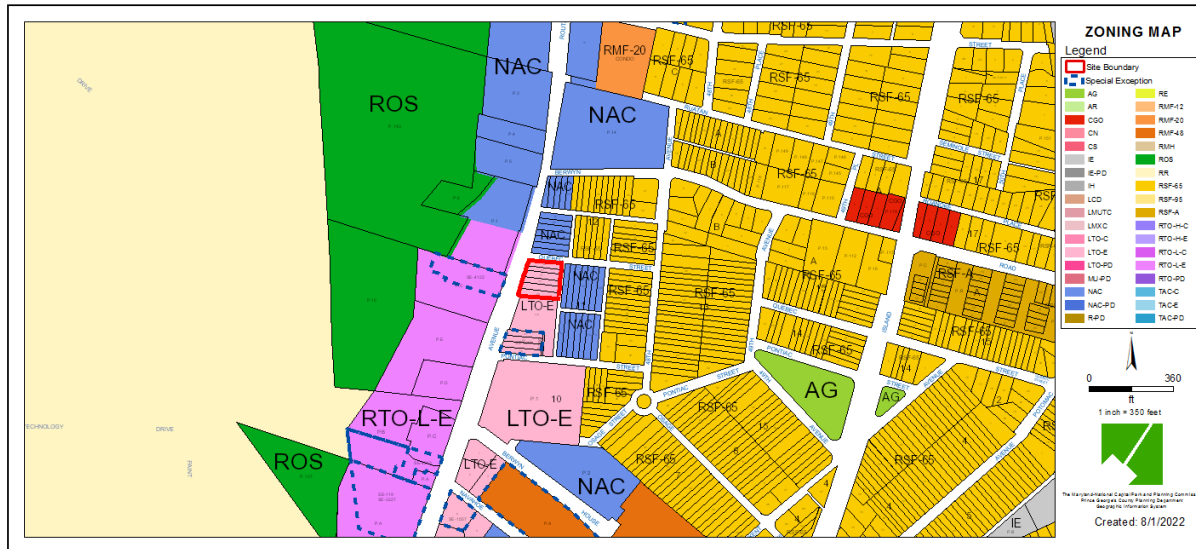
Property Zone:

New: LTO-E

Prior: M-U-I/D-D-O

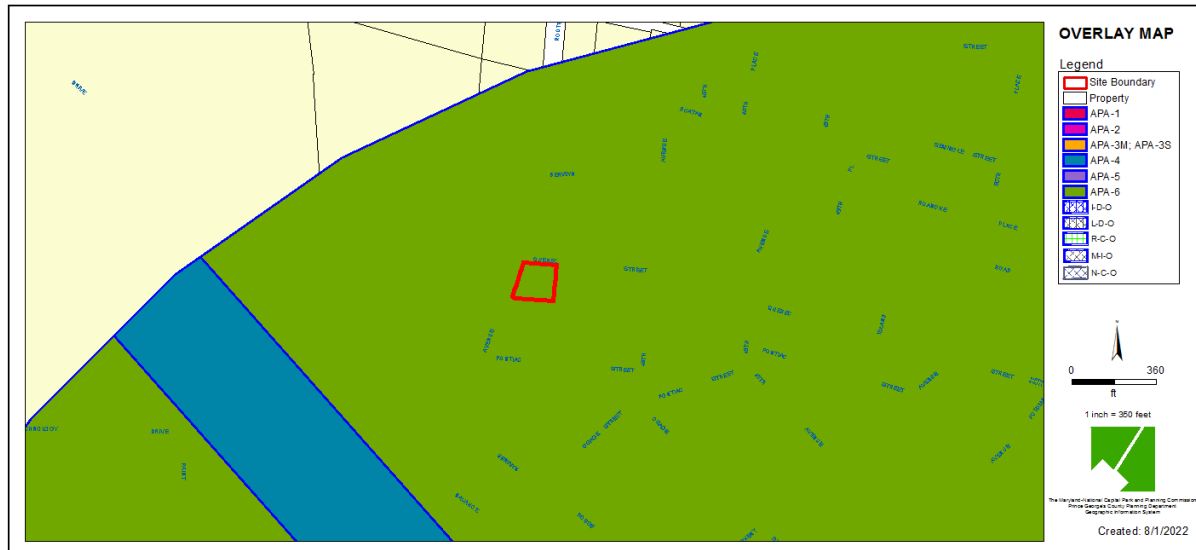
NEW ZONING MAP

PRIOR ZONING MAP

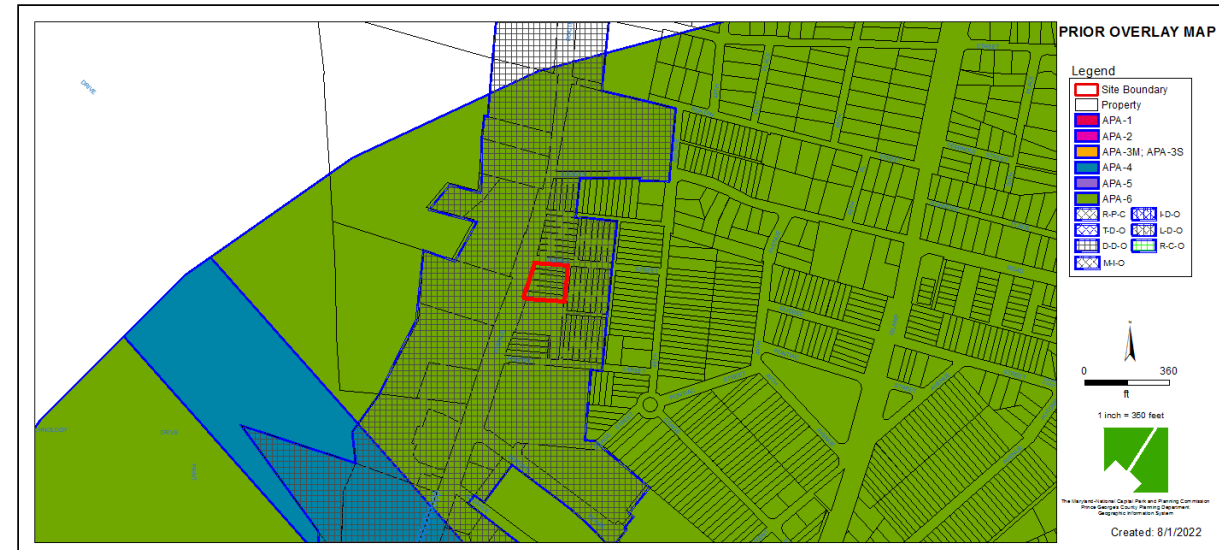


# OVERLAY MAP

NEW OVERLAY MAP



PRIOR OVERLAY MAP



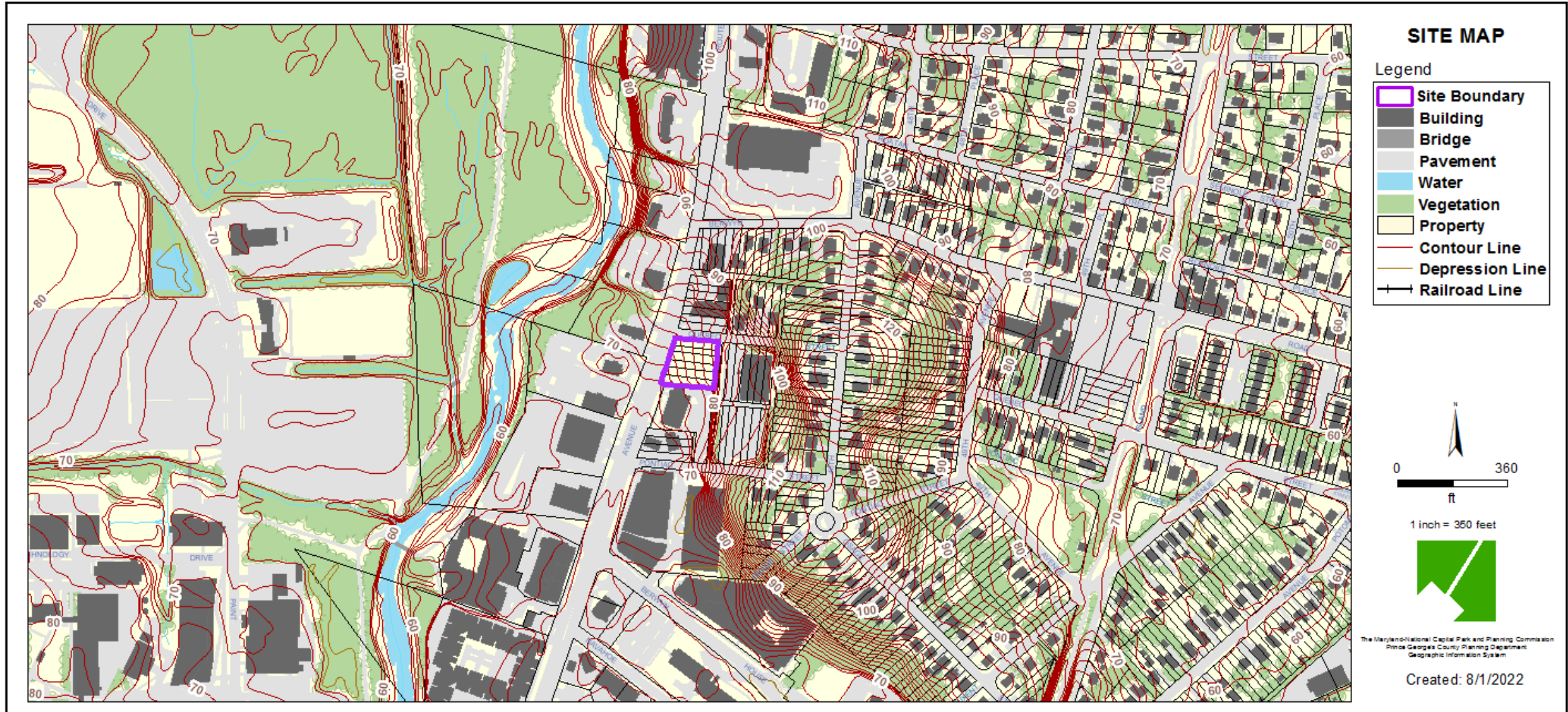


# AERIAL MAP

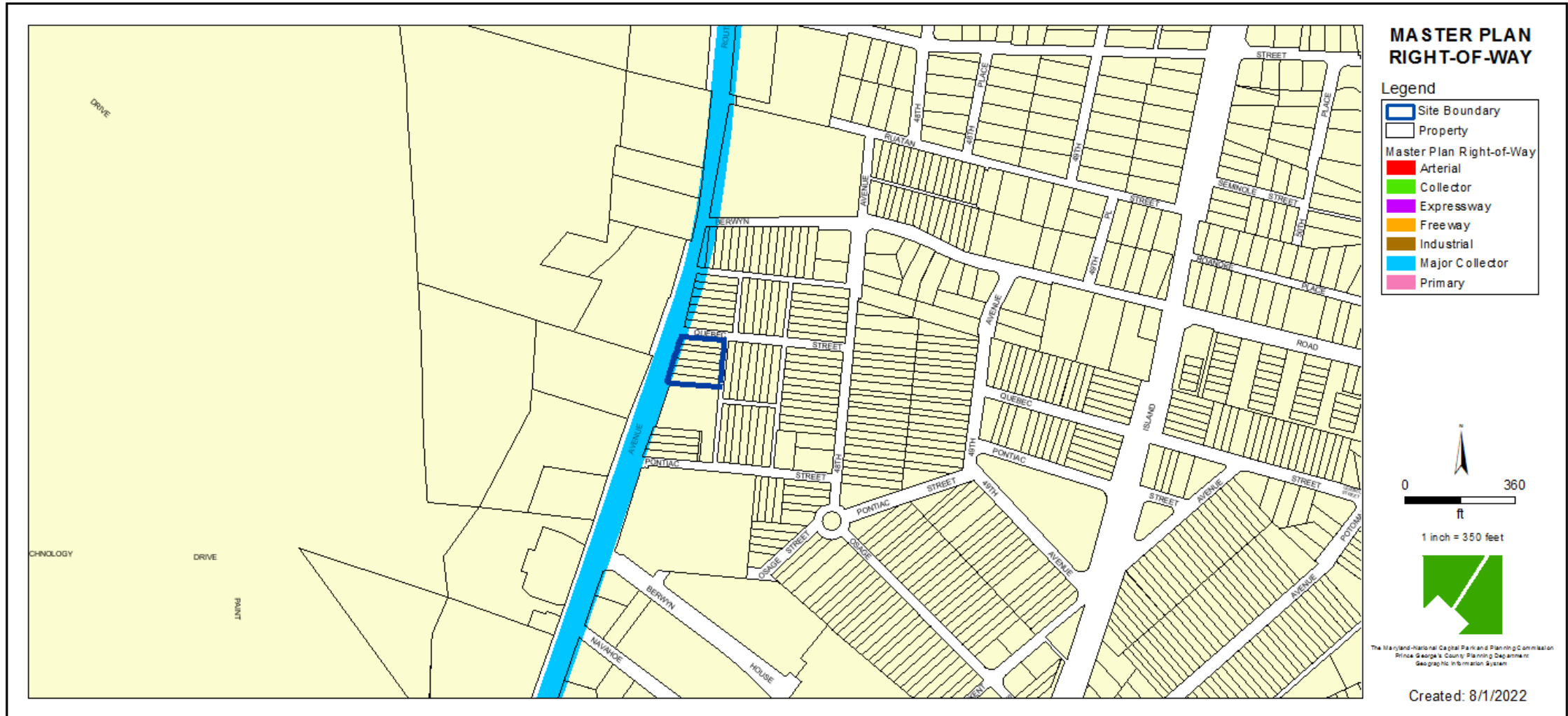




# SITE MAP



# MASTER PLAN RIGHT-OF-WAY MAP

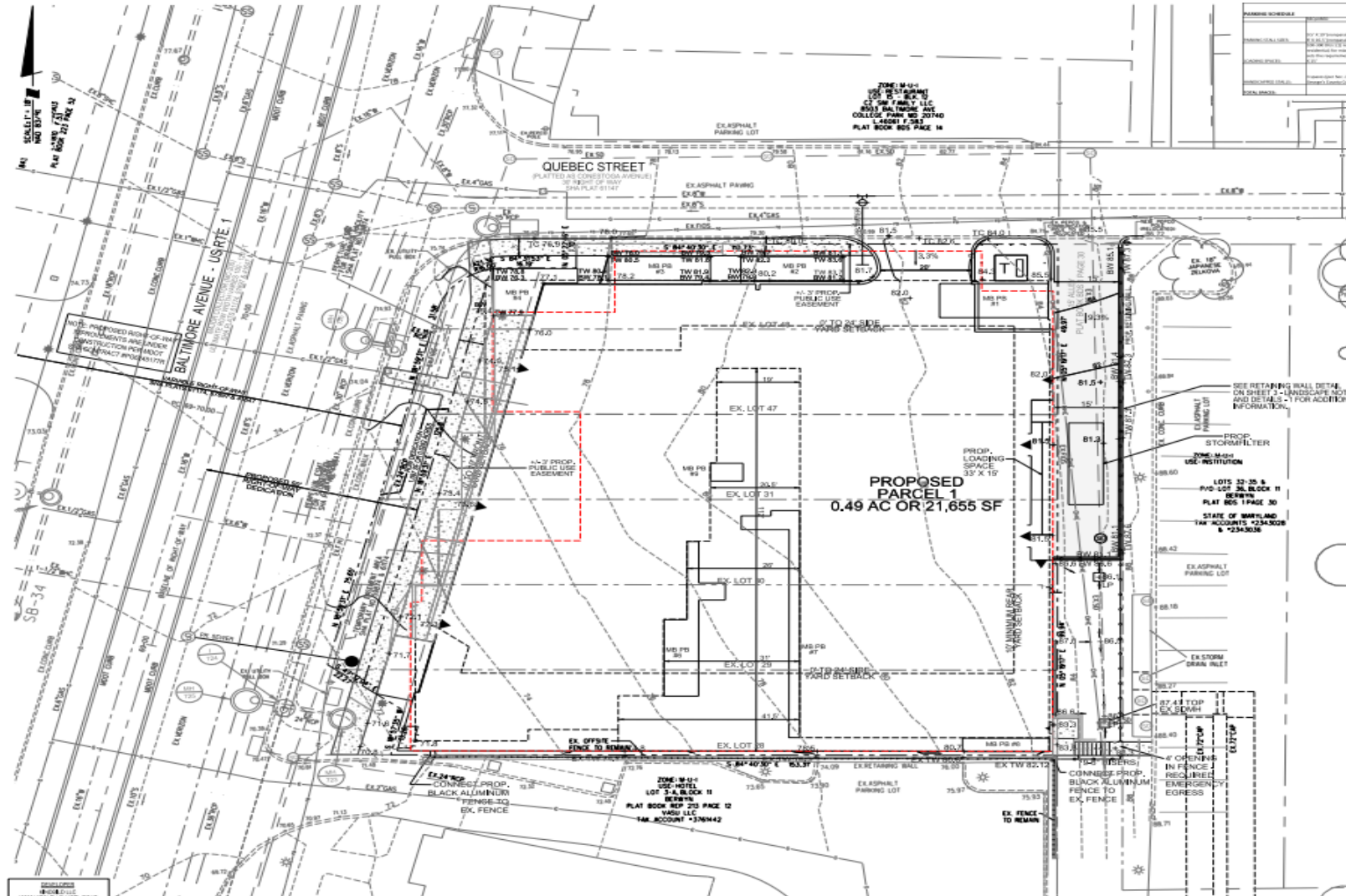




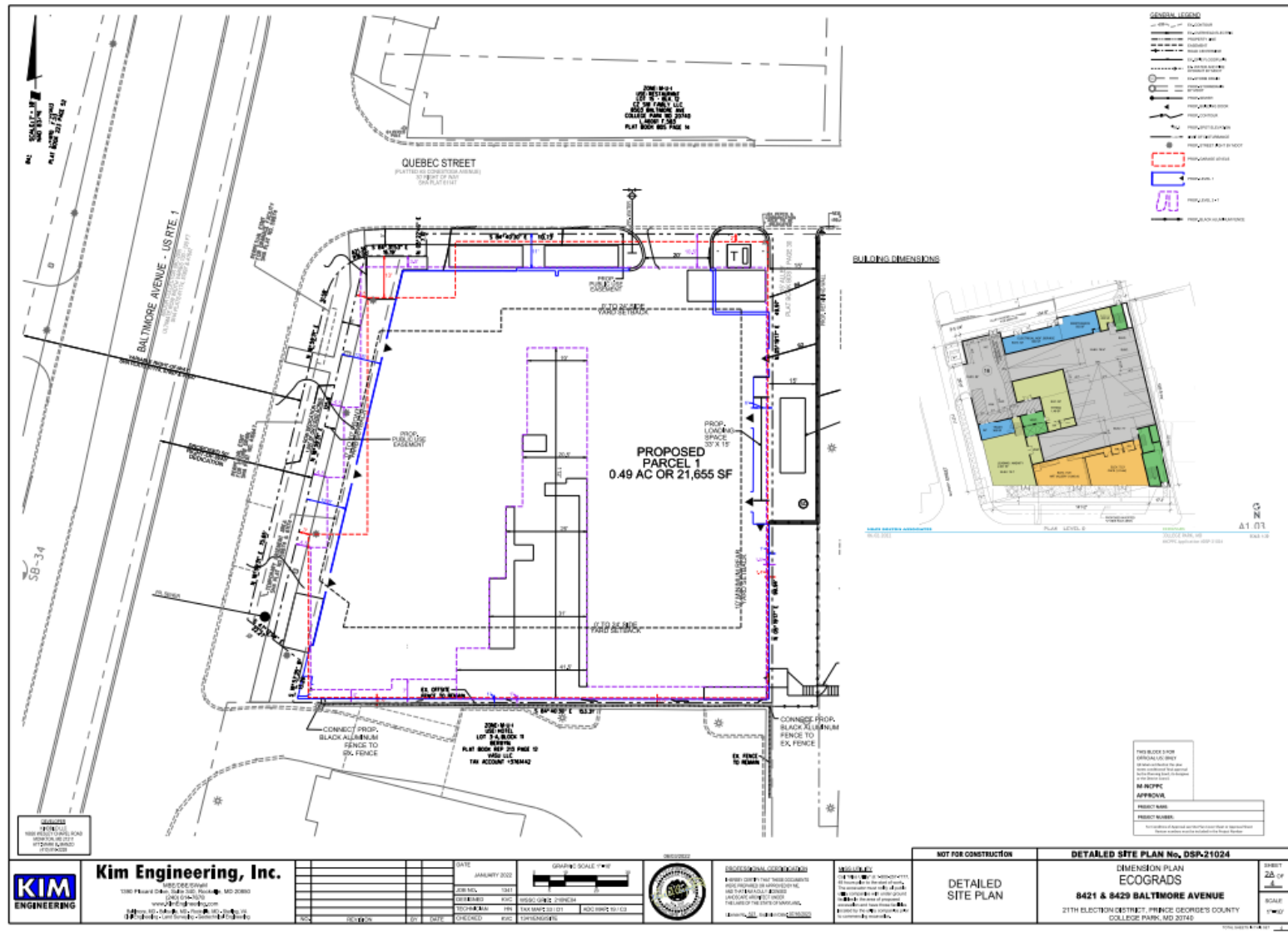
# BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



# DETAILED SITE PLAN

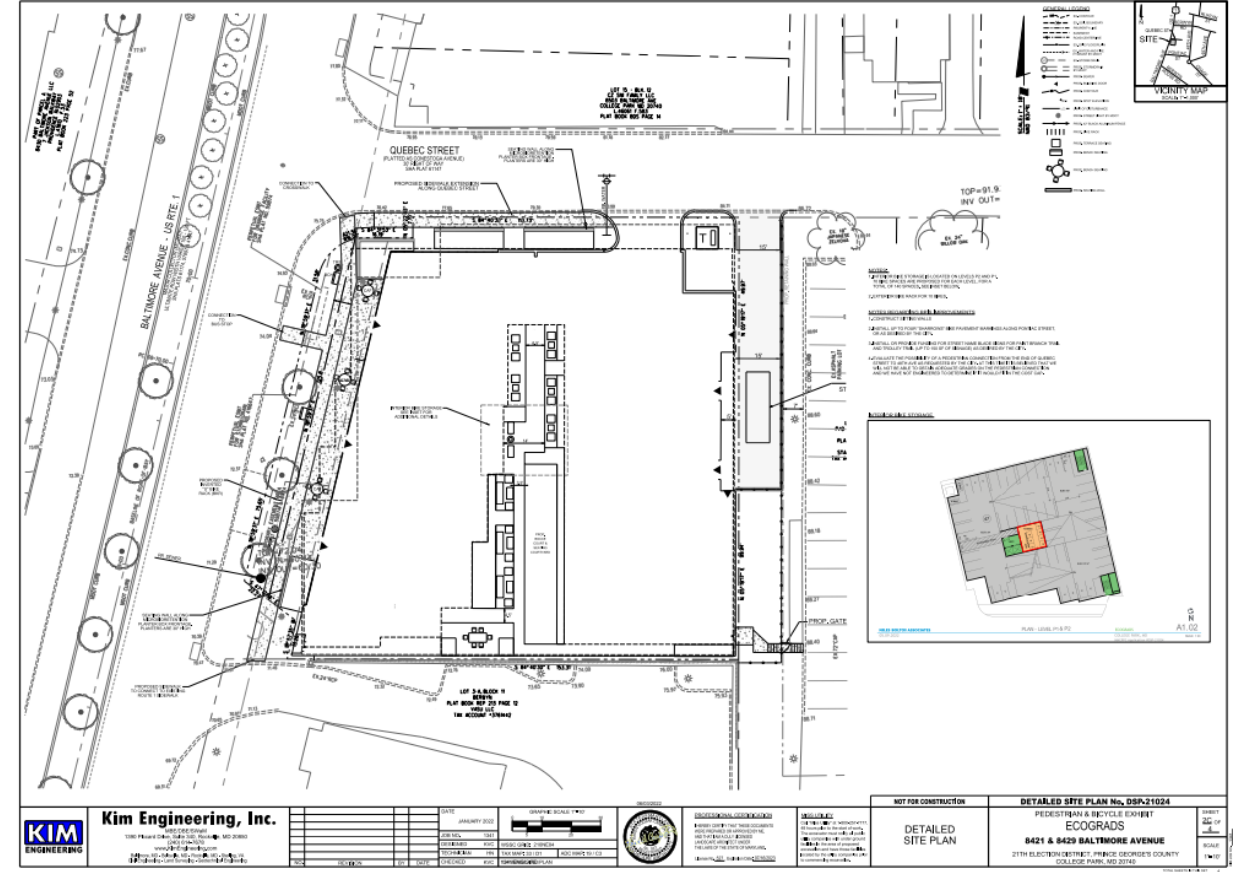
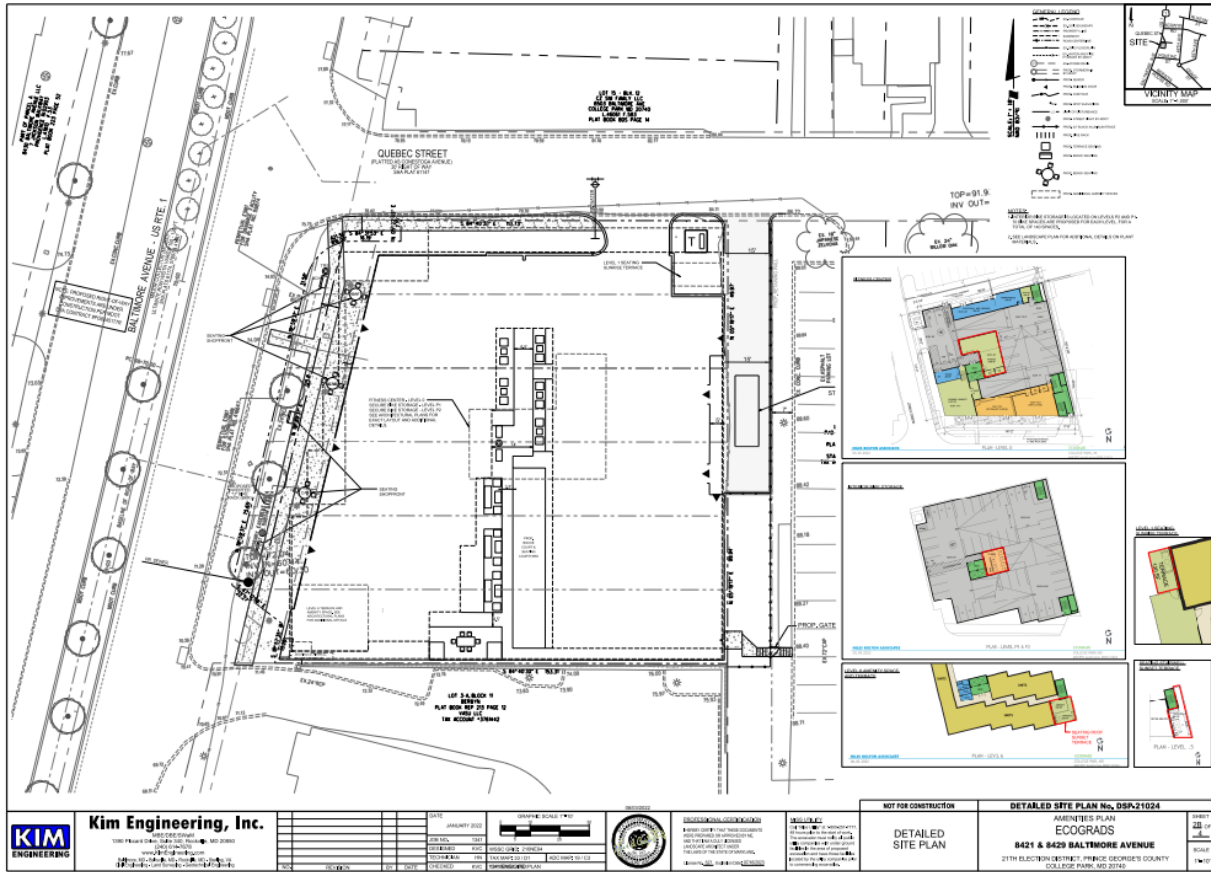


# DETAILED SITE PLAN – (DIMENSION PLAN)





# DETAILED SITE PLAN – (AMENITIES - PEDESTRIAN & BICYCLE EXHIBIT)



# LANDSCAPE RENDERING PLAN





# EXTERIOR ELEVATIONS RENDERING



# EXTERIOR ELEVATIONS RENDERING





# EXTERIOR ELEVATIONS RENDERING





# EXTERIOR ELEVATIONS RENDERING

## MATERIALS

**ELEVATION MATERIAL KEY:**

- A. BRICK - CHARCOAL
- B. FIBER CEMENT SIDING - GREY AND BURNT ORANGE
- C. FIBER CEMENT BOARD AND BATTEN - CHARCOAL
- D. FIBER CEMENT BOARD - WHITE AND CHARCOAL
- E. STOREFRONT SYSTEM WITH LOW-E GLAZING
- F. VINYL WINDOWS - CHARCOAL
- G. EXPOSED CONCRETE - NATURAL
- H. SIGNAGE
- J. PAINTED HOLLOW METAL DOORS - CHARCOAL
- K. GLASS BALCONY
- L. CEMENT BOARD - WOOD TEXTURE
- M. GREEN WALL - ARTIFICIAL

## TRANSFORMER LOCATION



# EXTERIOR ELEVATIONS WITH MATERIAL KEY



# EXTERIOR ELEVATIONS WITH MATERIAL KEY



# EXTERIOR ELEVATIONS

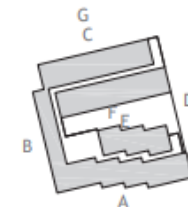


ELEVATION E

ELEVATION MATERIAL KEY:	
A	BRICK - CHARCOAL
B	FIBER CEMENT SIDING - GREY AND BURNT ORANGE
C	FIBER CEMENT BOARD AND BATTEN - CHARCOAL
D	FIBER CEMENT BOARD - WHITE AND CHARCOAL
E	STOREFRONT SYSTEM WITH LOW-E GLAZING
F	VINYL WINDOWS - CHARCOAL
G	EXPOSED CONCRETE - NATURAL
H	SIGNAGE
J	PAINTED HOLLOW METAL DOORS - CHARCOAL
K	GLASS RAILING
L	CEMENT BOARD - WOOD TEXTURE
M	GREEN WALL - ARTIFICIAL



ELEVATION F



A3.03



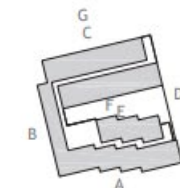
# EXTERIOR ELEVATIONS WITH MATERIAL KEY



ELEVATION G

ELEVATION MATERIAL KEY:

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- B - FIBER CEMENT SIDING - GREY AND BURNT ORANGE
- C - FIBER CEMENT BOARD AND BATTEN - CHARCOAL
- D - FIBER CEMENT BOARD - WHITE AND CHARCOAL
- E - STOREFRONT SYSTEM WITH LOW-E GLAZING
- F - VINYL WINDOWS - CHARCOAL
- G - EXPOSED CONCRETE - NATURAL
- H - SIGNAGE
- J - PAINTED HOLLOW METAL DOORS - CHARCOAL
- K - GLASS RAILING
- L - CEMENT BOARD - WOOD TEXTURE
- M - GREEN WALL - ARTIFICIAL



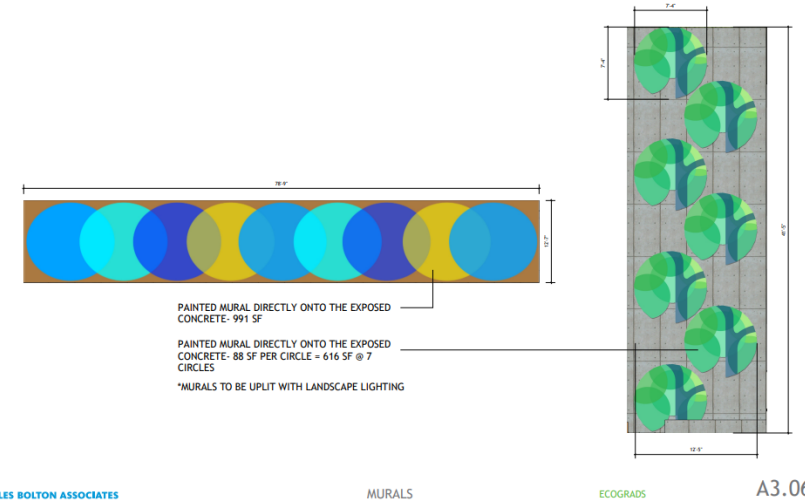
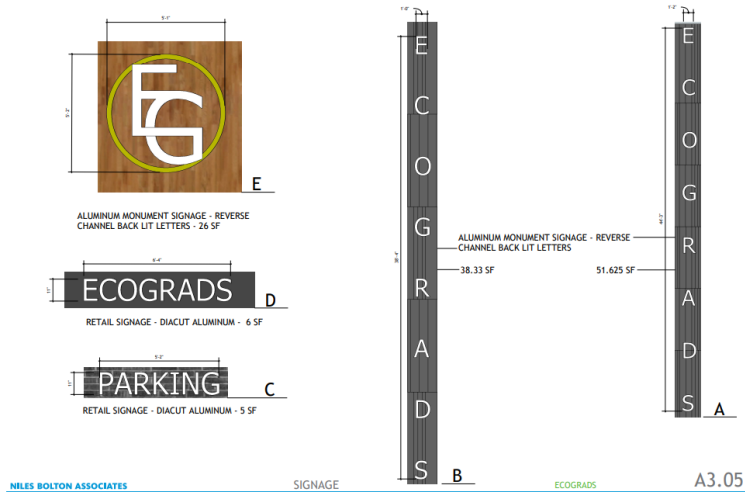
A3.04

NILES BOLTON ASSOCIATES

ELEVATIONS

ECOGRADES

# EXTERIOR ELEVATIONS SHOWING SIGNAGE



# STAFF RECOMMENDATION

**APPROVAL** with conditions

**[Major/Minor] Issues:**

- None

**Applicant Required Mailings:**

- Informational Mailing: 9/27/2022
- Acceptance Mailing: 5/31/2022



July 26, 2022

KindBild, LLC  
16826 Wesley Chapel Road  
Monkton, MD 21111

Re: Notification of Planning Board Action on  
**Preliminary Plan of Subdivision 4-21039**  
**Ecograds**

Dear Applicant:

This is to advise you that, on **July 21, 2022**, the above-referenced Preliminary Plan of Subdivision was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Section 23-401 of the Land Use Article of the Maryland Code, a petition for judicial review of the Planning Board's action must be filed with the Circuit Court for Prince George's County, Maryland within 30 calendar days after the date of this final notice.

Sincerely,  
James R. Hunt, Chief  
Development Review Division

By: Mridula Gupta Digitally signed by Mridula Gupta  
Date: 2022.07.21 16:09:55 -04'00'  
Reviewer

Attachment: PGCPB Resolution No. **2022-79**

cc: Persons of Record



R E S O L U T I O N

WHEREAS, KindBild, LLC is the owner of a 0.52-acre parcel of land known as Lots 28–31 and Lots 47 and 48, said property being in the 21st Election District of Prince George’s County, Maryland, and being zoned in the Local Transit-Oriented (edge) (LTO-E); and

WHEREAS, on March 30, 2022, KindBild, LLC filed an application for approval of a Preliminary Plan of Subdivision for one parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-21039 for EcoGrads was presented to the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on June 30, 2022; and

WHEREAS, new Regulations for the Subdivision of Land, Subtitle 24, Prince George’s County Code went into effect on April 1, 2022; and

WHEREAS, pursuant to Section 24-1703(a) of the Subdivision Regulations, subdivision applications submitted and accepted as complete before April 1, 2022, but still pending final action as of that date, must be reviewed and decided in accordance with the Subdivision Regulations in existence at the time of the submission and acceptance of the application; and

WHEREAS, therefore, the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed the application under the Regulations for the Subdivision of Land, Subtitle 24, Prince George’s County Code in existence prior to April 1, 2022; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on June 30, 2022, the Prince George’s County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George’s County Code, the Prince George’s County Planning Board APPROVED Preliminary Plan of Subdivision 4-21039, including a Variation from Section 24-122(a) of the prior Prince George’s County Subdivision Regulations, for one parcel with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised as follows:
  - a. Show the correct location and width of the existing and proposed sidewalks adjacent to subject property’s frontage with US 1 (Baltimore Avenue).

- b. Revise the general notes to reflect the on-site recreational facilities listed are conceptual, and to remove the leasing space from the listing.
2. Total development within the subject property shall be limited to uses which generate no more than 69 AM peak-hour trips and 86 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.
3. A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require the approval of a new preliminary plan of subdivision, prior to approval any building permits.
4. Development of this site shall be in conformance with the approved stormwater management concept plan (54058-2021-00) and any subsequent revisions.
5. Prior to approval of a final plat of subdivision:
  - a. The final plat shall note the Prince George's County Planning Board's approval of a variation from Section 24-122(a) of the prior Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-21039, for the omission of the public utility easements along US 1 (Baltimore Avenue) and Quebec Street.
  - b. The applicant and the applicant's heirs, successors, and/or assignees shall enter into a Public Use Easement Agreement with the City of College Park for the public use of any portion of frontage sidewalk on the subject property, as determined necessary, at the time of DSP. The easement agreement shall be approved by the City of College Park, recorded in land records, and the Liber/folio shown on the final plat prior to recordation. The final plat shall reflect the location and extent of the easement.
  - c. The applicant and the applicant's heirs, successors, and/or assignees shall demonstrate conformance with the disclosure requirements of Section 27-548.43(b)(2) of the prior Prince George's County Zoning Ordinance regarding the proximity of this subdivision to a general aviation airport. The applicant shall provide a note on the plat and provide a copy of the disclosure notice. The disclosure notice shall be included in all lease, rental, or purchase contracts for occupants, and the occupants shall sign an acknowledgement of receipt of the disclosure.
6. At the time of final plat of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall dedicate all rights-of-way along the property frontage on US 1 (Baltimore Avenue), consistent with the approved preliminary plan of subdivision.
7. The applicant shall provide on-site pedestrian and bicycle amenities and improvements consistent with Section 24-124.01(c) of the prior Prince George's County Subdivision Regulations. The details of the on-site facilities shall be provided as part of the detailed site plan submission.

8. The applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicycle adequacy improvements consistent with Section 24-124.01(f) of the prior Prince George's County Subdivision Regulations, as part of the detailed site plan submission.
9. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the prior Prince George's County Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
  - a. Installation and/or upgrading pavement markings along College Park Trolley Trail, between Greenbelt Road and Berwyn House Road, consistent with the bicycle and pedestrian impact statement addendum dated June 15, 2022.
  - b. Installation of sharrows along Pontiac Street.
10. The applicant and the applicant's heirs, successors, and/or assignees shall construct the following facilities and show these facilities on a pedestrian and bikeway facilities plan, as part of the detailed site plan (DSP), no less than 35 days prior to the Planning Board hearing for the DSP:
  - a. A 6.5-foot-wide bicycle track along the property frontage of US 1 (Baltimore Avenue), consistent with the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*, unless modified by the operating agency, with written correspondence.
  - b. A 5- to 8-foot-wide sidewalk and a 4.5- to 8-foot landscape amenity panel along the frontage of US 1 consistent with the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*. The final width shall be determined by the operating agency with written correspondence.
  - c. A minimum 5-foot-wide sidewalk and associated Americans with Disabilities Act curb ramps and crosswalk along the property frontage of Quebec Street, unless modified by the operating agency, with written correspondence.
  - d. Long and short-term bicycle parking consistent with the *Guide for the Development of Bicycle Facilities* (AASHTO) to accommodate residents and visitors.
  - e. Provide all sidewalk/streetscape amenities and bicycle facilities per the 2010 *Approved Central US 1 Corridor Sector Plan and Sector Map Amendment* (pages 261 and 264), unless modified by the operating agency, with written correspondence.

11. Prior to certification of the subject preliminary plan of subdivision, the applicant shall evaluate if restriping of approximately 22 shared roadway pavement markings (sharrows) along Berwyn Road, between Baltimore Avenue and the train tracks, is feasible per Section 24-124.01 of the prior Prince George's County Subdivision Regulations, and in addition to the improvements provided in Condition 9, can be provided within the cost cap that was established in the bicycle pedestrian impact statement. If the Transportation Planning Section finds that restriping of the sharrows is feasible and within the cost cap, the applicant shall provide the sharrows and improvements listed in Condition 9. If restriping of the sharrows is not feasible and is not within the cost cap, the applicant shall construct all of the improvements provided in Condition 9, per Section 24-124.01.
12. In accordance with Section 24-135(b) of the prior Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate, private recreational facilities in accordance with the standards outlined in the *Parks and Recreation Facilities Guidelines*.
13. The on-site recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department, for adequacy and proper siting, in accordance with the *Parks and Recreation Facilities Guidelines*, with the review of the detailed site plan (DSP). Triggers for construction shall be determined at the time of DSP.
14. Prior to submission of the final plat of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall submit three original executed private recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department, for construction of on-site recreational facilities, for approval. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records, and the Liber and folio of the RFA shall be noted on the final plat prior to plat recordation.
15. Prior to approval of building permits for residential development, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of recreational facilities.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject site consists of Lots 28–31 and Lots 47 and 48 recorded in the Prince George's County Land Records, in Plat Book BDS 1 page 30 titled Addition to Berwyn, and dated 1906. The subject property is located in the Local Transit-Oriented (edge) (LTO-E) Zone and subject to the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (sector plan). However, this preliminary plan of subdivision (PPS) is reviewed in

accordance with the prior Prince George’s County Zoning Ordinance and prior Prince George’s County Subdivision Regulations, as required by Section 24-1703(a) of the Subdivision Regulations. The site is subject to Mixed Use-Infill (M-U-I) and Development District Overlay (D-D-O) zoning under the prior Zoning Ordinance.

This PPS approves one parcel on the 0.52-acre property, for mixed use development to include 123 multifamily dwelling units and 2,300 square feet of commercial use. The property is currently vacant.

The applicant also requested a variation from Section 24-122(a) of the Subdivision Regulations, which requires that a 10-foot-wide public utility easement (PUE) be provided adjacent to all public rights-of-way. In this case, the applicant requests approval of a variation to not provide a 10-foot-wide PUE along the property’s frontage with US 1 (Baltimore Avenue) and Quebec Street. The variation request is discussed further in this resolution.

3. **Setting**—The site is located on Tax Map 33 in Grid D1 and is within Planning Area 66. The site is located in the southeast quadrant of the intersection of US 1 and Quebec Street. The following development abuts the subject site: commercial use to the south in the LTO-E Zone; a 15-foot-wide public alley to the east, with institutional use in the Neighborhood Activity Center (NAC) Zone beyond; Quebec Street to the north and commercial use in the NAC Zone beyond; and US 1 to the west, with commercial use and a developing multifamily project in the Regional Transit–Oriented, Low-Intensity (edge) Zone beyond.
4. **Development Data Summary**—The following information relates to the subject PPS application and the approved development.

	<b>EXISTING</b>	<b>APPROVED</b>
Zone	LTO-E	LTO-E (reviewed per M-U-I/D-D-O standards)
Use(s)	Vacant	Mixed Use
Acreage	0.52	0.52
Dwelling Units	0	123
Gross Floor Area	0	2,300 sq. ft.
Parcels	0	1
Lots	6	0
Outlots	0	0
Variance	No	No
Variation	No	Yes, Section 24-122(a)

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee (SDRC) meeting on April 15, 2022. The requested variation from Section 24-122(a) was accepted on March 30, 2022, and heard at the

SDRC meeting on April 15, 2022, as required by Section 24-113(b) of the Subdivision Regulations.

5. **Previous Approvals**—The site is not subject to previous development approvals or a PPS. A final plat of subdivision will be required for the approved parcel, pursuant to this PPS, before permits may be approved.
6. **Community Planning**—The 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and conformance with the sector plan were evaluated, as follows:

**Plan 2035**

The subject property is located within the Established Communities growth policy area. Plan 2035 describes Established Communities as areas appropriate for context-sensitive infill and low- to medium-density development.

**Sector Plan**

The sector plan recommends mixed-use commercial development on the subject property.

**SMA/Zoning**

The 2010 *Approved Central US 1 Corridor Sectional Map Amendment* retained the property in the M-U-I-Zone with a superimposed D-D-O-Zone.

**Aviation Policy Area**

The subject property is located within Aviation Policy Area 6, within the proximity of the College Park Airport, which does not affect the uses, density, or intensity permitted in the M-U-I Zone. However, Section 27-548.39(b) of the Zoning Ordinance requires the following:

- (b) **In APA-4, APA-5, or APA-6, every application shall demonstrate compliance with height restrictions in this Subdivision.**

Section 27-548.42(b) of the Zoning Ordinance states:

- (b) **In APA-4 and APA-6, no building permit may be approved for a structure higher than fifty (50) feet unless the applicant demonstrates compliance with FAR Part 77.**

Conformance with this requirement will be further evaluated at the time of detailed site plan (DSP), when buildings are proposed. Prior to signature approval of the DSP, the applicant will be required to complete a Federal Aviation Administration Form 7460-1 and submit it to the Maryland Aviation Administration (MAA), and subsequently provide evidence that the project complies with FAR Part 77. If MAA identifies an issue, then the plan shall be revised to reduce or eliminate any perceived obstruction identified by MAA.

Section 27-548.43(b)(2) of the Zoning Ordinance requires the following:

- (2) **Developments without a homeowners' association: A disclosure clause shall be placed on final plats and deeds for all properties that notifies prospective purchasers that the property has been identified as within approximately one mile of a general aviation airport. The disclosure clause shall include the cautionary language from the General Aviation Airport Environment Disclosure Notice.**

The final plat shall note the site's proximity to a general aviation airport and disclosure notices shall be provided in accordance with the notification requirements of Section 27-548.43.

Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, this PPS conforms to the land use recommendation of the sector plan.

7. **Stormwater Management**—An application for a major subdivision must include an approved stormwater management (SWM) concept plan, or indication that an application for such approval has been filed with the appropriate agency or the municipality having approval authority. An approved SWM concept letter and plan (54058-2021-00) were submitted with this application. The approved SWM concept plan shows the use of eight micro-bioretenion areas across the site and one underground storage vault. No further information is required regarding SWM with this application.

Development of the site, in conformance with SWM concept approval and any subsequent revisions, ensuring that no on-site or downstream flooding occurs, satisfies the requirement of Section 24-130 of the Subdivision Regulations.

8. **Parks and Recreation**—This PPS was reviewed and evaluated for conformance with the requirements and recommendations of Plan 2035, the sector plan, the 2017 *Land Preservation, Parks and Recreation Plan for Prince George's County*, the 2013 *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, and the Subdivision Regulations (Subtitle 24), as they pertain to public parks and recreational facilities.

There are no parcels recommended for future parks near the subject property within the sector plan.

Mandatory dedication of parkland, pursuant to Section 24-134(a) of the Subdivision Regulations, provides for the dedication of land, the payment of a fee-in-lieu, or on-site recreational facilities. Based on the density of the residential portion of the development, 15 percent of the net lot area could be required to be dedicated to the Maryland-National Capital Park and Planning Commission (M-NCPPC) for public parks, which equates to 0.07 acre. However, mandatory dedication of parkland is not appropriate due to the size and location of the subject property.

The subject property is not adjacent to any existing M-NCPPC-owned parkland. Public parks in the surrounding area include Berwyn Park, Lakeland Park, Paint Branch Stream Valley Park, and Lake Artemesia, which is approximately one to two miles north and east of the property.

In accordance with Section 24-135(b) of the Subdivision Regulations, on-site recreational facilities may be approved by the Prince George's County Planning Board provided that the facilities will be superior or equivalent to those that would have been provided under the provisions of mandatory dedication. Further, the facilities shall be properly developed and maintained to the benefit of future residents through covenants, or a recreational facilities agreement, with this instrument being legally binding upon the subdivider and his heirs, successors, and assignees.

The general notes on the PPS indicate that the applicant has opted to meet the mandatory dedication of parkland requirement by providing on-site recreational facilities for the proposed residential development. The PPS provides a list of proposed/conceptual recreational facilities, which include a fitness space, leasing/amenity space, an additional amenity space, a courtyard, and a terrace, but does not specify the recreational facilities proposed in the "amenity space." The applicant's response letter, dated April 28, 2022, also includes a bocce ball court in the proposal. Leasing space and other essential services to residents are not considered recreational amenities. The details of the on-site recreational facilities shall be reviewed for adequacy and proper siting, in accordance with the *Parks and Recreation Facilities Guidelines*, with the review of the DSP.

The PPS is in conformance with the applicable sector plan and the requirements of Subtitle 24, as they pertain to parks and recreation facilities.

9. **Transportation (pedestrian, bicycle, and vehicular)**—This PPS was reviewed for conformance with the sector plan, the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), and the Subdivision Regulations to provide the appropriate transportation facilities.

### **Conformance with Applicable Plans**

#### **Sector Plan Right of Way**

The subject site is along US 1 (Baltimore Avenue, MC-200), which has a variable width ultimate right-of-way of 88–92 feet established with the sector plan. The PPS shows an existing right-of-way of 90 feet along US 1 and proposes to dedicate 1,098 square feet of additional right-of-way to meet the sector plan's ultimate right-of-way. The subject property also has frontage along Quebec Street, which is not designated as a master plan roadway. Access to the site will be provided along Quebec Street.

#### **Master Plan Pedestrian and Bike Facilities**

The MPOT provides policy guidance regarding multimodal transportation, and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling. The MPOT includes the following goal and policies:

**Policy 2:** All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical (page 10).



**Policy 4:** Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities* (page 10).

The subject property fronts the recommended master planned bicycle lane along US 1. The sector plan also proposes bicycle lanes along US 1, as an interim facility, until a cycle track is constructed (page 141).

The following policies and strategies are provided in the sector plan for pedestrian and bicyclist facilities:

#### ***Land-Use and Transportation Linkage***

**Policy 1:** Improve bicycle, pedestrian, and vehicular accessibility throughout the internal street network and to US 1 and Rhode Island Avenue by filling in missing linkages and ensuring the internal network is bicycle- and pedestrian-friendly through appropriate design, including traffic calming techniques (page 135).

#### **Bicycle Parking**

**Policy 2:** Facilitate bicyclists along the entire corridor and through development so that bicycle routes are enhanced or established (page 141).

The above policies, strategies, and recommendations all support a multimodal community. Per the area sector plan (page 260), the frontage along US 1 should include a 4.5- to 6-foot-wide landscape strip, a 6.5-foot-wide cycle track, and a 5- to 8-foot-wide sidewalk. The right-of-way along the property's frontage will accommodate these facilities. All streetscape amenities described in the sector plan (page 264) shall be provided along the property frontage of US 1.

#### **Analysis of Traffic Impacts**

The applicant submitted a full traffic impact analysis. This study is used as the basis for a determination of adequacy.

The subject property is located within Transportation Service Area 1, as defined in Plan 2035. As such, the subject property was evaluated according to the following standards:

**Links and Signalized Intersections:** Level-of-Service E, with signalized intersections operating at a critical lane volume of 1,600 or better.

**Unsignalized Intersections:** The procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted.

For two-way stop-controlled intersections a three-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual*

(Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the critical lane volume is computed.

For all-way stop-controlled intersections a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the critical lane volume is computed.

The trip generation was estimated using trip rates and requirements in the “Transportation Review Guidelines, Part 1” (Guidelines). The table below summarizes trip generation in each peak-hour that was used in reviewing traffic and developing a trip cap for the site:

Trip Generation Summary: 4-21039 EcoGrads								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Apartments (garden and mid-rise, Prince George’s County)	123	unit	13	51	64	48	26	74
Strip Retail Plaza (<40k) (ITE-822)	2.5	ksf	7	5	12	14	15	29
Pass-by			-4	-3	-7	-8	-9	-17
<b>Total Trip Cap</b>			<b>69</b>			<b>86</b>		

The traffic generated by the PPS would impact the following intersections in the transportation system:

- US 1 and MD 430 (Greenbelt Road) (signalized)
- US 1 and Berwyn Road (signalized)
- US 1 and Quebec Street (unsignalized)
- US 1 and Berwyn House Road (signalized)
- US 1 and Melbourne Place (signalized)
- US 1 and Lakeland Road (Signalized)
- Quebec Street and Site Access (proposed unsignalized)

**Existing Traffic**

The critical intersections identified above, when analyzed with existing traffic and existing lane configurations, operate as follows:

<b>EXISTING TRAFFIC CONDITIONS</b>				
<b>Intersection</b>	<b>Critical Lane Volume (AM and PM)</b>		<b>Level of Service (LOS, AM and PM)</b>	
US 1 and MD 430 (Greenbelt Road)	661	1267	A	C
US 1 and Berwyn Road	703	1052	A	B
US 1 and Quebec Street *	18.0 *	29.7 *	-	-
US 1 and Berwyn House Road	594	901	A	A
US 1 and Melbourne Place	564	881	A	A
US 1 and Lakeland Road	588	800	A	A
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

**Background Traffic**

The Maryland State Highway Administration (SHA) is currently constructing improvements along US 1 from College Avenue to MD 193, including bicycle and pedestrian improvements, which are considered in the traffic study. The improvements are included in the 100 percent construction funding within the next six years in the current Maryland Department of Transportation “Consolidated Transportation Program.” None of the critical intersections identified above are programmed for improvements with 100 percent construction funding within the next six years in the Prince George's County “Capital Improvement Program.”

The traffic study identified 27 background developments whose impact would affect some or all of the study intersections. In addition, a growth of half percent over six years was also applied to through traffic volumes. A second analysis was done to evaluate the impact of the background developments. The analysis revealed the following results:

<b>BACKGROUND TRAFFIC CONDITIONS</b>				
<b>Intersection</b>	<b>Critical Lane Volume (AM and PM)</b>		<b>Level of Service (LOS, AM and PM)</b>	
	US 1 and MD 430 (Greenbelt Road)	760	1357	A
US 1 and Berwyn Road	920	1311	A	D
US 1 and Quebec Street *	12.1*	20.2 *	-	-
US 1 and Berwyn House Road	741	1177	A	C
US 1 and Melbourne Place	680	1092	A	B
US 1 and Lakeland Road	719	1026	A	B
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

**Total Traffic**

The critical intersections identified above, when analyzed with total future traffic, as developed using the Guidelines including the site trip generation as described above, operate as follows:

<b>TOTAL TRAFFIC CONDITIONS</b>				
<b>Intersection</b>	<b>Critical Lane Volume (AM and PM)</b>		<b>Level of Service (LOS, AM and PM)</b>	
	US 1 and MD 430 (Greenbelt Road)	764	1370	A
US 1 and Berwyn Road	946	1321	A	D
US 1 and Quebec Street *	13.1 *	24.7 *	-	-
US 1 and Berwyn House Road	752	1221	A	C
US 1 and Melbourne Place	692	1104	A	B
US 1 and Lakeland Road	731	1038	A	B
Quebec Street and Site Access *	8.9 *	9.0 *	-	-
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

**Alternative Intersection Analysis**

The traffic study considered an alternative analysis for the intersection of US 1 and Quebec Street, to evaluate adequacy in the case that the subject development is constructed and occupied prior to the completion of the US 1 improvement at Quebec Street. The alternative intersection analysis was conducted for US 1 at Quebec Street using existing lane configurations with background and total volumes.

<b>ALTERNATIVE TRAFFIC CONDITIONS</b>				
Intersection (with existing lane configuration)	Delay			
	Background Traffic Volumes		Total Traffic Volumes	
US 1 and Quebec Street *	AM	PM	AM	PM
		16.0 *	26.7 *	19.0 *
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

Based on the vehicular traffic analysis above, all critical intersections will operate at acceptable levels per the sector plan area, which requires that the critical lane volume be averaged, as indicated by the following standard: “Within the Central US 1 Corridor Development District, the transportation facilities adequacy standard shall be Level of Service E, based on the average peak period levels of service for all signalized intersections in three designated segments of the Central US 1 Corridor.” The identified critical intersections result in an acceptable average level of service in both peak periods and meet these standards.

**Analysis of Bicycle and Pedestrian Impacts**

The subject property falls within the Central US 1 Corridor and therefore, is subject to Section 24-124.01 of the Subdivision Regulations and the “Transportation Review Guidelines, Part 2.”

The applicant submitted a bicycle and pedestrian impact statement (BPIS) dated May 12, 2022, to evaluate bicycle and pedestrian adequacy and has established an off-site improvement cost cap of \$44,745 per Section 24-124.01(c) of the Subdivision Regulations.

**Off-Site Adequacy**

The applicant’s BPIS proffers include several off-site improvements that are within the projected cost cap which include the following:

1. Provide funding and install D-3 and street name blade signs for both the Paint Branch Trail and Trolley Line Trail in coordination with all relevant reviewing agencies for appropriate signing messages.
2. Install sharrows, if appropriate and where desired, along Pontiac Street.
3. At the time of DSP, evaluate the feasibility of installing a bus stop sitting wall for the bus stop along the site frontage, given that this improvement is beyond a typical frontage improvement for a bus stop.

The BPIS off-site improvements were found acceptable, with the exception of the improvement provided in No. 3, given that this improvement will require a feasibility evaluation with a later application and may require the acquisition of off-site property to construct this facility. In



accordance with Section 24-124.01(c), adequacy of pedestrian and bikeway facilities shall be conducted for any development requiring a subdivision, and furthermore, Section 24-124.01(e)(2) of the Subdivision Regulations indicates that the applicant shall not be required to acquire additional land to facilitate pedestrian and bicycle facilities.

In addition, the BPIS indicated that the City of College Park recommended the use of sharrows along Quebec Street. However, the BPIS study indicates that the right-of-way along Quebec Street is not sufficient to accommodate sharrows. As an alternative, the applicant shall provide four “Share the Road” signs within the right-of-way of Quebec Street, consistent with the City’s recommendations for a shared roadway along Quebec Street. “Share the Road” signs along Quebec Street will enhance bicycle connectivity in the area and will be within the cost cap for the development, consistent with other BPIS improvements proposed in other developments in the Central US 1 Corridor.

On June 14, 2022, the applicant met with the City and staff to further discuss the BPIS improvements. The City indicated in the meeting that new wayfinding signs, as provided in BPIS improvement No. 1 for Paint Branch Trail and Trolley Line Trail, have been planned for implementation by other agencies. The City also indicated that the use of “Share the Road” signs along Quebec Street will not be beneficial given the short distance and limits of Quebec Street. As such, the City proposed an additional recommendation to improve pavement markings and striping along the Trolley Line Trail, between Greenbelt Road and Berwyn House Road, to offset future pedestrian and bicycle impacts.

On June 15, 2022, the applicant submitted an addendum to the BPIS to evaluate the feasibility of the following improvements:

1. Install and/or upgrade pavement marking along College Park Trolley Trail, between Greenbelt Road and Berwyn House Road.
2. Install sharrows along Pontiac Street.

The BPIS addendum indicates that improvement No. 1, listed above, includes 11,700 linear feet of 4-inch-wide yellow and white pavement markings along a 3,250-linear-foot length of the College Park Trolley Trail. This improvement is estimated to cost \$16,380. The supplemental BPIS also included the original installation of four sharrows along Pontiac Street, which is estimated at \$900. The off-site improvements provided in the BPIS addendum are within the cost cap and are acceptable.

#### **On-site Adequacy**

On-site pedestrian and bicycle adequacy facilities are also required pursuant to Section 24-124.01(b) of the Subdivision Regulations. The BPIS indicates that the internal sidewalk network will be constructed per Prince George’s County standards and will provide interconnectivity between the site and US 1/Quebec Street. The applicant shall provide both short- and long-term bicycle parking facilities and provide a sidewalk on Quebec Street abutting

the subject site of at least 5 feet wide. Details of on-site and frontage improvements shall be provided as part of the DSP submission.

The PPS reflects two concrete sidewalks as existing along the site's frontage with US 1; a 4-foot-wide sidewalk immediately behind the curb, and a 6-foot-wide sidewalk set back approximately 11 feet from the first sidewalk and labeled as being constructed under SHA Contract PG-6245171R. However, the 6-foot-wide sidewalk is not currently in place. The PPS shall be revised to correctly reflect that the 6-foot-wide sidewalk is proposed under SHA Contract PG-6245171R. The sector plan recommends a 5- to 8-foot-wide sidewalk along US 1 within the public right-of-way in this area (pages 109 and 260), and therefore, the proposed 6-foot-wide sidewalk is in conformance with the sector plan. The applicant does not propose to revise the sidewalk from the design approved under the SHA contract. A public use easement is required for the proposed public sidewalk along the property's frontage with US 1, and the required 5-foot-wide sidewalk along Quebec Street, for any portion of the sidewalk that is not located in the public right-of-way.

#### **Demonstrated Nexus**

The required off-site pedestrian facilities and improvements will improve pedestrian and bicycle movement in the immediate vicinity of the subject property, while also complementing nearby existing development.

Pursuant to Section 24-124.01, there is a demonstrated nexus between the required off-site facilities and improvements for the development and nearby destinations.

Regarding pedestrian and bicycle analysis, the subject PPS provides sufficient right-of-way to facilitate the sector plan recommended facilities for US 1, which includes a 6.5-foot-wide bicycle lane and a minimum 5-foot-wide sidewalk separated by a 2-foot-wide buffer. The final dimensions and design of these facilities would be per the applicable standards of the appropriate operating agency with maintenance responsibility. The applicant shall provide pedestrian improvements along Quebec Street and connections from the site to facilities on all of its' frontages. The details of these improvements, the approved amenities, and facilities to support the policies of the MPOT, area sector plan, and Section 24-124.01 shall be provided as part of the future DSP submission.

Based on the preceding findings, adequate transportation facilities will exist to serve the subdivision, as required, in accordance with Section 24-124 of the Subdivision Regulations.

10. **Schools**—This PPS was reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and Prince George's County Council Resolutions CR-23-2001 and CR-38-2002, *Amended Adequate Public Schools Facility Regulations for Schools*. Per Section 24-122.02 (a)(2) of the Subdivision Regulations, the PPS is considered adequate when the future student enrollment does not exceed 105 percent of the state rated capacity. The subject property is located within Cluster 2, as identified in the *Pupil Yield Factors and Public-School Clusters 2020 Update*. An analysis was conducted and the results are, as follows:

	Affected School Cluster		
	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2
Multifamily (MF) Dwelling Units	123 DU	123 DU	123 DU
Pupil Yield Factor (PYF) – Multifamily (MF)	0.162	0.089	0.101
MF x PYF = Future Subdivision Enrollment	20	11	12
Adjusted Student Enrollment 9/30/19	22,492	9,262	9,372
Total Future Student Enrollment	22,512	9,273	9,384
State Rated Capacity	19,425	7,121	8,494
Percent Capacity	116%	130%	110%

Per Section 24-114.01, School Planning Capacity Analysis, of the Subdivision Regulations, this adequacy analysis was completed for planning purposes to assess the need for new or expanded school facilities, it is not a condition of approval for a subdivision.

**Section 10-192.01 School Facilities Surcharge**

Section 10-192.01 of the County Code establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24. The current amount is \$10,180 per dwelling if a building is located between I-95/495 (Capital Beltway) and the District of Columbia; \$10,180 per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$17,451 per dwelling for all other buildings. This project is located between the Capital Beltway and the District of Columbia; thus, the surcharge fee is \$10,180 per dwelling.

Section 10-192.01(c)(2)(A) states that the school facilities surcharge under this section does not apply to a dwelling unit that is a studio apartment or an efficiency apartment if the dwelling unit is located: Within the Regional Transit Districts and Local Centers (Growth Policy Areas), as defined in Plan 2035, including the area of the sector plan. The applicant did not provide a breakdown of the number of each type of unit proposed within the 123 total units. Should the applicant propose studio or efficiency apartments as part of this project, the school facilities surcharge will not apply to those units, however, the surcharge will apply to all other multifamily dwelling units.

This fee is to be paid to Prince George’s County Department of Permitting, Inspections and Enforcement at the time of issuance of each building permit.

Per Section 24-122.02, CR-23-2001 and CR-38-2002, and the *Amended Adequate Public Schools Facility Regulations for Schools*, the commercial component of the development is exempt from a review for school impacts because it is a nonresidential use.

11. **Public Facilities**—In accordance with Section 24-122.01 of the Subdivision Regulations, water and sewerage, police, and fire and rescue facilities were found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section dated April 28, 2022 (Perry to Gupta), incorporated by reference herein.

#### **Conformance with Applicable Plans**

This PPS was reviewed for conformance to the sector plan in accordance with Section 24-121(a)(5). The sector plan provides goals and policies related to public facilities (pages 151–163). However, these are not specific to the subject site or applicable to the development. There are no police, fire and emergency medical service facilities, schools, parks, or libraries proposed or designated on the subject property by the sector plan. The 2008 *Approved Public Safety Facilities Master Plan* also provides guidance on the location and timing of upgrades and renovations to existing facilities and construction of new facilities. This master plan does not identify any location on the subject property for upgrades to existing facilities or construction of new facilities.

12. **Use Conversion**—The total development included in this PPS is for 123 multifamily dwelling units and up to 2,300 square feet of commercial use in the M-U-I Zone. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings will require approval of a new PPS, prior to approval of any building permits.
13. **Public Utility Easement**—Section 24-122(a) requires that when utility easements are required by a public company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.”

The standard requirement for PUEs is 10-foot-wide along both sides of all public rights-of-way but the applicant does not propose to provide the easements along the public rights-of-way fronting the subject site. In order to be allowed to do so, the applicant needs to obtain a variation from this requirement. The subject site fronts on public rights-of-way to the west along US 1, to the north along Quebec Street, and to the east along an unnamed 15-foot-wide public alley. The applicant filed a variation request from Section 24-122(a) for provision of PUE along these public rights-of-way, and is further discussed below. However, Section 24-122(a) does not require that a PUE be provided alongside public alleys. Therefore, no action is required for the variation request for provision of PUE along the 15-foot-wide public alley.

#### **Variation from Section 24-122(a)**

The PPS approves a variation to not provide a PUE contiguous to US 1 and Quebec Street. Section 24-122(a) states the following:

- (a) **When utility easements are required by a public utility company, the subdivider shall include the following statement in the dedication documents: Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.**

The standard requirement of the public utility companies is to provide a 10-foot-wide PUE along all public roadways. Section 24-113(a) of the Subdivision Regulations sets forth the required findings for approval of variation requests, as follows:

- (a) **Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:**

- (1) **The granting of the variation will not be detrimental to the public safety, health, welfare, or injurious to other property;**

Ten-foot-wide easements for public utilities are required along both sides of all public rights-of-way to ensure that utilities will be able to serve the subject site and surrounding development. However, the applicant does not propose to provide the easements along the public rights-of-way fronting the subject site. The subject property abuts US 1 (west side of the property), Quebec Street (north side of the property), and a public alley (east side of the property). The public rights-of-way for US 1 and Quebec Street have been improved, and all utilities required to serve the development currently exist within the rights-of-way of these public streets. The existing utilities located within the streets will be extended to serve the mixed-use building proposed in this PPS. The omission of the PUEs along US 1 and Quebec Street will have no impact on the utilities already provided and available for this development, and to surrounding developments. Therefore, the granting of the variation will not be detrimental to the public safety, health, or welfare or injurious to others or other property.

- (2) **The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;**



The conditions on which the variation request is based, are unique to the site. The site is limited in size and constrained by existing development on all four sides. The site abuts US 1 and Quebec Street to the west and north respectively, and a public alley to the east. All rights-of-way are improved with the exception of the public alley. The applicant proposes to improve a portion of the public alley to serve as an access for the development. All necessary utilities that normally would be provided within a PUE are provided in the existing rights-of-way of US 1 and Quebec Street. In addition, the development of this site is guided by the sector plan, which contains site specific design criteria. This site is envisioned to be designed for walkable mixed-use commercial development, which orients buildings along street frontages. The site will be designed in accordance with these design criteria, with building fronts oriented toward the public streets. However, the location of buildings, streetscape requirements, and sidewalks along street frontages limits the available area for PUEs. Therefore, the utilities required to serve the proposed development will be extended from their location within the rights-of-way of existing streets. Given the site design criteria generated by the sector plan, the conditions on which the variation is based are unique to this property.

A Dry Utilities Plan submitted as an exhibit, and incorporated by reference herein, shows the location of existing dry utilities for the proposed development. In the exhibit, the existing utilities running within the public rights-of-way of US 1 and Quebec Street will be extended to serve the subject site.

The subject property fronts on public rights-of-way for which utilities have already been established and will not serve any additional properties in future; these factors are unique to the subject property and not generally applicable to other properties.

**(3) The variation does not constitute a violation of any other applicable law, ordinance, or regulation; and**

The variation does not constitute a violation of any other applicable law, ordinance, or regulation. More specifically, the variation will facilitate the development of the property as envisioned by the sector plan. The approval of a variation from Section 24-122(a) is unique to the Subdivision Regulations and under the sole approval authority of the Planning Board. Further, this PPS and variation request for the location of PUEs was referred to the affected public utility companies and the municipality of the City of College Park, and none opposed the variation request. No other law, ordinance, or regulation was found that would be impacted by this request.

- (4) **Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if strict letter of these regulations is carried out;**

The site is small, just over half acre in size, and is surrounded by public streets and existing development on all four sides. This limits the ability to expand the land area available for development. In addition, the property's frontage along US 1 and Quebec Street contains all required utilities within their rights-of-way. Strict adherence to this regulation will require placing a 10-foot-wide PUE along the north and west sides of the property, which would leave superfluous undevelopable area.

The existing development pattern in the neighborhood, and the existing utility locations available to the subject site constitute the particular physical surroundings applicable to this property. The requirement to provide additional 10-foot-wide PUEs along US 1 and Quebec Street would impede on the ability to provide the streetscape envisioned by the sector plan. In addition, the PUEs would serve no additional purpose, since utilities have already been established. These factors create a particular hardship to the owner in meeting the standard requirement.

- (5) **In the R-30, R-30C, R-18, R-18c, R-10, R-10, and R-H Zones, where multi-family dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113 (a) above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.**

The site is not located in any of the listed zones. Therefore, this criterion does not apply.

Based on the preceding findings, the variation from Section 24-122(a) for provision of PUE, along the public rights-of-way of US 1 and Quebec Street, is approved. However, Section 24-122(a) does not require that a PUE be provided alongside public alleys. Therefore, no action is required for the variation request for provision of PUEs along the 15-foot-wide public alley.

14. **Historic**—The sector plan includes goals and policies related to historic preservation (pages 193-201). However, these are not specific to the subject site or applicable to the PPS.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any designated Prince George’s County historic sites or resources.

15. **Environmental**—This PPS was accepted on March 30, 2022. Comments were provided to the applicant at the SDRC meeting on April 15, 2022. Revised plans and documents were received on April 28, 2022. The following applications and associated plans have been previously reviewed for the subject site:

Development Review Case Number	Associated Tree Conservation Plan or Natural Resources Inventory Number	Authority	Status	Action Date	Resolution Number
N/A	NRI-003-2022	Staff	Approved	01/19/2022	N/A
N/A	S-001-2022	Staff	Approved	01/04/2022	N/A
4-21039	N/A	Planning Board	Approved	06-30-2022	2022-79

**Grandfathering**

This project is not grandfathered, with respect to the environmental regulations contained in Subtitles 24 and 27 that came into effect on September 1, 2010 because the application is for a new PPS.

**Previously Approved Conditions**

The PPS is for a site with no previously associated cases with conditions.

**Plan 2035**

The site is located Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map, as designated by Plan 2035.

**Conformance with Applicable Plans**

**Sector Plan**

The site falls within the Lower Midtown portion of the sector plan. The sector plan does not indicate any environmental issues associated with this property.

**Countywide Green Infrastructure Plan**

This property is not within the designated network of the 2017 *Countywide Green Infrastructure Plan* of the *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan*.

The site has been entirely cleared, graded, and developed since at least 1993, according to aerial imagery available from PGAtlas.

**Environmental Review**

### **Natural Resources Inventory/Existing Conditions**

The site has an approved Natural Resources Inventory Plan (NRI-003-2022), which correctly shows the existing conditions of the property. The site is completely graded. No woodlands, specimen, champion, or historic trees are located on-site. This site is not associated with any regulated environmental features, such as streams, wetlands, 100-year floodplain, or associated buffers. The site is not within the primary management area.

### **Woodland Conservation**

The site is exempt from the provisions of the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO), because the property is less than 40,000 square feet and has no previous tree conservation plan approvals. A standard letter of exemption (S-001-2022) from the WCO was issued for this site, which expires on January 1, 2024. No additional information is required regarding woodland conservation.

### **Soils**

The predominant soils found to occur, according to the United States Department of Agriculture Natural Resource Conservation Service Web Soil Survey, include Urban land-Woodstown complex (0-5 percent slopes) and Russett-Christiana-Urban complex (0-5 percent slopes).

No unsafe soils containing Marlboro clay were identified on or within the immediate vicinity of this property. However, unsafe soils containing Christiana complexes have been identified on-site. These unsafe soils are mapped on the northwestern corner of the site. However, no major geotechnical issues are anticipated.

### **Specimen, Champion, or Historic Trees**

Approved NRI-003-2022 indicates that no specimen, champion, or historic trees have been identified on the subject property. No further information is required with this PPS.

### **Conclusion**

Section 24-130(b)(5) of the Subdivision Regulations states “Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25.” Based on the level of design information available at the present time, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent practicable.

16. **Urban Design**—Conformance with the Zoning Ordinance is evaluated, as follows:

### **Conformance with the Requirements of the D-D-O Zone Standards of the Sector Plan**

The subject site is governed by the D-D-O Zone standards approved with the sector plan and mixed-use development uses are permitted on the property, subject to the approval of a DSP. In accordance with the sector plan, D-D-O Zone standards replace comparable standards and regulations of the Zoning Ordinance where applicable. Whenever a conflict exists between the

D-D-O Zone standards and the Zoning Ordinance, or the 2010 *Prince George's County Landscape Manual* (Landscape Manual), the D-D-O Zone shall prevail. For development standards not covered by the D-D-O Zone, the Zoning Ordinance or Landscape Manual shall serve as the requirements, as stated in Section 27-548.21 of the Zoning Ordinance. Conformance with the regulations and standards of the D-D-O Zone will be further reviewed at the time of DSP.

The D-D-O has more than 40 pages of development standards focused on criteria including building form, architectural elements, sustainability, streets, and open space requirements. While conformance with these requirements will be evaluated at the time of DSP, the applicant should be particularly mindful now of the D-D-O development standards that define spatial relationships within the subject site and with the surrounding neighborhood. Special attention should be paid to development standards on lot coverage, building siting, parking, and streetscape elements.

#### **Conformance with Zoning Ordinance**

All development proposals in a D-D-O Zone are subject to DSP review, as indicated in Section 27-548.25, Site Plan Approval, of the Zoning Ordinance, which states:

- (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.**

#### **Conformance with the 2010 Prince George's County Landscape Manual**

This development is subject to the requirements of the Landscape Manual. The D-D-O Zone includes development district standards that replace many requirements of the Landscape Manual, and the project will be required to demonstrate conformance with the applicable development district standards and Landscape Manual requirements at the time of DSP.

#### **Conformance with the Prince George's County Tree Canopy Coverage Ordinance**

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require building and grading permits that propose 5,000 square feet or greater of gross floor area or disturbance. Properties that are zoned LTO-E (M-U-I) are required to provide a minimum of 10 percent of the gross tract area in TCC. The subject site is 0.52 acre in size and will be required to provide a minimum of 2,275 square feet of the tract area in TCC. Conformance with this requirement will be evaluated at the time of DSP.

17. **City of College Park**—The subject property is located within the geographical boundary of the City of College Park. The PPS application was referred to the municipality for review and comments on March 30, 2022. The City provided the following comments in their memorandum (Schum to Gupta) on May 4, 2022:



1. Provide public access easements to the City, along US 1 and Quebec Street, for any sidewalk that is not located in the public right-of-way.
2. Provide public access easements, along the alley (located at the east side of the property), to the City for loading and access. The City does not support the vacation of the alley.
3. Staff recommends modifying the BPIS proposal to include:
  - a. Construction of a 10-foot-wide shared use path at the end of the paved section of Quebec Street to connect to 48th Avenue. This shared use path may need to serpentine to meet required grade requirements.
  - b. Installation of 4-5 U-shaped bicycle racks along US 1.
  - c. Removal of the seat wall.
4. Revise the traffic study to clarify if proposing renting by the bed or by the dwelling unit. The traffic study uses the Prince George's County Student Housing Trip Generation figure. However, if the proposed housing is to be rented by the unit (described as graduate student housing in the narrative) then the Prince George's County Apartments (garden and mid-rise) rates should be used.
5. At the time of DSP, demonstrate conformance with the TCC requirement (a minimum of 0.054 acre) on site.
6. City staff supports the PUE variation request.

Appropriate conditions are included to address City's Comment 1. In response to City's Comment 2, no public access easement is required to cover the alley, since this currently unimproved alley is platted for public use, which is to the benefit of the City given their municipal authority of publicly dedicated roadways. Comment 3 provides the City's recommendations for off-site bicycle and pedestrian improvements, and are considered in the Transportation finding, and included in appropriate conditions of approval of this PPS.

The traffic study was revised by the applicant in response to the City's Comment 4, to revise the proposed use on the property from student housing to unrestricted multifamily housing. Comment 5 will be addressed at the time of DSP.

A second memorandum was received from the City of College Park, dated June 22, 2022 (Schum to Shapiro), which summarized the City Council's unanimous vote at their meeting on June 21, 2022, to support approval of the PPS and the variation to waive the 10-foot PUE, with the following conditions:

1. Total development within the proposed subdivision shall be limited to uses which generate no more than 69 AM peak-hour trips and 86 PM peak-hour trips. Any development generating an impact greater than that shall require a new determination of the adequacy of transportation facilities and a new PPS.
2. The final plat of subdivision shall include right-of-way dedication of 50 feet from the centerline along US 1 to the State Highway Administration in accordance with the PPS.
3. Prioritize the following off-site bicycle and pedestrian improvements to satisfy Section 24-124.01 of the Subdivision Regulations, subject to the approval of the applicable agency and the cost cap:
  - a. Provide new or upgraded thermoplastic pavement markings along the Trolley Trail, from Greenbelt Road to Berwyn House Road. These shall include yellow centerline skip lines and white edge lines.
  - b. Provide sharrow lane markings along Pontiac Street.
  - c. Repaint approximately 22 sharrow lane markings along Berwyn Road between Baltimore Avenue and the train tracks.
4. At the time of DSP, the applicant shall provide an off-site bicycle and pedestrian facilities plan that illustrates the location, limits, specifications and details of the pedestrian and bicycle adequacy improvements approved with PPS 4-21039, consistent with the cost cap and Section 24-124.01 (f) of the Prince George's County Subdivision Regulations.
5. Prior to final plat, the applicant shall execute an agreement with the City of College Park for the construction and maintenance of improvements to the 15-foot-wide alley including pavement, a retaining wall and storm drain facilities.
6. Prior to Planning Board approval of the DSP, the applicant shall execute a Declaration of Covenants Agreement with the City that includes, at a minimum, the following provisions:
  - a. Provision of public access easements to the City for any sidewalk along Quebec Street and Baltimore Avenue that is not located in the public right-of-way.
  - b. Assurances that the property will be used for graduate student housing.
  - c. PILOT to City if the property becomes tax exempt.
  - d. Unitary management and condominium conversion requirements.
  - e. Acknowledgement of responsibility for maintenance of pedestrian light fixtures, landscaping, and sidewalks.

- f. Restrictions related to construction staging and hours of operation, if needed.
- g. If feasible, provision of an outdoor public art feature, which can be matched by City funds (up to \$15,000).
- h. Evidence of LEED SILVER or equivalent certification.

City’s recommended Conditions 1 to 4 are similar to Conditions 2, 6, 9, and 8 of this resolution, respectively. City’s recommended Condition 3 relates to off-site pedestrian and bicycle improvements, pursuant to Section 24-124.01. The BPIS did not evaluate the feasibility for this recommended improvement and further did not assess if this facility is within the cost cap. However, the applicant agreed to provide the improvement at the Planning Board hearing, subject to the cost cap. Condition 11 of this approval has been included to require that the applicant evaluate if this recommended improvement can be provided within the cost cap that was established in the BPIS, in addition to the improvements provided in Condition 9, prior to certification of the PPS.

City’s recommended Condition 6a is similar to Condition 5b of this resolution, related to the requirement of a public use easement agreement with the City for public use of any portion of the sidewalk located on the subject property.

City’s recommended Condition 5 relates to the public alley, for which the City is the operating agency. Any required agreement for the construction and maintenance of this alley would be between the City and the applicant, and would be addressed prior to the applicant obtaining their City permits. City recommended Conditions 6b to 6f pertain to operation, maintenance, and management issues which are not relevant to the PPS review, and are more appropriate as subjects of discussion between the applicant and the City. City recommended Conditions 6g and 6h pertain to design-related issues and will be addressed at the time of DSP.

18. **Referral to adjoining Municipalities**—The subject property is located within one mile of the geographical boundary of the City of Greenbelt and the Town of Berwyn Heights. The PPS application was referred to both the municipalities for review and comments on March 30, 2022. However, at the time of the Planning Board hearing, no comments were received from these municipalities.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board’s action must be filed with Circuit Court for Prince George’s County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

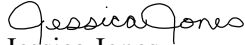
\* \* \* \* \*

PGCPB No. 2022-79  
File No. 4-21039  
Page 27

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, and Shapiro voting in favor of the motion, and with Commissioners Doerner and Washington absent at its regular meeting held on Thursday, June 30, 2022, in Upper Marlboro, Maryland.

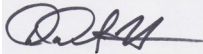
Adopted by the Prince George's County Planning Board this 21st day of July 2022.

Peter A. Shapiro  
Chairman

By   
Jessica Jones  
Planning Board Administrator

PAS:JJ:MG:jah

APPROVED AS TO LEGAL SUFFICIENCY



David S. Warner  
M-NCPPC Legal Department  
Date: July 19, 2022



US POSTAGE<sup>SM</sup>PITNEY BOWES  
  
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CASE NO: 4-21039  
 CASE NAME: ECOGRADS  
 PARTY OF RECORD: 16  
 PB DATE: 7-21-2022

\$1.68

MCNAMEE HOSEA  
 6411 IVY SUITE 200  
 GREENBELT MD 20770  
 (CASE NUMBER: 4-21039)

SHANA CARROLL  
 D.W. KOZERA, INC.  
 1408 BARE HILLS AVENUE SUITE 200  
 BALTIMORE MD 21209  
 (CASE NUMBER: 4-21039)

MIRIAM BADER  
 CITY OF COLLEGE PARK  
 7401 BALTIMORE AVENUE  
 COLLEGE PARK MD 20740  
 (CASE NUMBER: 4-21039)

TERRY SCHUM  
 CITY OF COLLEGE PARK  
 7401 BALTIMORE AVENUE  
 COLLEGE PARK MD 20740  
 (CASE NUMBER: 4-21039)

SUSAN WHITNEY  
 COLLEGE PARK CITY COUNCIL  
 8615 RHODE ISLAND AVENUE  
 COLLEGE PARK MD 20740  
 (CASE NUMBER: 4-21039)

MR.VIPUL PATEL  
 VASU, LLC  
 8419 EAST BALTIMORE AVENUE EAST  
 COLLEGE PARK MD 20740  
 (CASE NUMBER: 4-21039)

MR.VIPUL V PATEL  
 SAI MANAGEMENT INC & VASU, LLC  
 8419 EAST BALTIMORE AVENUE EAST  
 COLLEGE PARK MD 20740  
 (CASE NUMBER: 4-21039)

MICHAEL LENHART  
 LENHART TRAFFIC CONSULTING, INC.  
 645 B&A BOULEVARD SUITE 214  
 SEVERNA PARK MD 21146  
 (CASE NUMBER: 4-21039)

KAREN CARPENTER  
 KIM ENGINEERING  
 1390 PICCARD DRIVE SUITE 340  
 ROCKVILLE MD 20850  
 (CASE NUMBER: 4-21039)

BRANDON FRITZ  
 KIM ENGINEERING  
 1390 PICCARD DRIVE SUITE 340  
 ROCKVILLE MD 20850  
 (CASE NUMBER: 4-21039)

MATTHEW TEDESCO  
 MCNAMEE HOSEA, P.A.  
 6411 IVY LANE SUITE 200  
 GREENBELT MD 20770  
 (CASE NUMBER: 4-21039)

MR.ROBERT W RUSSELL  
 1906 BEECHES GLORY PATH PATH 1906  
 BEECHES GLORY PATH  
 ANNAPOLIS MD 21401  
 (CASE NUMBER: 4-21039)



MARK MANZO  
KINDBILD, LLC  
16826 WESLEY CHAPEL ROAD  
MONKTON MD 21111  
(CASE NUMBER: 4-21039)

MANZO DEVELOPMENT  
16826 WESLEY CHAPEL ROAD  
MONKTON MD 21111  
(CASE NUMBER: 4-21039)

JOE LEWIS  
4700 BERWYN HOUSE ROAD SUITE 2421  
COLLEGE PARK MD 20740  
(CASE NUMBER: 4-21039)

KINDBILD LLC  
16826 WESLEY CHAPEL ROAD  
MONKTON MD 21111  
(CASE NUMBER: 4-21039)



Countywide Planning Division  
Historic Preservation Section

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
www.pgplanning.org

301-952-3680

August 12, 2022

**MEMORANDUM**

**TO:** Andrew Bishop, Urban Design Section, Development Review Division

**VIA:** Thomas Gross, Acting Supervisor, Historic Preservation Section, Countywide Planning Division *TWG*

**FROM:** Jennifer Stabler, Historic Preservation Section, Countywide Planning Division *JAS*  
Tyler Smith, Historic Preservation Section, Countywide Planning Division *TAS*  
Amelia Chisholm, Historic Preservation Section, Countywide Planning Division *AGC*

**SUBJECT: DSP-21024 ECOGRADS**

The subject property comprises 0.539 acres and is located in the southwest quadrant of the intersection of Quebec Street and Baltimore Avenue. The subject application proposes a mixed-use development of multifamily units to accommodate graduate student housing and commercial/office/retail space. The subject property is zoned M-U-I/D-D-O.

The subject property is within the 2010 *Approved Central US 1 Corridor Sector Plan* area. The master plan includes goals and policies related to historic preservation (pages 193-202). However, these are not specific to the subject site or applicable to the proposed development.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any designated Prince George's County Historic Sites or resources. Historic Preservation Section staff recommends approval of DSP-21024 ECOGRADS, without conditions.

**SECOND AMENDED**  
**STATEMENT OF JUSTIFICATION**  
**ECOGRADS**  
**DSP-21024**

APPLICANT: KindBild, LLC  
16826 Wesley Chapel Road  
Monkton, Maryland 2111

OWNERS: Kaleidos International, Inc.  
410 Buedel Court  
Sparks, Maryland 21152

ATTORNEY/  
CORRESPONDENT: Matthew C. Tedesco, Esq.  
McNamee Hosea, P.A.  
6411 Ivy Lane, Suite 200  
Greenbelt, Maryland 20770  
(301) 441-2420 Voice  
(301) 982-9450 Fax

CIVIL ENGINEER: Kim Engineering, Inc.  
1390 Piccard Drive, Suite 340  
Rockville, Maryland 20850  
(240) 614-7678 Voice

TRAFFIC ENGINEER: Lenhart Traffic Consulting, Inc.  
645 Baltimore Annapolis Blvd., Suite 214  
Severna Park, Maryland 21146  
(410) 216-3333 Voice

ARCHITECT: Niles Bolton Associates Inc.  
300 N. Lee Street, Suite 502  
Alexandria, Virginia 22314  
(703) 836-0915 Voice

REQUEST: Detailed Site Plan pursuant to Section 27-285(b) of the prior Zoning Ordinance with requested modifications to the Development District Standards pursuant Section 27-548.25(c) of the prior Zoning Ordinance in order to accommodate the development of a mixed-use multifamily housing project in the MUI/DDO Zone. The DSP intends to utilize the prior Zoning Ordinance and prior M-U-I/DDO Zone, as provided for in Section 24-1703, since PPS 4-21039 was accepted as complete prior to April 1, 2022.

Although not required, in the abundance of caution, and pursuant to Sections 27-1903(c) and (d), and 27-1904(b), the applicant is also providing a written statement explaining the basis for electing to utilize the Prior Zoning Ordinance and prior M-U-I/DDO Zone (*see* Section III, below).

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## I. DESCRIPTION OF PROPERTY

1. Addresses – 8421 and 8429 Baltimore Avenue, College Park, Maryland 20740.
2. Proposed Use – Approximately 123 multifamily dwellings for today’s graduate student, professional, professor, faculty member, researcher, startup employee(s), new workforce entrants, etc., and approximately 2,314 square feet of commercial/retail space (proposed/envisioned as 1,000 SF for a community art gallery and 1,314 SF café or eating/drinking establishment).
3. Election District – 21.
4. Lots – Lots 28 through 31, 47 and 48.
5. Total Area – 0.5223 acres or 22,752 square feet (gross)
6. Tax Map & Grid – 33/D1.
7. Location – Southeast quadrant of the intersection of Quebec Street and Baltimore Avenue (US 1).



8. Zone – LTO-e (Local Transit Oriented – Edge) Zone.

9. Prior Zone – M-U-I & DDO Zones
10. Overlay Zone – DDOZ within the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*
11. Zoning Map – 210NE04
12. Incorporated Area – College Park
13. Archived 2002 General Plan Tier – Developed
14. General Plan Growth Policy – Established Communities.

## II. NATURE OF REQUEST

KindBild, LLC (hereinafter the “Applicant”) is requesting the approval of a Detailed Site Plan to construct approximately 123 multifamily dwellings for multifamily and/or graduate housing and approximately 2,314 square feet of commercial/retail (proposed/envisioned as 1,000 SF for a community art gallery and a 1,314 SF café or eating/drinking establishment) with an eye toward providing eco-friendly housing tailored to advance the careers of graduate students, researchers, startup employees, new workforce entrants, faculty, or multifamily residents. EcoGrads is proposed to be a multifamily community utilizing fully amenitized micro-units to help solve the problems of affordable multifamily and/or graduate housing and carbon neutrality, while nurturing the careers of its residents. Uniquely, and in an effort to be responsive to the growing challenges of affordability, the project proposes all studio/efficiency units that will be uniquely designed to maximize living space. To be successful in renting units slightly below market rate, meaning about 5-10% below market rate, the applicant is creatively designing the project for tenants who are at an income level slightly higher than the typical graduate student or startup employee, and most likely an older graduate student such as a post-doc or second year graduate with an income earning roommate. The applicant is creating something very unique in the marketplace that consists of a co-living studio unit that is accomplished through creative design. Simply, EcoGrads is a special project that encompasses micro-units, eco-friendly design, open floor plan studio units, co-living efficiencies, within the transit edge, that encourages place making within a mixed-use walkable node of the City.

As explained in more detail below, the applicant is utilizing the prior Zoning Ordinance and prior M-U-I/DDO Zones, and as such, is also requesting limited modifications to the Development District Standards contained in the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (hereinafter “Sector Plan”).

## III. UTILIZATION OF THE PRIOR ZONING ORDINANCE

Since PPS 4-21039, which is the companion case to this DSP, was accepted as complete on March 30, 2022<sup>1</sup>, the applicant is not technically required to provide a statement providing its

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<sup>1</sup> PPS 4-21039 was approved by the Planning Board on June 30, 2022 and Resolution PGCPB No. 2022-79 was adopted by the Planning Board on July 21, 2022.



basis for utilization of the prior Zoning Ordinance; however, and in the abundance of caution (given the new Zoning Ordinance just recently went into effect on April 1, 2022), the applicant hereby provides the statement below regarding the utilization of the prior the Zoning Ordinance and prior M-U-I/DDO Zone.

On April 1, 2022, the approved County-wide Sectional Map Amendment (“CMA”) and the updated Prince George’s County Zoning Ordinance became effective, thereby, rezoning the subject property to the newly created LTO-E (Local Transit-Oriented Edge) Zone. Notwithstanding, on March 30, 2022, the applicant’s preliminary plan of subdivision (to wit: 4-21039) was accepted as complete by the Development Review Division, and was subsequently approved by the Planning Board June 30, 2022 (PGCPB No. 2022-79 was adopted on July 2, 2022). Thus, and pursuant to Section 24-1703(a), the PPS was reviewed and decided in accordance with the prior Subdivision Regulations. Furthermore, pursuant to Sections 24-1703(d) and 27-1703(d), and following the orders of approval of the prior Zoning Ordinance, since the PPS is approved and remains valid, the project may proceed to the next steps in the approval process and continue to be reviewed decided under the prior Subdivision Regulations and prior Zoning Ordinance. Consequently, in this instance, the applicant is not necessarily required to elect to utilize the prior zone or prior Zoning Ordinance, as the new Code provides that “the project may proceed to the next steps in the approval process (including any zoning steps that may be necessary) and continue to be reviewed and decided under the prior . . . Zoning Ordinance.” (Section 24-1703(d)).

Notwithstanding, and although not required, this section is included herein in response to Section 27-1904(b) of the Zoning Ordinance. The applicant has spent more than ten (10) months, and a significant amount of money, not only preparing and processing PPS 4-21039, but also in preparing and designing this detailed site plan application (including all accompanying supporting plans/documents) pursuant to the regulations and requirements applicable to the prior Subdivision Regulations and prior Zoning Ordinance. Further, the applicant recognizes that the M-U-I/DDO Zone provisions have been successfully utilized and implemented for development of multifamily and commercial/retail mixed-use developments throughout the US 1 Corridor for more than a decade. Therefore, the M-U-I/DDO Zone regulations/procedures offers the most efficient, flexible, and established framework for review and approval of the applicant’s desired use/development at this time.

#### IV. APPLICANT’S PROPOSAL

As mentioned previously, the Applicant is requesting the approval of a Detailed Site Plan to construct approximately 123 multifamily dwellings for graduate students, professionals, professors/faculty, etc. and approximately 2,314 square feet of commercial/retail space (proposed/envisioned as 1,000 SF for a community art gallery and a 1,314 SF café or eating/drinking establishment). The current addresses of the included properties are 8421 and 8429 Baltimore Avenue, College Park, Maryland 20740, which are currently unimproved vacant land. The total gross area of the property is 0.5223 acres (or 22,752 square feet), and is known as Lots 28, 29, 30, 31, 47 and 48, Block 11, of the Addition to Berwyn Subdivision, as reflected on a plat recorded in Plat Book BDS 1 at Plat 30. Parking will be provided via an underground parking garage with the multifamily building above. Recently, due to various factors – including

construction costs that would then require the need to off-set the same with even higher rent prices – the applicant modified the DSP to remove the second level of the subterranean parking garage. The removal of the second level of the underground garage reduces the on-site parking spaces, however, the applicant has secured off-site parking at the Cambria both during the construction phase of development and for future EcoGrads residents post construction. Thus, notwithstanding the loss of the second level of the parking garage, all required parking for the project will be provided. Modifications to certain development district standards are requested/necessary for the EcoGrads multifamily development. The requested amendments are discussed in Section VI of this statement.

EcoGrads is a purpose-built multifamily project that will seek to provide an affordable option for today’s graduate student, professional, professor, faculty member, researcher, startup employees, new workforce entrants, etc. The building sits on a small site along Baltimore Avenue (US 1) – in the southeast quadrant of its intersection with Quebec Street – with ideal connectivity to the University of Maryland. The concept for EcoGrads revolves around an effort to provide affordable living, connectivity, and sustainable practices. To maximize affordability, you must maximize density and minimize construction cost. To provide connectivity, you must focus on views and amenity programming. To make a building sustainable, you must incorporate technologies and best practices of the day to promote energy efficiency and well living. EcoGrads is designed to incorporate these elements and designed to provide the best experience possible for the future residents, while also being responsive to elements that are important to the community.

## DESIGN FEATURES

The site plan proposes one point of vehicular access from Quebec Street into the garage. The redevelopment of this site will create a mixed-use environment within the Walkable Node Character Area that will provide 123 multifamily units located in close proximity to the University of Maryland College Park campus. The units are uniquely designed and will facilitate co-living studio units. Given its location, with the Seneca Building located to the east of the subject property, great detail, time, and expense have gone into the site and building design, which is reflected on the plans submitted herewith. The design and programming of the building reflect high quality and sustainable materials. The project’s architecture will become an attractive and cohesive part of the revitalized lower midtown area of College Park. The building façades will contain a combination of sustainable materials such as brick, masonry, metal, fiber cement, cement board/siding, glass, etc. Building mounted signage is proposed on the northern and southern façades of the building, and along the western façade – along Baltimore Avenue – at the pedestrian entries. Additionally, in response to comments from the Urban Design Section, the applicant added painted murals to the southern elevation.

The site geometry and topography provide an opportunity to bring some interesting design elements to the building, which include, but are not limited to, the saw tooth façade, overhangs, one-level underground parking, painted murals, and common outdoor spaces. The building program includes multifamily studio units, bike parking, retail (café), community art gallery, leasing and lounge space, a common communal amenity, roof top amenity as one of the three (3) outdoor amenity terraces with communal seating, a bocce court, green space, and dog

wash. The materials that are being utilized are all either sustainable materials or promote sustainability. Green elements are incorporated throughout the terraces, along the sidewalks, and up on to the building. These elements include bio-retention planters, planting of trees (the site is currently devoid of any trees), and typical planters to soften the building edge – all to provide an inviting atmosphere for the tenants while being environmentally conscientious.

The proposed building will be strategically constructed using progressive technologies and precise manufacturing to maintain a sustainable and innovative base for its design. These design elements are better depicted below.

*Northern and western building facades (looking southeast):*



*Western façade (looking northeast):*



*Western façade (looking east):*



*Northern and eastern facades (looking southwest):*





*Southern Elevation (looking north):*



*Pedestrian realm along Baltimore Avenue and Quebec Street (looking southeast):*





*Pedestrian realm along Baltimore Avenue (looking north):*





*Courtyard Perspective (looking north):*



*Courtyard Perspective (looking south):*



Again, the exterior character of the building includes a palette of colors that utilize neutral tones with charcoal brick at the base and touches of cement board in a wood texture at key locations – including the southwest corner of the building. The brick will act to ground the

building while the upper stories use a subtle gridded arrangement on the facades made up of cement board and batten on the structural grid skeleton. Vertical accent bands of exposed concrete provide a natural element to the building design. The “U-shape” of the building allows more relief, light, and activation into the amenity areas and interior units. The unique saw tooth design of the western elevation also highlights the façade and building overhangs along Baltimore Avenue in an effort to elevate the experience during the day as well as evening. That is, this façade along Baltimore Avenue will create both building relief and pedestrian activation zones (outdoor seating, landscaped areas, and entry areas). The painted murals on the southern elevation seek to provide an artistic response to the panel system and inability to provide additional fenestration on the façade. Finally, the artificial green wall along the roof line of the eastern façade that wraps around to a portion of the southern façade is not only responsive to community and City Council requests, but also will help to screen any possible views of the solar panels from the Berwyn Neighborhood to the east – notwithstanding the viewshed is screened by existing woodland and the Seneca Building.

Affordability, connectivity, and sustainability are the themes of this very exciting and innovating project. The design incorporates these elements for one reason, to provide the best possible experience for the graduate student, professional, professor, faculty member, researcher, startup employees, new workforce entrants, etc., and to bring a product online that speaks to the needs of today’s young professional.

Project highlights include the following:

- Multiple indoor and outdoor amenity areas including, but not limited to residential lounges, fitness center and yoga studio, terraces and seating areas with bocce court, and roof top terrace;
- On-site management staff to provide best-in-class resident care and customer service;
- Premier security measures including access-controlled buildings, common areas, units, and bedrooms;
  - The building will feature a mobile app for tenants to report security and safety concerns, as well as organize activities among other tenants, share bikes, reserve conference rooms, reserve the electric shuttle and coordinate carpooling
- Electric shuttle that offers free transportation to and from area metro stations, the University of Maryland Campus, and off-site parking (as needed);
- Secured bike storage for 70 bikes;
- Study/Collaboration/Conference room areas;
- Dog wash station;
- State-of-the-art trash and recycling system;
- Artificial green wall on the top floor of the eastern and portions of the southern elevations to improve views for residents to the east and further screen the roofline;
- Rooftop solar panels;
- 2,314 square feet of commercial/retail space (including community art gallery space and a café); and

- Streetscape improvements to include upgraded sidewalks, and outdoor seating area for retail space.

Conceptual prospective and details of the private and public amenity spaces that are intended to be constructed concurrently with the construction of the building include a terrace with seating, landscaping, and a bocce ball court, as depicted above.

#### IV. COMMUNITY

The subject property is located in Planning Area 66, Councilmanic District 3, within the City of College Park. More specifically, the site is located in the southeast quadrant of the intersection of Quebec Street and Baltimore Avenue (U.S. 1). The property is located in the LTO-E Zone, but the development proposal is utilizing the prior Zoning Ordinance and prior Mixed Use-Infill (“M-U-I”) Zone, and, therefore, is subject to the Development District Overlay (“D-D-O”) Zone standards contained in the Sector Plan, and is further located in the Walkable Node Character Area of the Lower Midtown Plan Area.

The subject property is surrounded by the following uses:

*North:* Quebec Street, and beyond commercial use in the NAC Zone (previously M-U-I/D-D-O Zone).

*South:* Commercial uses (a hotel and a gas station) in the LTO-E Zone (previously M-U-I/D-D-O Zone), and beyond Pontiac Street.

*East:* Office use (State of Maryland – UMD Seneca Building) and parking in the NAC Zone (previously M-U-I/D-D-O) and beyond, a dedicated but unimproved right-of-way with single-family detached homes on the east side in the RSF-65 Zone (R-55 Zone).

*West:* Baltimore Avenue (US 1), and beyond mixed use development (The Tempo) and commercial uses in the RTO-L-E Zone (formerly M-U-I/D-D-O Zone) and MNCPPC property and the University of Maryland beyond in the ROS and RR Zones, respectively.

The prior M-U-I Zoning of the property allows for a mix of uses and a walkable, transit-oriented pattern of development in keeping with the recommendations of the sector plan for walkable nodes. In addition, the subject property is in close proximity to the University of Maryland and represents a prime opportunity for additional multifamily housing within walking distance to the University, which further implements the purpose of the zone and the Sector Plan. The proposed building also compliments the use of the surrounding urban infill development. As the DSP depicts, the design of the project actively engages with the topography of the site in a way that reflects the hierarchy of the architectural program by giving prominence to the pedestrian experience along Baltimore Avenue. The main pedestrian entrance to the residential and retail areas includes overhangs as a bi-product to the saw tooth building design with outdoor seating areas, enhancing an activity zone and creating a sense of place along Baltimore Avenue.

Along the northern faced – facing Quebec Street, the vehicular entrance to the underground parking and loading is much less celebrated, being located off Baltimore Avenue and below a wall of glass that will house amenity spaces for the residents – including co-working spaces, meeting rooms, and lounges. The sidewalk and adjacent landscape areas compliment that of the surrounding buildings and create an improved walkability factor with the elimination of one existing curb cut along Baltimore Avenue, creating a more continuous sidewalk.

V. GENERAL CRITERIA FOR DSP APPROVAL

**Section 27-285. Planning Board Procedures.**

**(b) Required findings.**

- (1) The Planning Board may approve a Detailed Site Plan if it finds that the plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;**

COMMENT: The plan does represent a reasonable alternative for satisfying the site design guidelines. The site design guidelines are found in the Sector Plan, the intent of which is to regulate the design and character of the Central US 1 Corridor. “The purpose of these standards is to shape high-quality public spaces with buildings and other physical features to create a strong sense of place for College Park and the University of Maryland, consistent with the land use and urban design recommendations of the Sector Plan.” (Sector Plan at p. 227). These standards “are intended as a supplement to the existing zoning regulations for the Central US 1 Corridor.” (*Id.*). “All new development and redevelopment of existing structures within the DDOZ shall comply with the development district standards and the general intent and goals of the US 1 Corridor Sector Plan.” (*Id.* at p. 223).

VI. D-D-O ZONE REQUIREMENTS

The Sector Plan defines long-range land use and development policies, detailed zoning changes, design standards, and a Development District Overlay (D-D-O) Zone for the US 1 Corridor area. The land use concept of the sector plan divides the corridor into four inter-related areas, walkable nodes, corridor infill, existing neighborhoods, and natural areas, for the purpose of examining issues and opportunities and formulating recommendations. Detailed recommendations are provided for in six distinct areas within the sector plan: Downtown College Park, the University of Maryland, Midtown, Uptown, Autoville and Cherry Hill Road, and the Hollywood Commercial District. The overall vision for the Central US 1 Corridor is a vibrant hub of activity highlighted by walkable concentrations of pedestrian and transit-oriented mixed-use development, the integration of the natural and built environments, extensive use of sustainable design techniques, thriving residential communities, a complete and balanced transportation network, and a world-class educational institution.

The sector plan recommends mixed use commercial land uses for the subject property (see Map 8, page 60). These land uses are described on page 57 of the Sector Plan. The property is also located in the Walkable Node Character Area, which consists of higher-density mixed-uses, buildings that accommodate retail, offices, row houses, and apartments, with emphasis on nonresidential land uses, particularly on the ground level. The proposed development of approximately 123 multifamily (studio) dwelling units and approximately 2,314 square feet of commercial/retail space implements the land use recommendations of the Sector Plan. Moreover, the subject property is within the M-U-I Zone, which permits mixed-use multifamily residential dwellings units and commercial/retail uses, by right.

The proposed development is located in the Walkable Node Character Area, as shown on the diagram on page 61 of the Sector Plan, and on Map 27 on page 230. As mentioned previously, the Walkable Node Character Area consists of higher-density mixed-use, buildings that accommodate retail, offices, row houses, and apartments, with emphasis on nonresidential land uses, particularly on the ground level. The applicant contends, and despite any requested modifications that are necessary to facilitate the development, that the proposed development is in substantial conformance with the intent of the Walkable Node areas to serve as a transition from the Baltimore Avenue corridor and the UMD Seneca Building to the east all of which is within the NAC Zone (formerly M-U-I/DDO Zone). Moreover, the proposed development not only serves as a transition from the Walkable Node (University) Character Area on the west side of Baltimore Avenue and the commercial uses to the west, south and north, but also helps to ensure consistency in size, scale, and context with the surrounding developments. Indeed, the proposed building compliments the use of the surrounding midrise residential developments and the mid-rise UMD Seneca Building to the east, which also sits at a higher elevation than the subject property. The design actively engages with the topography of the site in a way that reflects the hierarchy of the architectural program by giving prominence to the pedestrian experience along Baltimore Avenue and at the corner of its intersection with Quebec Street.

In addition to the general criteria outlined above, additional findings for a Detailed Site Plan in the Development District Overlay Zone are set forth in Section 27-548.25(b) of the Zoning Ordinance. That section provides that in order to approve a DSP in the D-D-O Zone, the Planning Board must find that the site plan meets applicable development district standards. However, Section 27-548.25(c) provides that an applicant may request, and the Planning Board may apply, development standards that differ from the D-D-O Standards so long as the “alternate D-D-O Standards *will benefit the development and the Development District, and will not substantially impair implementation of the . . . Sector Plan.*” (Emphasis added). In essence, unless there is a *substantial impairment*, which is a very high standard, the alternate D-D-O Standard(s) needed to facilitate the development and the District will be deemed to be in conformance with the intent of the character area; and thereby, is in conformance with the Sector Plan.

The submitted application and the justification materials provide the basis needed to deviate from a limited number of development district standards in order to accommodate the proposed development on the subject property. These modifications to applicable standards are discussed as follows (all page numbers reference the sector plan) and, unless otherwise requested below, and as depicted on Sheet 3 of 4, the DDO standards are met:

## **BUILDING FORM**



- Building Height (Page 234)

COMMENT: The Walkable Node Character Area provides that the principal building height shall be a maximum of six (6) stories and a minimum of two (2) stories. An amendment/modification to this development standard is requested in order to accommodate one (1) story over the maximum – to accommodate seven (7) stories. Notwithstanding the need to modify this development district standard, the applicant’s building design reflects the hierarchy of the architectural program by giving prominence to the pedestrian experience along Baltimore Avenue and at the corner of its intersection with Quebec Street, and takes advantage of the site topography and the building’s massing is designed to reflect its surroundings, which is not out of character. Indeed, the design, which includes a saw-tooth façade and use of varying materials, helps to reduce massing. Below are views depicting the cross section between the development in the immediate area that includes the new Tempo Student Housing Project, the Best Western Hotel, and the UMD Seneca Building – to demonstrate how this development is not substantially incompatible with the existing development in the area.







Specifically, the applicant contends that the proposed building compliments the use of the surrounding mid-rise residential, commercial, and office developments. The design actively engages with the topography of the site in a way that reflects the hierarchy of the architectural program by giving prominence to the pedestrian experience. The main pedestrian entrance to the residential and retail areas includes active areas with entrances off Baltimore Avenue – including overhangs created by the unique saw-tooth design of the façade, and an outdoor terrace. Due to the site location at the intersection of Baltimore Avenue and Quebec Street, the building along both of these frontages enhances the activity zone. The sidewalk and adjacent landscape areas compliment the surrounding buildings and create an improved walkability factor with the elimination of one existing curb cut along Baltimore Avenue, creating a more continuous sidewalk. The design of the site is further enhanced by using the grade to the east to “embed” one story of the building that allows for the building to represent as a six (6) story building on the eastern elevation. Further, the adjacent property to the east, which was also previously located in the M-U-I/DDO Zone (now the NAC Zone), is developed with a three (3) story office building owned by the UMD and known as the Seneca Building. This building acts as a buffer to single-family detached residential units farther to the east. Notwithstanding the Seneca Building acting as a buffer, in response to comments received from the community and the City Council, the applicant redesigned the eastern elevation (and portions of the southern elevation) to add an artificial green wall along the roofline that will further blend the top of the building with the natural tree line that exists within the residential community to the east. The intent being that the view shed from the residents will be screened by the Seneca Building and, with the added artificial green screen along the roofline, the building’s roofline will blend in with the existing tree line in the residential community.



A similar modification for other developments on the east side of US 1 have been approved based on findings similar to the circumstances of the subject property. For example, The Alloy (DSP-16022) (f/k/a College Park Place; DSP-12034-01), which is located at 4700 Berwyn House Road, was granted a height modification, notwithstanding the building directly backs up to (is contiguous with) single-family detached homes on Osage Street in the R-55 Zone (now RSF-65 Zone). Similarly to this case, combined, the height of the constructed buildings in the area, the height of other approved buildings in the area, the slope and grade difference between the subject property and the properties to the east, the distances between the subject property and owner-occupied single-family residential homes, the view shed that exists to the east – to include existing trees and the Seneca Building, the impact is minimal. Nevertheless, and as referenced above, the applicant has proposed a creative solution to further screen the roofline by depicting an artificial green screen, that, coupled with the existing mature wood line that exists to the east, will further blend the building in with the current environment – thereby, further minimizing any visual impacts.

It should also be highlighted that the property is small, which limits the opportunity to spread the development over a larger area. A variety of design alternatives were explored, however, in order to ensure that at least half of the parking could be provided on-site, the applicant was required to provide one level of parking below grade – at great cost and expense. This also results in the building having to be one story above the maximum allowed since there are other factors at play to provide an underground parking deck due to a high water table on-site.

For these reasons, the applicant contends that the proposed building design and height is the best solution for managing and accommodating varying competing factors. That is, the applicant must provide sufficient density to make the project economically feasible while navigating the setbacks and size of the property, outdoor and indoor amenities, the parking and rear access

requirements, the grade and sub-surface issues, as well as the unavailability of adjacent development parcels. The applicant, which had originally proposed twelve (12) stories in order to have the density yield that would then accommodate that best opportunity to offer a higher percentage of reduced rental units, reduced the height by almost half in response to community feedback, and explored stepping the building down. However, stepping the building back further reduced density and increased costs in a way that would have rendered the project infeasible. The result is the need to increase the building height by one (1) story. This increase in the building height has a minimal view shed impact on existing owner-occupied residential homes due to the grade difference and the height of the existing building(s) and woodland in the area. Therefore, the applicant requests an amendment to this requirement, as it will not substantially impair the implementation of the Sector Plan, and will not detract substantially from the utility of the proposed development for its intended use.

- Front Build To Line (Page 234)

COMMENT: The Walkable Node Character Area provides that the principal front build to line (BTL) shall be a minimum of 0 feet and a maximum of 10 feet. An amendment/modification to this development standard is requested. The DSP-21024 proposes a front BTL for the first level that is approximately 12.5'; although there are portions of the front façade, at levels 2 through 7, that vary from 4.5' to 9.5'. That is, the saw-tooth design of the façade at levels 2 through 7 comply with the maximum BTL, but level 1 (which is at street level) exceeds the maximum BTL by 2.5'. The unique design of the building – with the saw-tooth façade at levels 2 through 7 – seeks to address the spirit of the BTL, while the street level setback at 12.5' will provide space for safe and efficient outdoor seating along Baltimore Avenue in front of the ground floor commercial use(s) as well as the ability to provide street amenities envisioned in the Sector Plan. The placement of the building also ensures that the building façade generally aligns with the Best Western to the south and that the sidewalk along the frontage of the Best Western aligns with the proposed sidewalk along the frontage of the proposed development. The slight increase to the BTL also provides for landscaping with street trees and separation between the sidewalk and the travel lanes along Baltimore Avenue. This design has been successfully implemented to the south with the Best Western development. Moreover, given the proposed seating long the frontage of the building to activate the sidewalk and commercial retail area on the ground floor, the applicant contends that the wider sidewalk and increased BTL provides a safer condition for patrons utilizing the street level seating by adding necessary distance from the motorists on Baltimore Avenue. Finally, it was necessary to provide an increased BTL due to existing storm drains along the frontage of the property. This is graphically depicted below:



Therefore, the applicant requests an amendment to this requirement, as it will not substantially impair the implementation of the Sector Plan.

- Rear Setback (Page 234)

COMMENT: The Walkable Node Character Area provides that the rear setback shall be a minimum of 10 feet. An amendment/modification to this development standard is requested. The property is adjacent to a platted, but unimproved, alley that benefits the City of College Park. This alley is not proposed to be vacated, will be partially improved as part for this development, and will serve as access to the loading area the serves the building. Given the constraints of the property along Baltimore Avenue, and the need to provide a wider BTL along the frontage, the applicant is forced to request a modification to reduce the minimum rear setback to one (1) foot. It should be noted that if the platted alley, which will serve as access to the loading area, is calculated into the rear setback, the building is sixteen (16) feet from the UMD property to the east, which satisfies the intent of this development district standard. As a result, the applicant contends that the requested modification will not substantially impair the implementation of the Sector Plan, as it will not have the effect of siting the building any closer to adjacent – developed – property than what the Sector Plan contemplated.

COMMENT: Although the applicant originally designed two levels of underground parking, this design became too ambitious and cost prohibitive. Thus, the applicant has been forced to redesign the underground parking by removing the second (or lower level) parking deck and is now proposing one (1) level of underground parking. This results in the need to request a modification to the required of on-site parking spaces. However, although a modification is needed, the applicant, as explained below has secured a creative solution that ensures all of the required parking for the project is still being provided. The number of required parking spaces within the Walkable Node Character Area for a mixed-use residential project is eligible for a 1.2 shared parking factor. Based on the proposed uses, the required number of parking spaces for this development is 109 total spaces. The applicant is proposing a total of 60 parking spaces (including two (2) motorcycle spaces) within a subterranean parking garage, which are 49 spaces short of the requirement. Therefore, the applicant is technically requesting a modification to the development district standard to allow the proposed number of parking (i.e., 60 total parking spaces).

Although the applicant's proposed on-site parking is less than that which is required, the applicant has secured up to 60 additional off-site parking spaces at the Cambria and, if needed, The Hotel, which has a significant number of underutilized or surplus parking spaces in its garage, respectively. Indeed, the applicant has executed an agreement with SP+ Parking for these spaces. The net effect of this is that in combination with the proposed on-site parking spaces (60) and the secured off-site parking spaces (up to 60 spaces), parking for EcoGrads exceeds the minimum number of required parking spaces. Although the Cambria parking garage is only approximately 280' south of the EcoGrads property, to further accommodate any residents that may need to utilize this secured off-site parking, the applicant proposes utilization of its shuttle service to and from the Cambria (and/or The Hotel), as needed.

In addition, the parking garage has been designed to provide safe and efficient vehicular and pedestrian circulation within the site – with parking spaces designed within an integrated parking garage to be located adjacent to the use that it serves. Moreover, the on-site parking garage provides for dedicated parking for ride share, motorcycles/scooters, and EV charging. Further, the applicant is providing the required number of on-site bicycle parking in the garage. Moreover, given the close proximity to the University of Maryland Campus and the site's location within mid-town College Park, the applicant contends that the location of the property lends itself to pedestrian walkable routes, and providing less vehicular parking on-site (although securing surplus parking off-site via underutilized existing parking structures) and adequate bicycle spaces is more practical. Simply put, a use that provides less parking on-site in the Walkable Node Character Area than that which is required (notwithstanding the secured surplus parking off-site) should be encouraged and not discouraged, as the same encourages pedestrian activity and alternate modes of transportation including ride share (e.g., Lyft, Uber, bike share, and scooters). To that end, the applicant has designed the garage to have a dedicated space for such services. People today, unlike when the Sector Plan was adopted ten years ago, simply do not rely on cars like they once did. Given the applicant has secured surplus parking in close proximity to the property, the general location in mid-town in close proximity to campus, the subject property has ideal connectivity with the University of Maryland campus and is within

walking distance to existing infill commercial areas along Baltimore Avenue, the applicant contends that the modification to deviate from the required number of parking is warranted, and it will not substantially impair the Sector Plan or development.

Finally, it must be noted that the University of Maryland has previously supported and encouraged this type of modification to the parking standard. Another related sustainability goal of the University is to encourage the use of transportation other than personal automobiles. To that end, the University has previously indicated that it believes parking should be kept to a minimum. The University's robust bus shuttle service and its joint bike share program with the City of College Park encourages and allows transportation options other than automobiles.

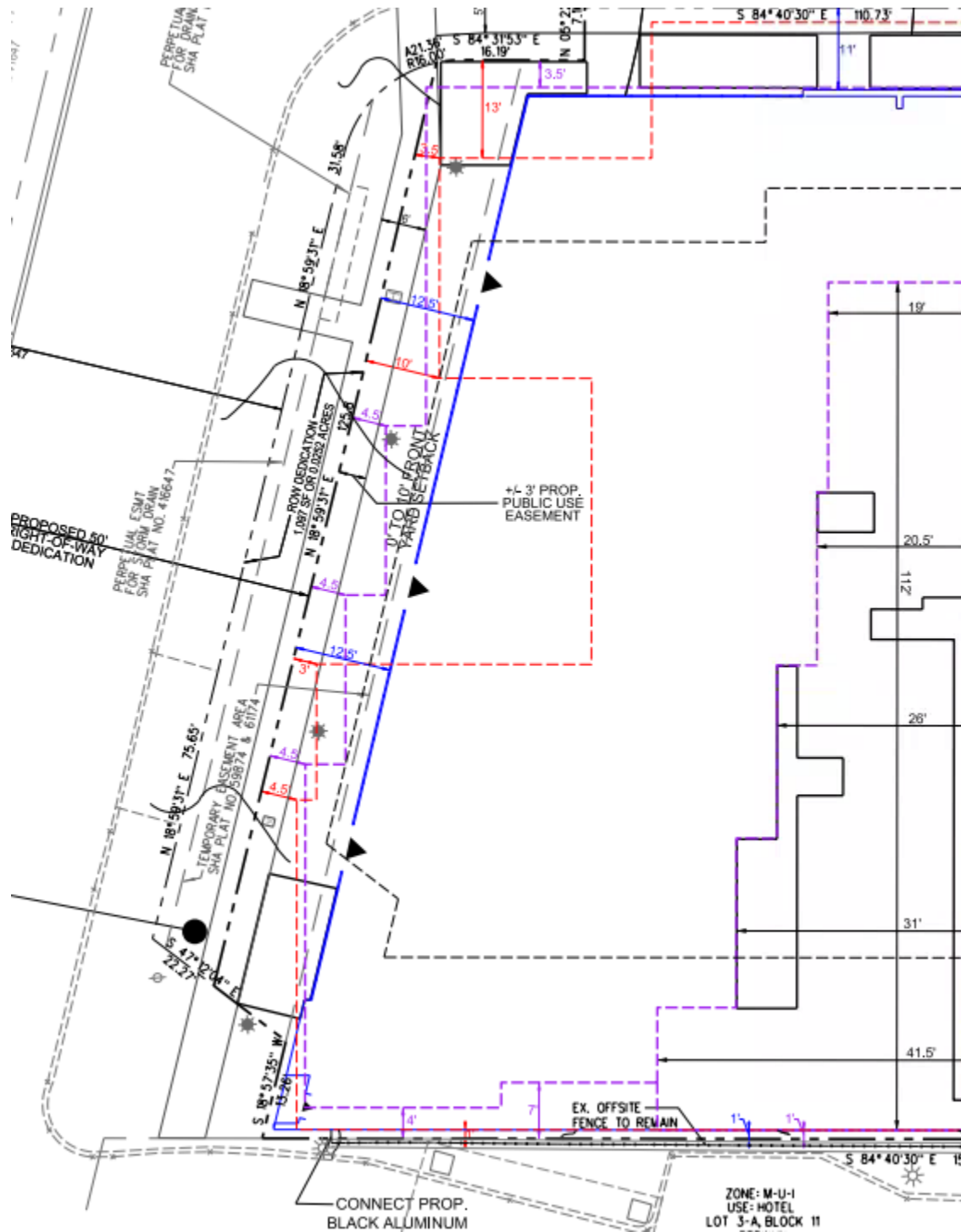
For these reasons, the applicant contends that the requested modification will benefit the development and the Development District, and will not substantially impair implementation of the Sector Plan.

- Structured Parking (Page 243)

COMMENT: The applicant is requesting a modification to this development standard. The Sector Plan states that “parking structures shall be set back a minimum of 50 feet from the property line of all adjacent thoroughfares.” The underground garage makes up the lower level of the multifamily building. Consequently, it is arguable whether this development district standard is even applicable since the garage area that is within the setback area is below grade, and the intent of the standard was to ensure above-grade parking structures are a minimum of fifty feet from property lines along thoroughfares. Further, the applicant contends that Quebec Street, as a secondary street, is not a “thoroughfare” since it does not connect to any cross streets and dead ends at the adjacent Seneca Building. Nevertheless, and in the abundance of caution, the applicant has included a basis for this requested modification. The garage is setback approximately 3.5’ – 21.5’ (and 12.5’ to the ground floor) from the western property line (Baltimore Avenue); approximately 2.5’ (and 11’ to the ground floor) from the northern property line (Quebec Street); approximately 1’ from the southern property line in conformance with the building placements standards, and 1’ from the eastern property line (and 16’ from the UMD property) (as discussed above). The property consists of only 0.5223 acre, and is only approximately 150’ deep prior to any dedication for Baltimore Avenue, so the strict application of the 50-foot setback for structured parking would render this property undevelopable due to its size and due to the fact that any development envisioned by the zoning and sector plan would require structured parking. Such an outcome would contradict the purpose of placing the property in the prior M-U-I/DDO Zone through the SMA. Simply stated, it is not feasible to comply with this particular standard under these circumstances. Therefore, the applicant requests an amendment to this requirement, as it will not substantially impair the implementation of the Sector Plan given the fact that the garage is below grade.







**SUSTAINABILITY AND THE ENVIRONMENT**

- LEED Silver Certification (Page 256)

COMMENT: Within the Walkable Node Character Area, all development shall obtain a minimum of silver certification in one of the applicable LEED rating systems. Although the

applicant does not intend to pursue LEED silver certification, it does intend to meet the certification criteria of the National Green Building Standard (NGBS) at the silver level. As previously acknowledged by the Planning Board and the City of College Park on a number of other developments, in general, both NGBS and LEED are green building rating systems that set standards and scoring criteria for evaluating energy performance measures associated with the construction and operation of new, or renovated buildings.

The Planning Board and the City of College Park have previously determined/accepted that while there are some differences, both ranking programs require evaluation of similar building systems and design features to determine efficiency levels and apply a score. Although the applicant will seek NGBS silver certification, this development standard specifically requires LEED silver certification only. Thus, the applicant is requesting a modification to this standard to allow NGBS silver certification instead of LEED silver certification. The applicant contends that this amendment will benefit the development and the development district by providing green design techniques and will not substantially impair implementation of the Sector Plan. The applicant will provide an NGBS matrix and documentation that it is equal to the LEED silver certification.

Regardless of the requested modification, the applicant's design, as illustrated on the Architectural Plans, includes a unique and iconic design that provides exterior and architectural façades being comprised of sustainable high quality and attractive materials that include glass, brick, and fiber cement – among others. The building design, with enhanced details of all of the building materials, will provide a variety of building forms with a unified, harmonious use of materials and styles. Masonry and fiber cement systems are the primary building material, as encouraged in the Sector Plan. The materials are intended to compliment each other while also providing fenestration and uniqueness – including the saw-tooth design and overhang at the ground floor. Further, although certain details have not yet been finalized, the applicant's development satisfies various LEED checklist items including:

- Infill development that takes advantage of existing infrastructure and the site location to basic community services including public transportation;
- Programmable Thermostats;
- Energy-Efficient Lighting with LED Bulbs;
- Donation of Unused Materials;
- Blackout Shades;
- Low-E Glazing Windows;
- Low VOC (Volatile Organic Compounds) Paints;
- Energy-Efficient Appliances and Heating and Cooling;
- Environmentally-Friendly Refrigerant;
- Motion Light Sensors;
- Accessible Bike Storage;
- Green Roofs and Solar;
- Low-Flow Water Fixtures;
- Pedestrian Focused Development;
- Reflective Roofing;

- Improved Building Thermal Performance;
- Online Paperless Leasing;
- Recycling Programs;
- Corporate Participation in Green Causes;
- Shuttle services to metro and UMD campus;
- Donation of Items Left by Residents; and
- Available parking spaces for EV Chargers.

There is no doubt that the development demonstrates a commitment to including design features and building systems that will achieve the equivalent of LEED silver certification. This requested amendment meets the spirit of the development district standard, is consistent with previously approved detailed site plans that were granted the same modification, and will benefit the development and the development district by providing a number of green design techniques that will not substantially impair the implementation of the Sector Plan.

## **STREETS AND OPEN SPACES**

- Streetscape (Pages 262-263)

COMMENT: The Applicant is requesting a modification to this development standard. The Sector Plan provides for detailed street sections to guide development in the area of the subject site, from I-95/I-495 (Capital Beltway) to College Avenue. However, in the same area of US 1, SHA has begun to implement an approved streetscape improvement program. Street sections provided by SHA and the sector plan include dedicated space for pedestrians, cyclists, and vehicles. A key difference between the designs is that the sector plan provides for a 6.5-foot-wide cycle track, separated from vehicle traffic; and SHA provides for a 5-foot-wide, on-road bike lane. The proposed design incorporates a 6-foot-wide sidewalk along most of the right-of-way and accommodates SHA's streetscape design. The applicant requests the street sections design requirements to be amended to allow for a design consistent with the requirements of SHA. This amendment will benefit the development and the development district by providing a consistent streetscape design, as implemented by SHA, and will not substantially impair implementation of the sector plan.

In addition, the applicant has requested amendments to the assembly, walkway, and planter requirements of the streetscape criteria. Criteria for these features differs between the character areas. In addition, and again, the streetscape of US 1 is being improved by SHA and the applicant's design must conform to the design criteria of the operating agency, which the Sector Plan acknowledges. Indeed, at page 259, the Sector Plan provides, "the modified street sections for US 1 included in these development district standards are for illustrative purposes only. They depict the ultimate preferred condition of US 1 recommended by the sector plan, *but final approval is subject to the applicable transportation agency.*" (Emphasis added). For the assembly area, the proposed design width from the back of curb to building face is approximately 30 feet; whereas, the requirement of the Walkable Node area is 12 to 18 feet. For the walkway, a 6-foot-wide sidewalk is proposed along most of the building frontage, with a narrower area provided at the southwest corner of the site. Walkway width requirements of the sector plan for the Walkable Node area is 4 to 8 feet. Planter requirements of 4 to 6 feet wide in

the Walkable Node are required. The DSP provides for various planters with a variable width of 3' – 11' feet. The applicant contends that the proposed streetscape elements provide for a cohesive streetscape design along the US 1 frontage that balances differing design requirements of the sector plan, the character areas, and SHA, while also tying into the development to the south to ensure a cohesive street frontage and sidewalk. This amendment will benefit the development and the development district by providing a consistent streetscape design, as implemented by SHA, and will not substantially impair implementation of the sector plan.

- Street Lighting (Page 266)

COMMENT: The applicant proposes an amendment to this development district standard to provide street lighting consistent with the design and implementation being provided by the SHA upgrades to US 1. This amendment will benefit the development and the development district by providing a consistent streetscape design, as implemented by SHA, and will not substantially impair implementation of the sector plan.

- Lighting Types and Configuration (Page 267)

COMMENT: The Walkable Node Character Area provides for the use of column or double column lighting fixtures. The Applicant is requesting a modification to this development standard to use the post lighting fixtures that are consistent with the lighting fixtures chosen for the midtown area, as further being implemented by the US 1 improvement project. This amendment will benefit the development and the development district by providing a consistent streetscape design, as implemented by SHA, and will not substantially impair implementation of the sector plan.

- Open Space (Page 268)

COMMENT: The applicant requests a modification to this development district standard, as the site constraints restrict the ability to provide open spaces depicted in the Sector Plan. Instead, the applicant has purposefully designed the building in a “U-shape” that creates an open terrace that includes outdoor seating, landscaping, and a bocce ball court. This unique design seeks to respond to the green, plaza, playground, and square concepts of the Sector Plan. This space is landscaped and is spatially defined for residents to implement the qualities associated with providing open space that includes both passive and active recreation. This amendment will benefit the development and the development district by providing open spaces on a very compacted site, and will not substantially impair implementation of the sector plan. This area is depicted below:









**VII. PURPOSES OF DETAILED SITE PLANS**

The purposes of a detailed site plan (DSP) are provided in Section 27-281(b) and (c) of the Zoning Ordinance, and as follows:

**(b) General purposes.**

**(1) The general purposes of Detailed 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 plans;**
- (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 Detailed Site Plans.**

COMMENT: The Sector Plan and Sectional Map Amendment retained the subject property in the M-U-I Zone to accommodate for a mix of uses and a walkable, transit-oriented pattern of development in keeping with the recommendations of the sector plan for walkable nodes. In addition, the subject property is in close proximity to the University of Maryland and represents a prime opportunity for additional multifamily housing for today’s graduate student, professional, professor, faculty member, researcher, startup employee(s), new workforce entrants, etc., within walking distance to the University of Maryland. The requested DSP implements the Sector Plan, as this DSP capitalizes on the location of the property in proximity to the University of Maryland campus and advances the Sector Plan’s vision and goals to redevelop the US 1 corridor. The applicant’s design creates an urban edge at the intersection of Baltimore Avenue and Quebec Street. In addition, the main pedestrian entrance to the residential and retail areas includes an entry with an outdoor terrace feel created by the overhang of the saw-

tooth design of the building architecture, which enhance the activity zone along the frontage of Baltimore Avenue. The vehicular entrance to the parking garage and loading area is much less celebrated coming off of Quebec Street at the lower level below a unique design element of a glass wall on the second level above. The sidewalk and adjacent landscape areas will further compliment the newly improved streetscape along Baltimore Avenue and tie into the existing development to the south, which will create an improved walkability factor with the elimination of one existing curb cut, creating a more continuous sidewalk.

The Applicant contends that the Detailed Site Plan is substantially in conformance with the design principles of the Central US 1 Corridor Sector Plan and, as such, conforms to the general purposes of a detailed site plan.

#### VIII. PURPOSES OF THE M-U-I ZONE

Section 27-282(b)(1)(B) of the Zoning Ordinance provides that a detailed site plan needs to “fulfill the purposes of the zone in which the land is located.” As indicated previously, the subject property was retained in the M-U-I Zone as part of the Sectional Map Amendment in order to maintain the flexibility to accomplish high-quality infill redevelopment along the corridor. The purposes of the M-U-I Zone are provided in Sections 27-546.15(a) and (b) as follows:

**(a) The general purpose of the M-U-I Zone is to permit, where recommended in applicable plans or requested by a municipality, a mix of residential and commercial uses as infill development in areas which are already substantially developed. The M-U-I Zone may be approved on properties which adjoin developed properties or otherwise meet plan recommendations and which have overlay zone regulations requiring site plan review, or on property owned by a municipality which requests the zone.**

**(b) The specific purposes of the M-U-I Zone are:**

- (1) To implement recommendations in approved Master Plans, Sector Plans, or other applicable plans by encouraging residential or commercial infill development in areas where most properties are already developed;**
- (2) To simplify review procedures for residential, commercial, and mixed residential and commercial development in established communities;**
- (3) To encourage innovation in the planning and design of infill development;**
- (4) To allow flexibility in the process of reviewing infill development;**
- (5) To promote smart growth principles by encouraging efficient use of land and public facilities and services;**
- (6) To create community environments enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses; and**
- (7) To permit redevelopment, particularly in areas requiring revitalization, of property owned by a municipality.**

COMMENT: Again, the subject property was retained in the M-U-I Zone to accommodate high quality infill redevelopment that allows for a mix of uses and a walkable, transit-oriented pattern of development in keeping with the recommendations of the sector plan for walkable nodes. In addition, the subject property is in close proximity to the University of Maryland and represents a prime opportunity for additional multifamily housing for today’s graduate student, professional, professor, faculty member, researcher, startup employee(s), new workforce entrants, etc., within walking distance to the University. The development proposed is consistent with the purpose for retaining the property in the M-U-I Zone. Moreover, the proposed development is not inconsistent with development that has occurred in recent years along the US 1 corridor.

The applicant further contends that the proposed development meets the specific purposes of the M-U-I Zone. The development, in addition to implementing the recommendations of the Sector Plan, contemplates a number of design concepts and density that is only achievable through the M-U-I Zone. The development proposes a mix of uses that include residential multifamily units (to accommodate additional housing for today’s graduate student, professional, professor, faculty member, researcher, startup employee(s), new workforce entrants, etc.) and commercial/retail space, which permits the density envisioned in the Sector Plan and proposed with this application. (See Sec. 27-546.18(b) (“Where an owner proposes a mix of residential and commercial uses on a single lot or parcel in the M-U-I Zone, the site plan as approved shall set out the regulations to be followed.”)). The proposed development, as depicted on the DSP, facilitates the seamless blend of the ongoing redevelopment of the US 1 corridor, as envisioned by the Sector Plan, and creates a unique opportunity to provide additional multifamily housing for today’s graduate student, professional, professor, faculty member, researcher, startup employee(s), new workforce entrants, etc., in close proximity to the University of Maryland campus.





As depicted above, the proposed building compliments the use of the surrounding topography and midrise residential developments. The design actively engages with the topography of the site in a way that reflects the hierarchy of the architectural program by giving prominence to the pedestrian experience.

**IX. M-U-I ZONE REQUIREMENTS**

Section 27-546.18 of the Zoning Ordinance sets forth certain regulations applicable to development in the M-U-I Zone. Specifically, that section provides as follows:

**(a) Except as provided in Subsection (b), the regulations governing location, setbacks, size, height, lot size, density, and other dimensional requirements in the M-U-I Zone are as follows:**

**1. R-18 Zone regulations apply to all uses in Section 27- 441(b)(3), Miscellaneous;**

COMMENT: Not applicable

**2. R-18 Zone regulations apply to all uses in Section 27- 441(b)(6), Residential/Lodging, except hotels and motels;**

COMMENT: Not applicable.

**3. C-S-C Zone regulations apply to hotels and motels and all other uses; and**

COMMENT: Not applicable.



**4. Multifamily residential densities up to forty-eight (48) units per acre are permitted.**

COMMENT: Not applicable since the development proposes a mix of residential and commercial uses on a single lot or parcel in the M-U-I Zone.

- (b) Where an owner proposes a mix of residential and commercial uses on a single lot or parcel in the M-U-I Zone, the site plan as approved shall set out the regulations to be followed. The approved regulations may reduce parking requirements by thirty percent (30%), where evidence shows that proposed parking will be adequate, notwithstanding provisions in Part 11.**

COMMENT: As indicated previously, the applicant is proposing a mix of residential and commercial/retail uses in this Detailed Site Plan; thus, the site plan shall set out the regulations to be followed, consistent with the development regulations set forth in the Sector Plan. The Sector Plan sets forth certain regulations that are being met or will be slightly modified pursuant to Section 27-548.25(c). All requested modifications will benefit the development and the Development District, and will not substantially impair implementation of the Sector Plan.

**Section 27-546.19(c), Site Plans for Mixed Uses, of the Zoning Ordinance requires that:**

- (c) A Detailed Site Plan may not be approved unless the owners shows:**
- 1. The site plan meets all approval requirements in Part 3, Division 9;**
  - 2. All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;**

COMMENT: Although the site plan does not meet all of the applicable site design guidelines and development district standards of the Sector Plan, as discussed above, the applicant has requested modifications pursuant to Section 27-548.28(c) that the Planning Board apply development district standards that differ from the applicable standards. The applicant contends that the requested modifications will benefit the development and the Development District and do not substantially impair the implementation of the Sector Plan.

- 3. Proposed uses on the property will be compatible with one another;**
- 4. Proposed uses will be compatible with existing or approved future development on adjacent properties and an applicable Transit or Development District, and;**

COMMENT: The proposed uses on the property are predominantly multifamily residential and 2,314 square feet of street-level (Baltimore Avenue) commercial/retail space. These uses are compatible with one another. The abutting properties to the north, south, east, and west, are all previously in the M-U-I Zone and are included in the development district. This development is

compatible with the prior zoning and the development of those properties. That is, the existing uses are compatible with the proposed mixed-use residential development, and the future development of abutting sites are either already developed or envisioned by the sector plan to be compatible with the proposed uses on the subject site.



**5. Compatibility standards and practices set forth below will be followed, or the owner shows why they should not be applied:**

**(A) Proposed buildings should be compatible in size, height, and massing to buildings on adjacent properties;**

COMMENT: The adjacent properties to the east and south are developed with multi-story institutional/office building and a hotel, respectively. The adjacent property to the west – across US 1 – is the new Tempo student housing building, which is an eight (8) story building that was granted a modification to increase the maximum height allowance for that portion of the building located in the Corridor Infill Character Area. The single building and uses proposed for the subject site are aligned with the vision and intent of the sector plan and development district, and is generally compatible in size, height, and massing to existing buildings on adjacent properties. Moreover, and as outlined above, the applicant further contends that the proposed development meets this requirement as it facilitates infill redevelopment along the US 1 corridor.

As depicted above, the proposed building compliments the use of the surrounding topography and midrise residential developments. The design actively engages with the topography of the site in a way that reflects the hierarchy of the architectural program by giving prominence to the pedestrian experience.



**(B) Primary facades and entries should face adjacent streets or public walkways and be connected by on-site walkways, so pedestrians may avoid crossing parking lots and driveways;**

COMMENT: The primary façade of the building faces Baltimore Avenue, which, based on the building design and frontage improvements, creates an active pedestrian experience that ties into the existing development to the south. This ensures existing walkways and public walkways are connected in a seamless manner





Moreover, on-site vehicular circulation is limited to a two-level (one level below grade) internal underground parking structure, with one access point to Quebec Street. The sidewalk along Quebec Street will cross the driveway apron, but otherwise, pedestrian and vehicular circulation on-site is separated, minimizing the need for pedestrians to cross parking lots and driveways.

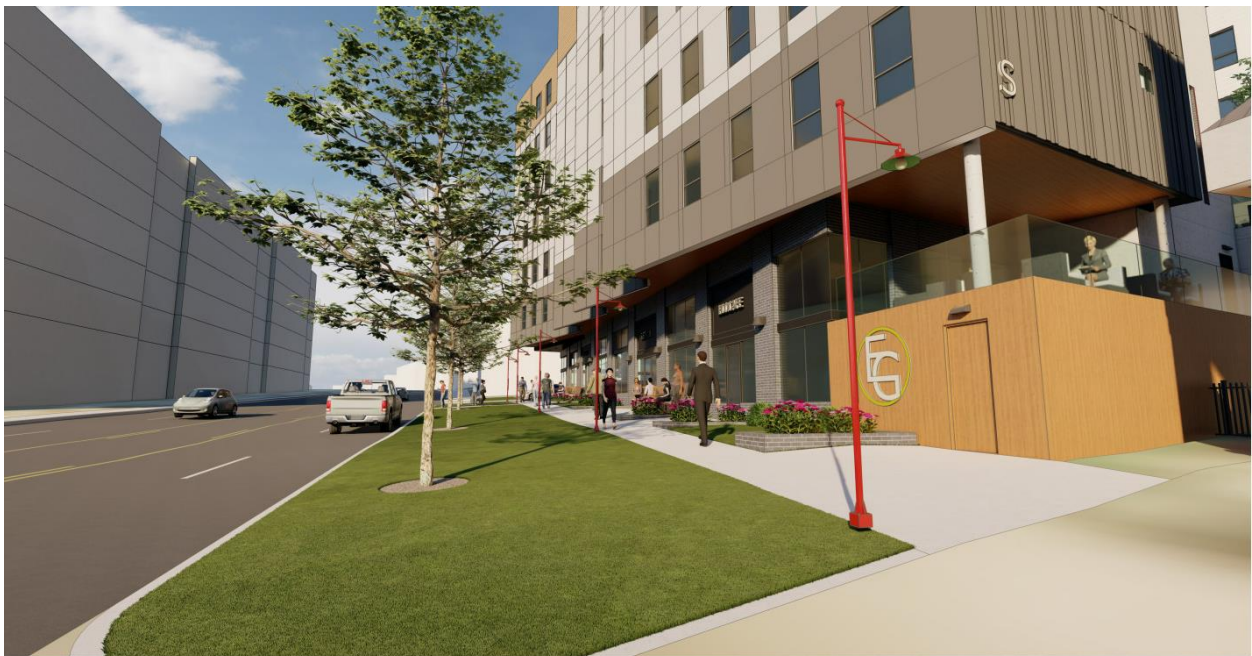
**(C) Site design should minimize glare, light, and other visual intrusions into and impacts on yards, open areas, and building facades on adjacent properties;**

COMMENT: The photometric plan provided with the application indicates that the proposed lighting design will minimize glare, light, and visual intrusion into nearby properties and buildings. Building lighting is provided at locations to accent the style of the building and its architecture, as well as to provide well lit areas that adhere to CPTED practices.

**(D) Building materials and color should be similar to materials and colors on adjacent properties and in the surrounding neighborhoods, or building design should incorporate scaling, architectural detailing, or similar techniques to enhance compatibility;**



COMMENT: As depicted on the DSP, and referenced herein, the materials and colors selected to face the proposed building are compatible with those utilized in similar scale developments recently constructed within the development district, while also creating uniqueness to set this project apart from others and avoid monotony in design along the corridor. The materials proposed include a mix of colored brick, masonry, metal, and glass. The Baltimore Avenue frontage is designed to provide details that address the utilization of full-length windows and overhangs created by the saw-tooth design of the facade. The main pedestrian entrance to the residential and retail areas that are along Baltimore Avenue include large overhangs and complimentary signage, and an outdoor terrace at the southwest corner of the property, which enhances the pedestrian and activity zone. The building also improves the Quebec Street experience by placing unique design elements along the frontage – including brick and a wall of glass.





**(E) Outdoor storage areas and mechanical equipment should be located and screened to minimize visibility from adjacent properties and public streets;**

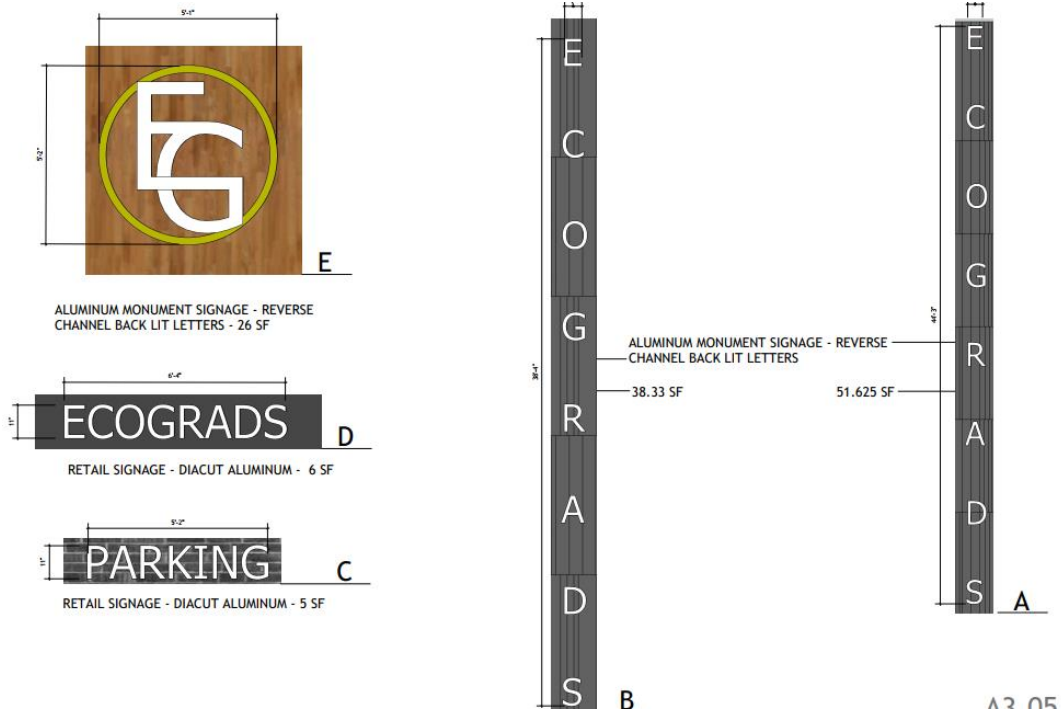
COMMENT: The DSP does not propose outdoor storage areas and includes most of the mechanical equipment internal to the building either on the roof – including solar panels or in the garage in the electrical room. Moreover, to further screen any possible view of the solar panels, the applicant is proposing an artificial green screen along the eastern elevation and portions of the southern elevation of the building.





**(F) Signs should conform to the applicable Development District Standards or to those in Part 12, unless the owner shows that its proposed signage program meets goals and objectives in applicable plans; and**

COMMENT: All of the signage proposed by the DSP conforms to the development district standards.





**(G)The owner or operator should minimize adverse impacts on adjacent properties and the surrounding neighborhood by appropriate setting of:**

**(i) Hours of operation or deliveries;**

COMMENT: The applicant has not yet completely finalized all operational components of the building, but would anticipate that all deliveries would occur during normal business hours. Regardless, the loading space is accessible by the alley in the rear – in front of the electrical room – and the trash area is provided internal to the building and located in an area convenient for accessibility by the trash company that will service the building. Finally, the MEP space is internal to the building, further minimizing any adverse impacts on the adjacent properties and surrounding neighborhood.



**(ii) Location of activities with potential adverse impacts;**

COMMENT: No activities with potential adverse impacts are proposed on-site, except for loading and trash facilities, which are located in the rear and internal to the proposed building.

**(iii) Location and use of trash receptacles;**

COMMENT: An internal location within the parking garage area of the building is designated for the storage of trash receptacles. The internal location will minimize potential adverse impacts on adjacent properties and the neighborhood. See above.

**(iv) Location of loading and delivery spaces;**

COMMENT: One loading and delivery space is provided on the rear side of the building, to be accessed via an alley off Quebec Street, which is below grade to the property to the east. This space is located adjacent to the MEP area of the building on the bottom level of the proposed building. The location of the loading and delivery space will minimize potential adverse impacts on adjacent properties and the neighborhood.

**(v) Light intensity and hours of illumination; and**

COMMENT: The photometric plan included with the DSP confirms that there are minimal adverse impacts on adjacent properties and the surrounding neighborhood from the proposed building.

**(vi) Location and use of outdoor vending machines.**

COMMENT: No outdoor vending machines are proposed by this DSP.

**X. AVIATION POLICY AREA**

The subject application is located within Aviation Policy Area (APA) 6 under the traffic pattern for the small general aviation College Park Airport. The applicable regulations regarding APA-6 are discussed, as follows:

**Section 27-548.42. Height requirements**

- (a) Except as necessary and incidental to airport operations, no building, structure, or natural feature shall be constructed, altered, maintained, or allowed to grow so as to project or otherwise penetrate the airspace surfaces defined by Federal Aviation Regulations Part 77 or the Code of Maryland, COMAR 11.03.05, Obstructions to Air Navigation.**
- (b) In APA-4 and APA-6, no building permit may be approved for a structure higher than fifty (50) feet unless the applicant demonstrates compliance with FAR Part 77.**

COMMENT: The subject property is the northwestern edge of APA-6. Consequently, from an airport perspective, at a maximum building height of 165 feet above mean sea level (“AMSL”), the proposed development has been determined to have no effect on any existing or proposed Instrument Flight Rules (IFR) arrival or departure routes, operations, or procedures. Further, on

February 4, 2022, the Federal Aviation Administration issued a “Determination of No Hazard to Air Navigation” (Aeronautical Study No. 2021-AEA-16193-OE) for the proposed development. The only condition imposed on said Determination was that the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1M, Obstruction Marking and Lighting, red lights-Chapters 4, 5 (Red), and 15.

## XI. LANDSCAPE MANUAL

The Central US 1 Corridor Sector Plan and SMA provides, at page 226, that “if a development standard is not covered in the plan, the applicable sections of the 2010 *Prince George’s County Landscape Manual* (Landscape Manual) shall serve as the requirement.” Additionally, pursuant to page 229 of the Sector Plan, the provisions of the Landscape Manual regarding Commercial and Industrial Landscaped Strip Requirements (Section 4.2), Parking Lot Requirements (Section 4.3), and Buffering Incompatible Uses (Section 4.7) do not apply within the development district. Therefore, the DSP is only subject to Sections 4.1 and 4.9 of the Landscape Manual.

- a. **Section 4.1 requires that a certain amount of planting is provided on the site of any proposed residential use. One shade tree is required to be planted for each 1,000 feet of green area provided.**

COMMENT: The provided Landscape Plan, filed in conjunction with DSP-21024, conforms to this requirement. Specifically, and as provided on the Landscape Plan, two (2) shade trees are required and eight (8) shade trees are proposed.

- b. **Section 4.9 requires that a percentage of the proposed plant material be native plants.**

COMMENT: A Section 4.9 chart demonstrating conformance with this requirement is provided on the Landscape Plan.

## XII. TREE CANOPY COVERAGE REQUIREMENT

The subject site is located in the M-U-I Zone and a ten percent (10%) tree canopy coverage (TCC) requirement applies pursuant to Section 25-128(b) of the County Code. The subject property is 0.5223 acres and requires 2,265 square feet of TCC area/coverage. A TCC schedule is provided on the Landscape Plan, and provides that 2,450 square feet, which meets the TCC requirement.

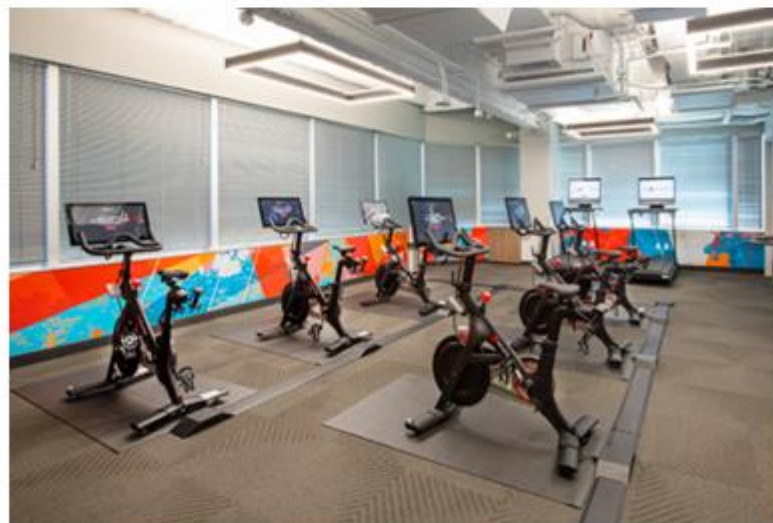
## XIII. RECREATION FACILITIES

As provided by the Formula for Determining the Value of Recreational Facilities to be Provided, the required value of facilities to be provided in this development is \$111,215. In satisfaction of this requirement, the applicant is proposing on-site private recreational facilities. These facilities are further detailed on the DSP, but include a bocce ball court; a fitness room; a

courtyard; three (3) terraces (Sunset Terrace, Sunrise Terrace, and Roof Sunset Terrace), and shopfront amenities (seating and bike racks). Details of these facilities are depicted below. The cost estimates for these facilities total approximately \$181,279, which exceeds the required value of facilities. In addition, and although the applicant is not taking credit towards its required private recreational facilities, the development also proposes leasing and lounge space, and a dog wash facility.

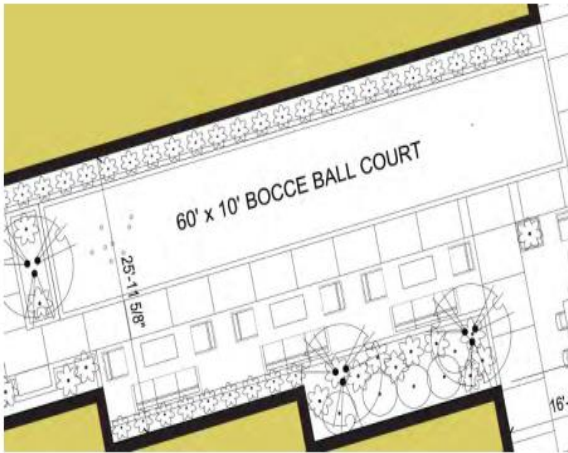


Level 0  
Fitness  
1,475sf



Level 1  
Bocce Court  
and  
Seating  
(Courtyard)  
3,207SF

Looking North





Level 0  
 Seating Plan View (Shopfront)  
 Benches, Tables and Chairs



Level 0  
Seating  
(Shopfront)  
300SF

Looking South



Looking North



Level 0.5  
Seating  
(Stairwell SunsetTerrace)  
590SF



Level 1  
Seating  
(SunriseTerrace)  
130SF

Looking West  
down Quebec



Level 6  
Seating  
(Roof Sunset Terrace)  
326SF



Looking East

#### XIV. APPLICABLE CONDITIONS OF APPROVAL

CONFORMANCE WITH prior conditions of approval:

As it relates to the review of this DSP, the applicable conditions of approval for the Preliminary Plan of Subdivision 4-21039 (PGCPB No. 2022-79) are as follows:

- 7. The applicant shall provide on-site pedestrian and bicycle amenities and improvements consistent with Section 24-124.01(c) of the prior Prince George's County Subdivision Regulations. The details of the on-site facilities shall be provided as part of the detailed site plan submission.**

COMMENT: A bicycle and pedestrian improvements are provided on Sheet 2C of DSP-21024 in satisfaction of this comment/condition.

- 8. The applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicycle adequacy improvements consistent with Section 24-124.01(f) of the prior Prince George's County Subdivision Regulations, as part of the detailed site plan submission.**

COMMENT: A bicycle and pedestrian improvements are provided on Sheet 2C of DSP-21024 in satisfaction of this comment/condition

- 9. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the prior Prince George's County Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:**
  - a. Installation and/or upgrading pavement markings along College Park Trolley Trail, between Greenbelt Road and Berwyn House Road, consistent with the bicycle and pedestrian impact statement addendum dated June 15, 2022.**
  - b. Installation of sharrows along Pontiac Street.**

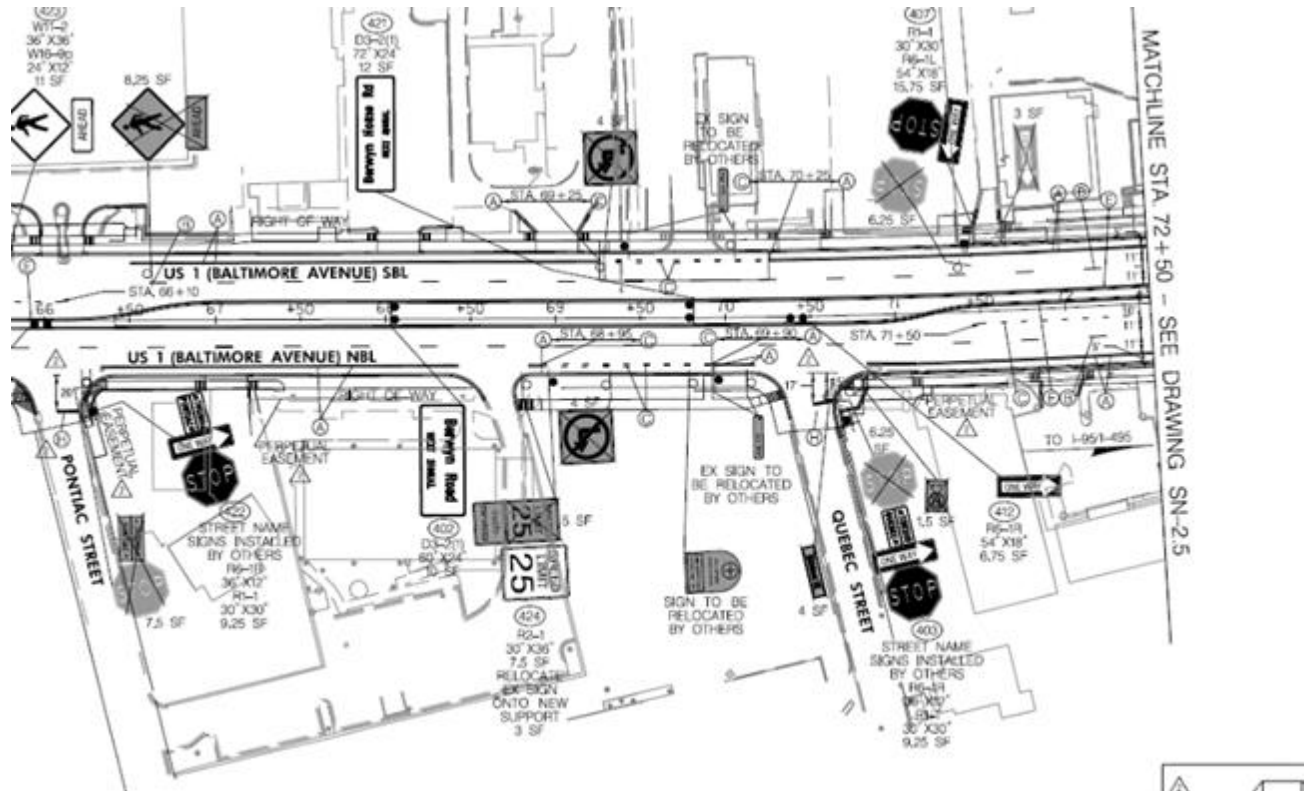
COMMENT: A bicycle and pedestrian improvements are provided on Sheet 2C of DSP-21024 in satisfaction of this comment/condition.

- 10. The applicant and the applicant's heirs, successors, and/or assignees shall construct the following facilities and show these facilities on a pedestrian and bikeway facilities plan, as part of the detailed site plan, no less than 35 days prior to the Planning Board hearing for the detailed site plan:**
  - a. A six and a half-foot-wide bicycle track along the property frontage of US 1 (Baltimore Avenue), consistent with the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*, unless modified by the operating agency, with written correspondence.**
  - b. A five- to eight-foot-wide sidewalk and a four and a half- to eight-foot landscape amenity panel along the frontage of US 1 consistent with the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*. The final width shall be determined by the operating agency with written correspondence.**
  - c. A minimum five-foot-wide sidewalk and associated Americans with Disabilities Act curb ramps and crosswalk along the property frontage of Quebec Street, unless modified by the operating agency, with written correspondence.**
  - d. Long and short-term bicycle parking consistent with the *Guide for the Development of Bicycle Facilities* (AASHTO) to accommodate residents and visitors.**



- e. Provide all sidewalk/streetscape amenities and bicycle facilities per the 2010 *Approved Central US 1 Corridor Sector Plan and Sector Map Amendment* (pages 261 and 264), unless modified by the operating agency, with written correspondence.

COMMENT: Regarding subpart a., the State Highway Administration (“SHA”) is currently implementing the US 1 road project, and as part of the same, will be building a 5’ bike lane along the project frontage.



In addition, there are no other projects within the limits of the SHA project that are, or have provided cycle tracks along their frontage north of Campus Drive. Further, the requirement for the same was conditional and allowed to be modified by SHA. Consequently, by email dated July 22, 2022, SHA provided written correspondences confirming it is “not requiring a cycle track along the frontage of the project. Bike lanes are being included as part of the MDOT SHA project.” Therefore, the applicant is not showing a cycle track along the project frontage, and the associated condition regarding the same is satisfied.

Regarding subpart b., the SHA Baltimore Avenue road improvement project is constructing a 5’ bike lane within the ROW of Baltimore Avenue. The same is depicted above, and referenced in the written correspondence by SHA dated July 22, 2022. The other required panels are either provided in the SHA Baltimore Avenue road improvement plan or sufficiently accommodated by the building frontage design along Baltimore Avenue.

Regarding subpart c., the Quebec Street frontage improvements have been thoroughly vetted with the City Planning and Engineering Directors and staff. Based on these lengthy

discussions, it has been determined that the sidewalk along Quebec Street will stop at the garage entrance because (i) the transformer is to the west of the garage entrance and (ii) the only property to the west is the UMD Seneca Building with no additional vehicular or pedestrian connections further west, as Quebec Street terminates just beyond the entrance to the Seneca Building. Required clearance from the transformer does not leave room for the sidewalk.

Regarding subparts d. and e., these are provided on Sheet 2C of DSP-21024 in satisfaction of this comment/condition.

- 13. The on-site recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department, for adequacy and proper siting, in accordance with the Parks and Recreation Facilities Guidelines, with the review of the detailed site plan (DSP). Triggers for construction shall be determined at the time of DSP.**

COMMENT: All on-site recreation facilities are depicted on the DSP and the Cost Estimate for said amenities are provided on the cover sheet. In addition, although these amenities are provided in greater detail on the DSP (and Section VIII above), a general description of the facilities are as follows:

- Residential Lounges
- Fitness Center
- Terraces and Seating Areas
- Bocce Court


## **XI. CONCLUSION**

The Applicant requests approval of its Detailed Site Plan to allow the subject property to be developed with 123 multifamily dwelling units for today's graduate student, professional, professor, faculty member, researcher, startup employee(s), new workforce entrants, etc., and approximately 2,314 square feet of commercial/retail/community art gallery space. The Applicant contends that this request, with limited modifications to certain development district standards, will benefit the development and the Development District, and will not substantially impair implementation of the Sector Plan. That is, based on the foregoing and the evidence that has or will be submitted into the record, this application does not substantially impair the implementation of the Sector Plan and the modifications to the standards are needed to facilitate the development. Therefore, the Applicant respectfully requests that DSP-21024 be approved.

The applicant respectfully submits that all of the criteria for granting the proposed detailed site plan with modifications to the design standards have been met, and as such, the plan does represent a reasonable alternative for satisfying the site design guidelines. Thus, this application should be approved.

Respectfully submitted,

McNAMEE HOSEA, P.A.


By:   
\_\_\_\_\_  
Matthew C. Tedesco  
Attorney for the Applicant


Date: August 6, 2022  
(Post SDRC Submittal)

August 11, 2022

## MEMORANDUM

TO: Andrew Bishop, Panner II, Urban Design Section, Development Review Division

VIA: David A. Green, MBA, Planner IV, Long Range Planning Section,   
Community Planning Division

FROM: Daniel Sams, Planner III, Neighborhood Revitalization Section,   
Community Planning Division

SUBJECT: **DSP-21024 ECOGRADS**

## FINDINGS

Community Planning Division staff finds that, pursuant to Section 27-548.26(b)(2)(A) and (b)(5), the proposed amendments to the Central US 1 Corridor Development District Overlay Zone conform with the purposes and recommendations for the Development District, as stated in the 2010 *Approved Central US 1 Corridor Sector Plan*.

## BACKGROUND

**Application Type:** Detailed Site Plan

**Location:** 8421 and 8429 Baltimore Avenue, College Park, MD 20740

**Size:** .5223 acre

**Existing Use:** Unimproved

**Proposal:** Construction of approximately 123 multifamily dwellings for multifamily and/or graduate housing and approximately 2,314 square feet of commercial/retail space.

## GENERAL PLAN, MASTER PLAN, AND ZONING

**General Plan:** This application is in the Established Communities Growth Policy Area. The vision for the Established Communities is context-sensitive infill development of low- to medium-density.

**Master Plan:** The 2010 *Approved Central US 1 Corridor Sector Plan* recommends Mixed Use-Commercial uses on the subject properties. The site is located in the Lower Midtown Plan Area (p. 80; 89) and a designated Walkable Node (p. 59).

**Planning Area: 66**

**Community:** College Park-Berwyn Heights & Vicinity

**Aviation:** This application is located within Aviation Policy Area 6. Sec. 27-548.38 (a) states that: For an individual property, APA regulations are the same as in the property's underlying zone, except as stated in this Subdivision. Sec. 27-548.38 (b) (4) which states: In APA-4 and APA-6, development densities and intensities are the same as in the underlying zone. Sec. 27-548.39 (b) states: In APA-4, APA-5, or APA-6, every application shall demonstrate compliance with height restrictions in this Subdivision. Sec. 27-548.42 (b) states: In APA-4 and APA-6, no building permit may be approved for a structure higher than fifty (50) feet unless the applicant demonstrates compliance with FAR Part 77. Prior to signature approval of the DSP, the applicant shall complete an FAA Form 7460-1 and submit it to the Maryland Aviation Administration, and subsequently provide evidence that the project complies with FAR 77. If the MAA identifies an issue, then the plan shall be revised to reduce or eliminate any perceived obstruction identified by MAA.

**MIOZ:** This application is not located within the Military Installation Overlay Zone.

**SMA/Zoning:** The 2010 *Approved Central US 1 Corridor Sectional Map Amendment* retained the property in the M-U-I (Mixed Use Infill) Zone with a superimposed D-D-O (Development District Overlay) Zone. The D-D-O/M-U-I Zone permits multifamily and retail uses.

**DEVELOPMENT DISTRICT MANDATORY STANDARDS**

The applicant is proposing the following deviations from the development district standards:

1. Increase in height from the maximum six to seven stories;
2. Increase in maximum setback from 10 feet to 12.5 feet at the first level;
3. Reduction in then minimum rear setback of 10 feet to 1 foot;
4. Reduction in the minimum 50-foot setback for parking structures from thoroughfares (may not be applicable since the proposed building is not solely a parking structure);
5. Substitution of NGBS (National Green Building Standards) silver-level certification for mandatory Walkable Node development LEED® silver certification;
6. Substitution of required 6-foot wide cycle track separated from vehicle traffic with 5-foot wide, on-road bike lane used by MD-SHA (Maryland State Highway Administration);
7. Substitution of post lighting fixtures use by SHA's US 1 improvement project for column/double column lighting fixtures required Walkable Node character area standards;
8. Substitution due to site constraints of a ground-level, internal "open terrace" or landscaped light well with seating and a bocce ball court for the development standards' open space forms of "Green," "Square," "Plaza," and "Playground."

c: Long-range Agenda Notebook  
Frederick C. Stachura, J.D., Planning Supervisor, Neighborhood Revitalization Section,  
Community Planning Division





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
www.pgplanning.org

August 19, 2022

**MEMORANDUM**

**TO:** Andrew Bishop, Planner II, Urban Design Section  
**VIA:** Mridula Gupta, Planner III, Subdivision Section *MG*  
**FROM:** Eddie Diaz-Campbell, Planner II, Subdivision Section *EDC*  
**SUBJECT:** DSP-21024; Ecograds

The subject property is known as Lots 28-31 and Lots 47 and 48, Block 11 of the Addition to Berwyn, recorded in Plat Book BDS 1 page 30 and dated 1906. The property is in the edge area of the Local Transit-Oriented (LTO-E) Zone. However, this detailed site plan (DSP) was submitted for review under the prior Zoning Ordinance and Subdivision Regulations, and under the prior zoning the property was in the Mixed Use Infill (M-U-I) Zone. The subject DSP proposes one parcel for development of 123 multifamily units and 2,314 square feet of commercial floor area.

The site is subject to Preliminary Plan of Subdivision (PPS) 4-21039, approved by the Prince George’s County Planning Board on June 30, 2022 (PGCPB No. 2022-79). This PPS approved one parcel for development of 123 multifamily dwelling units and 2,300 square feet of commercial gross floor area (GFA). The number of dwelling units proposed by this DSP is consistent with the number of dwelling units approved under the PPS. The commercial GFA proposed is 14 square feet larger than that approved under the PPS. However, this minor increase in GFA does not affect any of the adequacy findings of the PPS. The DSP is therefore found to be in conformance with the development quantities approved under the PPS.

PPS 4-21039 was approved subject to 15 conditions, and the following conditions from the PPS are relevant to the subject DSP review:

- 2. Total development within the subject property shall be limited to uses which generate no more than 69 AM peak-hour trips and 86 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.**

Conformance with this condition should be determined by the Transportation Planning Section. It is noted that prior to the Subdivision and Development Review Committee

meeting for this case on June 24, 2022, the Transportation Planning Section confirmed that the additional 14 square feet of GFA proposed by this DSP over that approved with the PPS would not change the conclusions of the traffic analysis performed at the time of the PPS.

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

The proposed DSP does not include any substantial revisions to the development approved under the PPS which would affect Subtitle 24 adequacy findings.

4. **Development of this site shall be in conformance with the approved stormwater management concept plan (54058-2021-00) and any subsequent revisions.**

The approved stormwater management (SWM) concept plan referenced above was submitted with the DSP application. The Environmental Planning Section should determine whether the DSP and the SWM concept plan are consistent.

5. **Prior to approval of a final plat of subdivision:**

- b. **The applicant and the applicant's heirs, successors, and/or assignees shall enter into a Public Use Easement Agreement with the City of College Park for the public use of any portion of frontage sidewalk on the subject property, as determined necessary, at the time of DSP. The easement agreement shall be approved by the City of College Park, recorded in land records, and the Liber/folio shown on the final plat prior to recordation. The final plat shall reflect the location and extent of the easement.**

The DSP reflects +/- 3-foot-wide proposed public use easements along US 1 and Quebec Street. These easements cover the portions of the proposed frontage sidewalks which are not within the public right-of-way (ROW). The "+/-" is noted; the precise width of the easements may vary from 3 feet depending on where the sidewalks are built relative to the property lines in the as-built condition. The easement agreement recorded prior to final plat may need to specify that the easements cover the portions of the sidewalks outside the public ROW, rather than give specific widths for the easements.

6. **At the time of final plat of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall dedicate all rights-of-way along the property frontage on US 1 (Baltimore Avenue), consistent with the approved preliminary plan of subdivision.**

The DSP shows ROW dedication to US 1 consistent with the PPS (50 feet from the street centerline).

7. **The applicant shall provide on-site pedestrian and bicycle amenities and improvements consistent with Section 24-124.01(c) of the prior Prince George's County Subdivision Regulations. The details of the on-site facilities shall be provided as part of the detailed site plan submission.**

8. **The applicant shall provide a bicycle and pedestrian facilities plan that illustrates the**

location, limits, specifications, and details of the pedestrian and bicycle adequacy improvements consistent with Section 24-124.01(f) of the prior Prince George's County Subdivision Regulations, as part of the detailed site plan submission.

9. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the prior Prince George's County Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
  - a. Installation and/or upgrading pavement markings along College Park Trolley Trail, between Greenbelt Road and Berwyn House Road, consistent with the bicycle and pedestrian impact statement addendum dated June 15, 2022.
  - b. Installation of sharrows along Pontiac Street.
10. The applicant and the applicant's heirs, successors, and/or assignees shall construct the following facilities and show these facilities on a pedestrian and bikeway facilities plan, as part of the detailed site plan (DSP), no less than 35 days prior to the Planning Board hearing for the DSP:
  - a. A 6.5-foot-wide bicycle track along the property frontage of US 1 (Baltimore Avenue), consistent with the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment, unless modified by the operating agency, with written correspondence.
  - b. A 5- to 8-foot-wide sidewalk and a 4.5- to 8-foot landscape amenity panel along the frontage of US 1 consistent with the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment. The final width shall be determined by the operating agency with written correspondence.
  - c. A minimum 5-foot-wide sidewalk and associated Americans with Disabilities Act curb ramps and crosswalk along the property frontage of Quebec Street, unless modified by the operating agency, with written correspondence.
  - d. Long and short-term bicycle parking consistent with the Guide for the Development of Bicycle Facilities (AASHTO) to accommodate residents and visitors.
  - e. Provide all sidewalk/streetscape amenities and bicycle facilities per the 2010 Approved Central US 1 Corridor Sector Plan and Sector Map Amendment (pages 261 and 264), unless modified by the operating agency, with written correspondence.
11. Prior to certification of the subject preliminary plan of subdivision, the applicant shall evaluate if restriping of approximately 22 shared roadway pavement markings (sharrows) along Berwyn Road, between Baltimore Avenue and the train tracks, is

**feasible per Section 24-124.01 of the prior Prince George's County Subdivision Regulations, and in addition to the improvements provided in Condition 9, can be provided within the cost cap that was established in the bicycle pedestrian impact statement. If the Transportation Planning Section finds that restriping of the sharrows is feasible and within the cost cap, the applicant shall provide the sharrows and improvements listed in Condition 9. If restriping of the sharrows is not feasible and is not within the cost cap, the applicant shall construct all of the improvements provided in Condition 9, per Section 24-124.01.**

Sheet 2C of the DSP plan set shows the bicycle and pedestrian facilities plan required by Conditions 8 and 10. It is noted that this sheet provides notes regarding the off-site BPIS improvements rather than depicting them. Per Condition 11 of the PPS, prior to certification of the PPS it was determined feasible to restripe approximately 22 shared roadway pavement markings (sharrows) along Berwyn Road between US 1 and the train tracks east of the site. The notes on Sheet 2C accordingly list this off-site improvement alongside the ones specified in Conditions 9a and 9b. The Transportation Planning Section should determine whether the DSP conforms to Conditions 7-10.

- 12. In accordance with Section 24-135(b) of the prior Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate, private recreational facilities in accordance with the standards outlined in the *Parks and Recreation Facilities Guidelines*.**
- 13. The on-site recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department, for adequacy and proper siting, in accordance with the *Parks and Recreation Facilities Guidelines*, with the review of the detailed site plan (DSP). Triggers for construction shall be determined at the time of DSP.**

The coversheet of the DSP lists the proposed recreation facilities and their estimated value. An amenities plan showing the locations of the improvements is given on Sheet 2B of the DSP plan set. The Urban Design Section should determine whether the proposed facilities meet the *Parks and Recreation Facilities Guidelines* for adequacy and proper siting, and establish triggers for their construction.

**Additional Comments:**

None.

**Recommended Conditions:**

None.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. The DSP has been found to be in substantial conformance with the approved preliminary plan of subdivision. All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat, once recorded, or permits will be placed on hold until the plans are corrected.

Countywide Planning Division  
Environmental Planning Section

301-952-3650

August 16, 2022

**MEMORANDUM**

**TO:** Andrew Bishop, Planner II, Urban Design Section

**VIA:** Thomas Burke, Supervisor, Environmental Planning Section *TB*

**FROM:** Marc Juba, Planner III, Environmental Planning Section *MJ*

**SUBJECT:** **Ecograds; DSP-21024**

The Environmental Planning Section (EPS) has reviewed the above referenced Detailed Site Plan (DSP-21024) initially received on June 16, 2022. Comments were provided to the applicant at the Subdivision and Development Review Committee (SDRC) meeting on June 24, 2022. The EPS recommends approval of DSP-21024, with recommended findings listed at the end of this memorandum.

**Background**

The following applications and associated plans were previously reviewed for the subject site:

Development Review Case #	Associated Tree Conservation Plan or Natural Resources Inventory #	Authority	Status	Action Date	Resolution Number
NA	NRI-003-2022	Staff	Approved	1/19/2022	NA
NA	S-001-2022	Staff	Approved	1/04/2022	NA
4-21039	NA	Planning Board	Approved	6/30/2022	2022-79
DSP-21024	NA	Planning Board	Pending	Pending	Pending

**Proposed Activity**

The current application is for the construction of 123 multifamily dwellings and 2,300 square feet of ground floor retail. The current zoning for the site is Local Transit-Oriented-Edge (LTO-E); however, the applicant has opted to apply the zoning standards to this application that were in effect prior to April 1, 2022, for the Mixed-Use Infill (M-U-I).



### **Grandfathering**

This project is not grandfathered with respect to the environmental regulations contained in Subtitle 25 and prior Subtitles 24 and 27, because the project is subject to Preliminary Plan 4-21039.

### **Conditions of Previous Approval**

There are no previously approved environmental conditions directly related to the subject application.

## **ENVIRONMENTAL REVIEW**

### **Natural Resources Inventory/Existing Conditions Plan**

The site has an approved Natural Resources Inventory Plan (NRI-003-2022), which correctly shows the existing conditions of the property. The site is completely graded. No woodlands, specimen, champion, or historic trees are located on-site. This site is not associated with any regulated environmental features (REF), such as streams, wetlands, 100-year floodplain, or associated buffers. The site is not within the primary management area (PMA).

### **Woodland Conservation**

The site is exempt from the provisions of the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO), because the property is less than 40,000 square feet and has no previous tree conservation plan (TCP) approvals. A standard letter of exemption from the WCO was issued for this site (S-001-2022), which expires on January 1, 2024. No additional information is required regarding woodland conservation.

### **Specimen Trees**

Approved NRI-003-2021 indicates that no specimen, champion, or historic trees have been identified on the subject property. No further information is required with this application.

### **Preservation of Regulated Environmental Features/Primary Management Area**

Section 27-285(b)(4) of the Zoning Ordinance requires the following finding: "The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5)."

No REF will be impacted by the proposed development, and staff finds that the REF have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Section 27-285(b)(4).

### **Soils**

The predominant soils found to occur, according to the U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Urban land-Woodstown complex (0-5 percent slopes) and Russett-Christiana-Urban complex (0-5 percent slopes).

No unsafe soils containing Marlboro clay have been identified on or within the immediate vicinity of this property; however, unsafe soils containing Christiana complexes have been identified on-site. These unsafe soils are mapped on the northwestern corner of the site; however, staff have determined that no major geotechnical issues are anticipated.

**Stormwater Management**

An approved stormwater management (SWM) concept letter and plan (#54058-2021) was submitted with this application. The approved SWM concept plan shows the use of eight micro-bioretenion areas across the site and one underground storage vault. No further information is required regarding SWM with this application.

**Summary of Recommended Findings**

The EPS has completed the review of DSP-21024 and recommends approval with no conditions. This case is exempt from the provisions of the WCO. No specimen trees are proposed for removal with this application. Based on the level of design information available at the present time, the REF on the subject property have been preserved and/or restored to the fullest extent possible, based on the limits of disturbance shown on the DSP.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

Park Planning & Development  
Land Acquisition/Management & Development Review Section

**MEMORANDUM**

DATE: August 22, 2022

TO: Andrew Bishop, Planner II  
Urban Design Section  
Development Review Division  
Planning Department

VIA: Sonja Ewing, Assistant Division Chief [SME](#)  
Department of Parks and Recreation

FROM: Dominic Quattrocchi, Planning Supervisor [DQ](#)  
Ivy R. Thompson, AICP, Planner III [IRT](#)  
Land Acquisition/Management & Development Review Section  
Park Planning and Development Division  
Department of Parks and Recreation

SUBJECT: DSP-21024 EcoGrads

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The staff of the Department of Parks and Recreation (DPR) reviews and evaluates Development Review applications for conformance with the requirements and recommendations of Area Master Plans, the Land Preservation, Parks and Recreational Program for Prince George's County, Plan 2035, the Formula 2040 Functional Master Plan for Parks, Recreation and Open Space as they pertain to public parks and recreation.

This application is for the mixed-use development of 123 multifamily dwelling units and 2,300 square feet of ancillary commercial retail space and was previously reviewed as PPS 4-21024 EcoGrads. The resolution is pending approval by the Planning Board. DPR staff recommended the review of the provision of onsite recreation at the time of Detailed Site Plan by Urban Design (Development Review) staff.

This application is required to provide on-site private recreational facilities. The recreational amenities identified by the applicant include a bocce ball court, a fitness room and passive seating areas throughout the development. DPR staff determined that the proposal meets the minimum requirements of mandatory dedication through the provision of on-site private recreational facilities per Section 24-135(b) of the Prince George's County Subdivision Regulations subject to final review by Planning Department – Urban Design staff.

**Recommendation:**

DPR staff recommends following conditions for approval of the subject application:

1. In accordance with Section 24-135 of the Prince George's County Subdivision Regulations, the applicant, and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for, and provide, adequate on-site recreational facilities.
2. Prior to submission of the final plat of subdivision for any residential lot/parcel, the applicant, and the applicant's heirs, successors, and/or assignees shall submit three original executed private recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department for construction of on-site recreational facilities, for approval. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat prior to plat recordation.
3. Prior to approval of building permits for residential development, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of recreational facilities.
4. Add a note on the Preliminary Plan to state that the mandatory dedication of parkland requirement is being addressed by providing on-site facilities because the land available for dedication and private recreational facilities provided is not sufficient to meet the recreational needs of the projected population.

cc: Bridget Stesney  
Christian Gabriel



Angela D. Alsobrooks  
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT  
Department of Permitting, Inspections and Enforcement  
Site/Road Plan Review Division



**MEMORANDUM**

July 25, 2022

**TO:** Mridula Gupta, Urban Design Section  
Development Review Division, M-NCPPC

**FROM:** Mary C. Giles, P.E., Associate Director *Mary Giles*  
Site/Road Plan Review Division, DPIE

**Re:** EcoGrads, DSP- 21024

**CR:** Baltimore Avenue (MDSHA)  
**CR:** Quebec Street (College Park)

This is in response to Detailed Site Plan No. DSP-21024 referral. The Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The proposed subdivision is located at 8421 and 8429 Baltimore Avenue at the southwest quadrant of the intersection of Quebec Street and Baltimore Avenue
- The applicant proposes one parcel for mixed use development consisting of 123 student housing units and 2,300 square feet of retail use
- DSP-21024 is consistent with the Site Development Concept Plan 54058-2021 which was approved April 21, 2022.
- DPIE has no objection to DSP-21024.

If you have any questions or require additional information, please contact Mr. Steve Snyder, P.E, the District Engineer for the area, at (301) 883-5710.

MG:SGS:DS

cc: Steve Snyder, P.E., District Engineer, S/RPRD, DPIE  
KindBild, LLC, 16826 Wesley Chapel Road, Monkton, Maryland 21111  
Kaleiodos International, Inc. 410 Buedel Court, Sparks, MD 21152  
Matthew C. Tedesco, McHamee Hosea, 6411 Ivy Lane Suite 200, Greenbelt, MD 20770





*Division of Environmental Health/Disease Control*

Date: June 24, 2022

To: Andrew Bishop, Urban Design, M-NCPPC

From: Adebola Adepaju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: DSP-21024, ECOGRADS

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for the ECOGRADS located in 8421 and 8429 Baltimore Avenue in College Park and has the following comments / recommendations:

1. Health Department permit records indicate there are approx. 15 carry-out/convenience store food facilities, but no markets/grocery stores within a ½ mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes. ***The applicant should designate some retail space for a food facility that provides healthy food options.***
2. The public health value of access to active recreational facilities has been well documented. ***The applicant proposes to provide both indoor and outdoor amenities for the graduate students that could improve health outcomes.***
3. ***The project proposes access to the metro public transport with the use of free shuttle transport for students which would result in positive health outcomes by decreasing carbon emissions.***
4. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
5. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.



Environmental Engineering/Policy Program  
Largo Government Center  
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Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711  
[www.princegeorgescountymd.gov/health](http://www.princegeorgescountymd.gov/health)



*Division of Environmental Health/Disease Control*

If you have any questions or need additional information, please contact me at 301-883-7677 or [aoadepoju@co.pg.md.us](mailto:aoadepoju@co.pg.md.us).



Environmental Engineering/Policy Program  
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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive  
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TTY: (301) 952-4366  
www.mncppc.org/pgco

Countywide Planning Division  
Transportation Planning Section


301-952-3680

September 2, 2022

**MEMORANDUM**

TO: Andrew Bishop, Urban Design Review Section, Development Review Division

FROM: Jim Yang, Transportation Planning Section, Countywide Planning Division

VIA:  Will Capers III, PTP Transportation Planning Section, Countywide Planning Division

**SUBJECT: DSP-21024, EcoGrads**

**Proposal**

The subject Detailed Site Plan (DSP) application proposes the development of 123 multifamily units and 2,314 square feet of ground floor retail, on a site located along the east side of Baltimore Avenue (US 1) south of Quebec Street in College Park, MD. The Transportation Planning Section's review of the DSP was evaluated under Section 27 of the prior zoning ordinance.

**Prior Conditions of Approval**

The site is subject to the approved Preliminary Plan of Subdivision (PPS) application, 4-21039. The following transportation conditions of the prior PPS application are relevant to this DSP submission:

4-21039:

2. Total development within the subject property shall be limited to uses which generate no more than 69 AM peak-hour trips and 86 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

**Comment:** The subject DSP is consistent with the land use and development program approved in the PPS application, and therefore is within the peak-hour trip cap.

5. Prior to approval of a final plat of subdivision:
  - b. The applicant and the applicant's heirs, successors, and/or assignees shall enter into a Public Use Easement Agreement with the City of College Park for the public use of any portion of frontage sidewalk on the subject property, as determined necessary, at the time of DSP. The easement agreement shall be approved by the City of College Park, recorded in land records, and the Liber/folio shown on the final plat prior to recordation. The final plat shall reflect the location and extent of the easement.

**Comment:** Condition 5b will be evaluated at the time of final plat approval, however the latest DSP submission shows the extent and location of the public use easements along the property's frontages, which staff finds acceptable.

6. At the time of final plat of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall dedicate all rights-of-way along the property frontage on US 1 (Baltimore Avenue), consistent with the approved preliminary plan of subdivision.

**Comment:** Condition 6 will be evaluated at the time of final plat approval; however the latest DSP submission accurately shows the limits of the right-of-way dedication consistent with the approved PPS application, 4-21039.

7. The applicant shall provide on-site pedestrian and bicycle amenities and improvements consistent with Section 24-124.01(c) of the Prince George's County Subdivision Regulations. The details of the on-site facilities shall be provided as part of the detailed site plan submission.

**Comment:** The details of the on-site facilities are shown on the latest DSP submission, which staff finds acceptable.

8. The applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications and details of the pedestrian and bicycle adequacy improvements consistent with Section 24-124.01 (f) of the Prince George's County Subdivision Regulations, as part of the detailed site plan submission.

**Comment:** A bicycle and pedestrian facilities plan has been provided as part of the subject application; However, it does not include the off-site bicycle and pedestrian adequacy improvements. As a condition of approval, staff recommends that the applicant update the bicycle and pedestrian facilities plan to include the location, limits, specifications and details of the offsite pedestrian and bicycle adequacy improvements consistent with condition 8 of the approved PPS application.

9. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
  - a. Installation and/or upgrading pavement marking along College Park Trolley Trail, between Greenbelt Road and Berwyn House Road, consistent with the bicycle and pedestrian impact statement addendum dated June 15, 2022.
  - b. Installation of sharrows along Pontiac Street.

**Comment:** The offsite pedestrian and bicycle adequacy improvements referenced in Condition 9 were further modified to include the improvements provided in condition

11 of the approved PPS. However, all offsite pedestrian and bicycle adequacy improvements will be evaluated to meet this condition at the time of building permit.

10. The applicant and the applicant's heirs, successors, and/or assignees shall construct the following facilities and show these facilities on a pedestrian and bikeway facilities plan, as part of the detailed site plan (DSP), no less than 35 days prior to the Planning Board hearing for the DSP:
  - a. A 6.5-foot-wide bicycle track along the property frontage of US 1 (Baltimore Avenue), consistent with the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*, unless modified by the operating agency, with written correspondence.
  - b. A 5- to 8-foot-wide sidewalk and a 4.5- to 8-foot landscape amenity panel along the frontage of US 1 consistent with the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*. The final width shall be determined by the operating agency with written correspondence.
  - c. A minimum 5-foot-wide sidewalk and associated Americans with Disabilities Act curb ramps and crosswalk along the property frontage of Quebec Street, unless modified by the operating agency, with written correspondence.
  - d. Long and short-term bicycle parking consistent with the *Guide for the Development of Bicycle Facilities* (AASHTO) to accommodate residents and visitors.
  - e. Provide all sidewalk/streetscape amenities and bicycle facilities per the 2010 *Approved Central US 1 Corridor Sector Plan and Sector Map Amendment* (pages 261 and 264), unless modified by the operating agency, with written correspondence.

**Comment:** In the SDRC Point-By-Point Response Letter dated on August 10, 2022, the applicant indicated that the State Highway Administration (SHA) is currently implementing the US 1 Consolidated Transportation Program (CTP) project and will build a 5' bike lane along the property's frontage. The applicant also indicated that SHA provided written correspondences confirming that the agency is "not requiring a cycle track along the frontage of the project". Given the written correspondence by SHA which indicates the modification to the sector plan bicycle facility before consistency with the CTP project, staff finds that the DSP meets Condition 10a.

Additionally, the latest DSP submission shows a 6-foot-wide sidewalk and more than 4.5-foot of landscaping along the frontage on US Route 1. The DSP also shows a 5-foot-wide sidewalk along Quebec Street, long and short-term bicycle parking, and benches consistent with the Sector Plan's recommended streetscape.

11. Prior to certification of the subject preliminary plan of subdivision, the applicant shall evaluate if restriping of approximately 22 shared roadway pavement markings (sharrows) along Berwyn Road, between Baltimore Avenue and the train tracks, is feasible per Section 24-124.01 of the prior Prince George's County Subdivision Regulations, and in addition to the improvements provided in Condition 9, can be provided within the cost cap that was established in the bicycle pedestrian impact statement. If the Transportation Planning Section finds that restriping of the sharrows is feasible and within the cost cap, the applicant shall provide the sharrows and improvements listed in Condition 9. If restriping of the sharrows is not feasible and is

not within the cost cap, the applicant shall construct all of the improvements provided in Condition 9, per Section 24-124.01.

**Comment:** The applicant submitted a BPIS Supplemental Assessment dated August 10, 2022, under PPS 4-21039 which was evaluated by staff as part of the PPS certification process. The supplemental assessment indicates that the applicant will provide a total of 22 sharrows along Berwyn Road, between Baltimore Avenue and the train tracks to meet the adequacy requirements, which staff found acceptable. As previously noted, as a condition of approval staff recommends that the applicant modify the pedestrian and bicycle plan to include all approved BPIS offsite improvements.

### **Master Plan Compliance**

#### **Master Plan Right of Way**

The subject site is along Baltimore Avenue (US Route 1, MC 200) which has a variable width right-of-way of 88- 92 feet established with the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment. As previously mentioned, the latest DSP submission accurately shows right-of-way along the property's frontage along Baltimore Avenue (US Route 1, MC 200) consistent with the Sector Plan's recommendations.

#### **Master Plan Pedestrian and Bike Facilities**

This application is subject to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT).

The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical (pg. 10).

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities* (pg. 10).

This development is also subject to 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*, which also proposes bicycle lanes along US Route 1 as an interim facility until a cycle track is constructed (pg. 141).

The following policies and strategies are provided for pedestrian and bicyclist facilities:

Land-Use and Transportation Linkage Policy 1: Improve bicycle, pedestrian, and vehicular accessibility throughout the internal street network and to US Route 1 and Rhode Island Avenue by filling in missing linkages and ensuring the internal network is bicycle and pedestrian friendly through appropriate design, including traffic calming techniques. (pg. 135)

Bicycle Parking Policy 2: Facilitate bicyclists along entire corridor and through development so that bicycle routes are enhanced or established. (pg. 141)



**Comment:** The above policies, strategies and recommendations all support a multimodal community. As previously mentioned, the latest DSP submission adequately shows adequate pedestrian and bicycle improvements consistent with the MPOT and Central US 1 Corridor Sector Plan policies and recommendations.

### Zoning Ordinance Compliance

Section 27-283 of the Prince George's County Zoning Ordinance (Ordinance) provides guidance for detailed site plans. The section references the following design guidelines described in Section 27-274(a):

- (2) Parking, loading, and circulation
  - (C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:
    - (ix) Pedestrian and vehicular routes should generally be separate and clearly marked.
    - (x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques
    - (xi) Barrier-free pathways to accommodate the handicapped should be provided
  
- (6) Site and streetscape amenities
  - (A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:
    - (i) The design of light fixtures, benches, trash receptacles, bicycle racks, and other street furniture should be coordinated in order to enhance the visual unity of site.

**Comment:** Access to the site is provided by a single- full access driveway along Quebec Street. The site layout allows vehicles, bicycles, and pedestrians to easily enter and exit the site, and the internal design and circulation allow the free flow of vehicles, bicycles, and pedestrians within the site. Staff supports the proposed site access and internal circulation and finds the development proposal to be sufficient regarding vehicular movement to the subject site. Staff also finds that the latest DSP submission meets the findings required by section 27-546.19 of the Prince George's County Zoning Ordinance which examines "physical and functional relationship of the project uses and components" within the M-U-I Zone.

The site will be served by multi-level parking garage facility. The applicant's revised Statement of Justification (Tedesco to Staff) contains the following language related to on-site parking:

"The applicant modified the DSP to remove the second level of the subterranean parking garage. The removal of the second level of the underground garage reduces the on-site parking spaces, however, the applicant has secured off-site parking at the Cambria both during the construction phase of development and for future EcoGrads residents post construction. Thus, notwithstanding the loss of the second level of the parking garage, all required parking for the project will be provided."

It should be noted, the applicant's original submission displayed a parking schedule indicating that the applicant would provide 109 parking spaces, which would meet the parking requirement. The reduction of parking spaces from 109 to 60 is shown on the applicant's revised and latest DSP submission. However, the *2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* encourages the use of off-site municipal parking to offset the parking demand for new development. Staff supports the use of offsite parking, if the peak parking occupancy for the municipal site can support the additional demand of parking that is not provided onsite.

As such, in a meeting with the applicant on August 5, 2022, staff requested that the applicant provide a parking study to demonstrate that the offsite parking occupancy at the municipal garage is enough to support the adjusted parking demand for the subject site. Staff also requested additional traffic analysis, to show if a new test of adequacy will be needed given the new distribution of traffic that was not considered as part of the PPS application. The applicant submitted the requested parking study and operational analysis memorandum on September 1, 2022. Based on the memo, staff has determined that adequate transportation facilities will exist to serve the proposed offsite parking demand and that there are adequate parking spaces available at the garage for the 50 vehicles. As a condition of approval, staff recommends that the applicant establishes and record parking agreement easement with the Cambria College Park parking facility which designates a total of 50 dedicated spaces for the use of the subject property.

Also, as it relates to parking, during the initial review of the subject application, staff requested that the applicant convert two internal parking spaces located immediately adjacent to the garage entrance for dedicated pick/up drop off spaces for ride sharing vehicles given the residential nature of the site. The latest plan submission shows only one designated temporary parking space and additionally, did not include any profiles of the signage or striping to accommodate the designated spaces. Staff continues to request that two designated parking spaces are provided to eliminate the potential of queuing along the property's frontage for temporary pickup/drop-off operations for the residential building. As a condition of approval, staff recommends that the DSP is modified to include two designated temporary parking spaces for ride sharing vehicles and provide details and profiles for the related striping and signage for the designated temporary parking spaces.

### **Conclusion**

Overall, from the standpoint of The Transportation Planning Section it is determined that this plan is acceptable if the following conditions are met:

1. Prior to the certification of the Detailed Site Plan (DSP), the applicant and the applicant's heirs, successors and/or assigns shall:
  - a. Update Sheet 2C to replace the word "Exhibit" to "Plan"
  - b. In accordance with condition 1a, update the Pedestrian and Bicycle "Plan" to include all offsite Pedestrian and Bicycle Improvements in accordance with the approved Preliminary Plan application, 4-21039.
  - c. Update the DSP to include two designated temporary parking spaces immediately within the parking garage for temporary pick up/drop off for ride sharing vehicles.
    - i. The revised DSP shall also include the specific details and profiles for the striping and signage for the designated spaces.

2. At the time of final plat of subdivision, the applicant's heirs, successors and/or assignees shall enter into a parking agreement easement with the Cambria College Park parking facility which designates a total of 50 dedicated spaces for the use of the subject property. The parking agreement easement shall be recorded in land records, and the Liber/folio shown on the final plat prior to recordation.
3. Prior to the issuance of the building permit, the applicant shall demonstrate that a parking agreement easement is in place with Cambria College Park parking facility which designates a total of 50 dedicated parking spaces for the use of the subject site.

# **Additional Back-up**

**For**

**DSP-21024  
Ecograds**



- ➔ Down to P1/P2
- ➔ Up from P1/P2



PLAN - LEVEL P1





- ➔ Down to P2
- ➔ Up from P2











## ECOGRADS DSP-21024

The Applicant's requested revisions to recommended findings/conditions are as follows:

\* \* \* \* \*

### FINDINGS

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

#### 2. Development Data Summary:

\* \* \* \* \*

#### Other Development Data

#### Parking Requirements per the 2010 *Approved Central US 1 Corridor Sector Plan*

	Requirement	Proposed
Walkable Node	1 space per dwelling unit	123 dwelling units
Total retail	3 spaces per 1,000 sq. ft.	2,314 sq. ft. retail
Total Parking Required	130	
Total with Shared Parking	Shared Parking Factor=1.2*	
<b>Total Parking Provided</b>		<b>[120**] 110</b>
On-site standard spaces (9.0 feet x 18 feet)[***] **	-	[41] 88
Compact parking (8 feet by 16.5 feet)	-	[12] 14
Handicap (including 1 Van-accessible space)	<del>3</del> 5	[4] 5
Ride share parking space	-	1
Electric Vehicle parking spaces	-	2
[Off-site standard spaces]	[-]	[60]



**Notes:** \*Mixed-use developments may use a shared parking factor to determine a reduction in the number of required parking spaces. The applicant has chosen to utilize the shared parking factor to reduce the parking requirement from 130 spaces to 109 spaces.

~~[\*\*Parking is proposed both on- and off-site at the Cambria Hotel. This requires an amendment which is further discussed in Finding 7 of this technical staff report.]~~

[\*\*\*] \*\* The applicable D-D-O Zone does not have a standard for required parking space size. The DSP proposes a parking space size of 9 feet by 19 feet, instead of the standard 9.5 feet by 19 feet required by the prior Prince George’s County Zoning Ordinance. The applicant seeks a departure from this requirement per Section 27-548.25(e) of the prior Zoning Ordinance, which does not require separate applications for such departures, but requires that the Prince George’s County Planning Board find that the departure conforms to all the applicable development district standards. The reduced size of the parking spaces will contribute to the development district vision of pedestrian-friendly, concentrated, mixed-use development in this area. Therefore, staff recommends that the Planning Board approve this departure.

\* \* \* \* \*

**KEY:**

Underline indicates language added to findings/conditions;

~~Strikethrough~~ indicates language deleted from findings/conditions;

Asterisks \*\*\* indicate intervening existing findings/conditions that remain unchanged.

## Matthew C. Tedesco

---

**From:** Peter Campanides <PCampanides@mdot.maryland.gov>  
**Sent:** Friday, July 22, 2022 12:34 AM  
**To:** mlenhart; Kwesi Woodroffe  
**Cc:** Nick Driban; Ryan Wingate; Matthew C. Tedesco  
**Subject:** RE: 22APPGPEter015xx - 8421-8429 Baltimore Ave (EcoGrads)

**Follow Up Flag:** FollowUp  
**Flag Status:** Completed

Mike,

Since this is within the construction project limits, we are not requiring a cycle track along the frontage of the project. Bike lanes are being included as part of the MDOT SHA project.

Regards,

*Peter*

Peter Campanides, PE  
Assistant District Engineer – Traffic  
Prince George’s County  
Maryland Department of Transportation  
State Highway Administration  
District Three Office  
9300 Kenilworth Avenue  
Greenbelt, MD 20770  
Phone: 301-513-7404  
Email: pcampanides@mdot.maryland.gov

---

**From:** mlenhart <mlenhart@LENHARTTRAFFIC.COM>  
**Sent:** Thursday, July 21, 2022 3:34 PM  
**To:** Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>  
**Cc:** Peter Campanides <PCampanides@mdot.maryland.gov>; Nick Driban <ndriban@LENHARTTRAFFIC.COM>; Ryan Wingate <rwingate@LENHARTTRAFFIC.COM>; Matthew C. Tedesco <mtedesco@mhlawyers.com>; mlenhart <mlenhart@LENHARTTRAFFIC.COM>  
**Subject:** RE: 22APPG015xx - 8421-8429 Baltimore Ave (EcoGrads)

Hi Kwesi,

Have you been able to confirm with Peter that SHA is NOT going to require a cycle track along the frontage of this project.

Thanks,  
Mike

**Mike Lenhart, P.E., PTOE**

President

Office: (410) 216-3333 (Ext. 1)

Mobile: (410) 980-2367

Fax: (443) 782-2288



## LENHART TRAFFIC CONSULTING, INC.

645 BALTIMORE ANNAPOLIS BLVD, SUITE 214

SEVERNA PARK, MD 21146

[www.lenharttraffic.com](http://www.lenharttraffic.com)

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---

**From:** mlenhart <[mlenhart@LENHARTTRAFFIC.COM](mailto:mlenhart@LENHARTTRAFFIC.COM)>

**Sent:** Wednesday, July 13, 2022 2:31 PM

**To:** Kwesi Woodroffe <[KWoodroffe@mdot.maryland.gov](mailto:KWoodroffe@mdot.maryland.gov)>

**Cc:** Peter Campanides <[pcampanides@mdot.maryland.gov](mailto:pcampanides@mdot.maryland.gov)>; mlenhart <[mlenhart@LENHARTTRAFFIC.COM](mailto:mlenhart@LENHARTTRAFFIC.COM)>; Nick Driban <[ndriban@LENHARTTRAFFIC.COM](mailto:ndriban@LENHARTTRAFFIC.COM)>; Ryan Wingate <[rwingate@LENHARTTRAFFIC.COM](mailto:rwingate@LENHARTTRAFFIC.COM)>; Matthew C. Tedesco <[mtedesco@mhlawyers.com](mailto:mtedesco@mhlawyers.com)>

**Subject:** 22APPG015xx - 8421-8429 Baltimore Ave (EcoGrads)

Hi Kwesi (and Peter),

This is a follow up to our conversation regarding the referenced project.

As discussed, the Planning Board approved the Preliminary Plan of Subdivision. Condition 10a of the resolution states the following as it related to the provision of a cycle track along the project's frontage, unless modified by SHA:

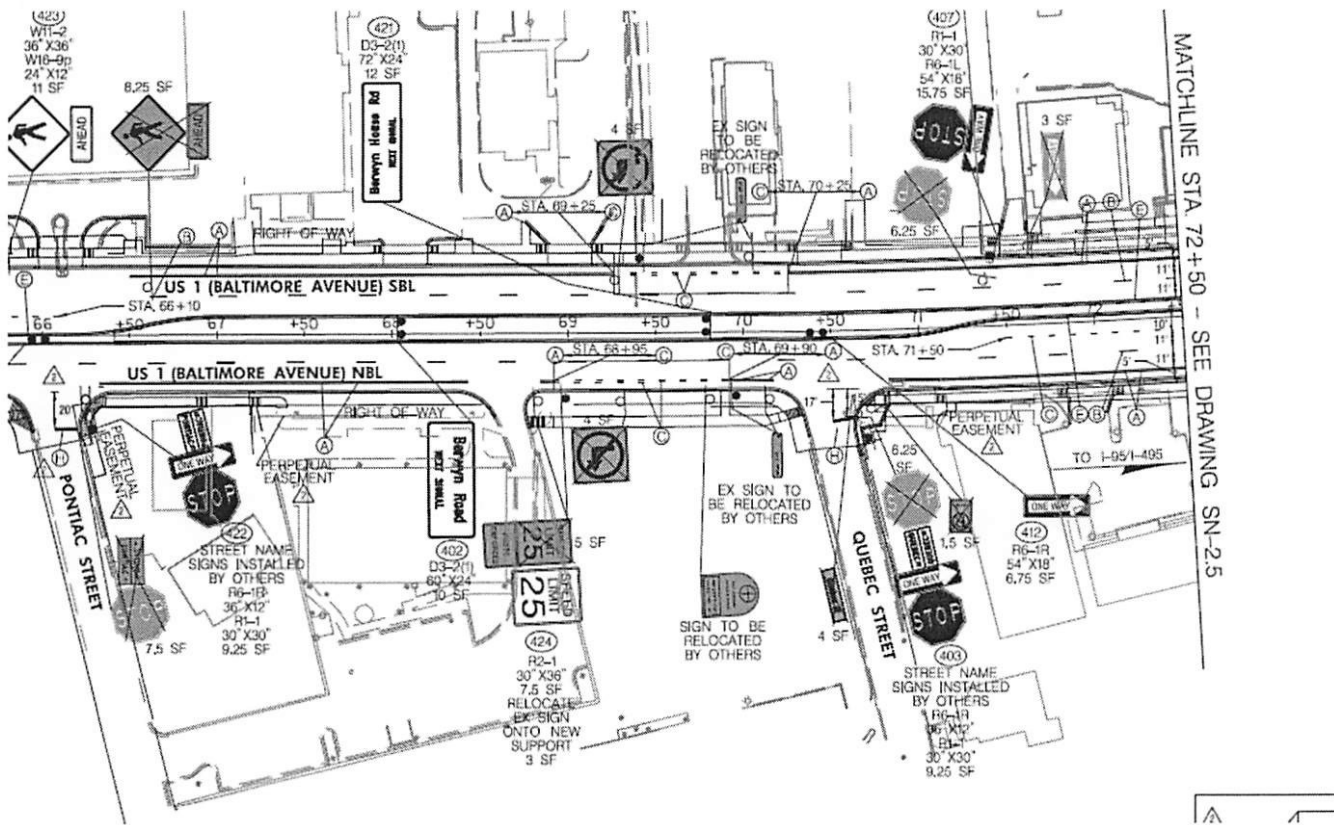
10. The applicant and the applicant's heirs, successors, and/or assignees shall construct the following facilities and show these facilities on a pedestrian and bikeway facilities plan, as part of the detailed site plan, prior to its acceptance no less than 35 days prior to the Planning Board hearing for the detailed site plan:
  - a. A six and a half-foot-wide bicycle track along the property frontage of US 1 (Baltimore Avenue), consistent with the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*, unless modified by the operating agency, with written correspondence.

This project is in the southeast corner of US 1 & Quebec Street and is located within the limits of the SHA reconstruction of US 1. SHA is building a 5' bike lane along the project frontage. See image below from SHA plans showing the bike lane.

As discussed, there are no other projects within the limits of the SHA project that are, or have provided cycle tracks along their frontage. Furthermore, Terry Schum at the City testified at the Planning Board that the SHA is providing bike lanes and they do not see the need for a cycle track in this area, particularly since many other properties in this area have been approved and/or built without one.

Can you please respond to this email confirming that SHA is not going to require a cycle track in this area.

Thanks,  
Mike



**Mike Lenhart, P.E., PTOE**  
President

Office: (410) 216-3333 (Ext. 1)  
Mobile: (410) 980-2367  
Fax: (443) 782-2288

**LENHART TRAFFIC CONSULTING, INC.**  
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**Matthew C. Tedesco, Esquire**  
Admitted in Maryland

E-mail: [MTedesco@mhlawyers.com](mailto:MTedesco@mhlawyers.com)  
Direct Dial: Extension 222

September 23, 2022

Via Electronic Mail

Hon. Peter A. Shapiro, Chairman  
Prince George's County Planning Board of the  
Maryland-National Capital Park and Planning Commission  
County Administration Building  
14741 Gov. Oden Bowie Drive, Fourth Floor  
Upper Marlboro, MD 20772

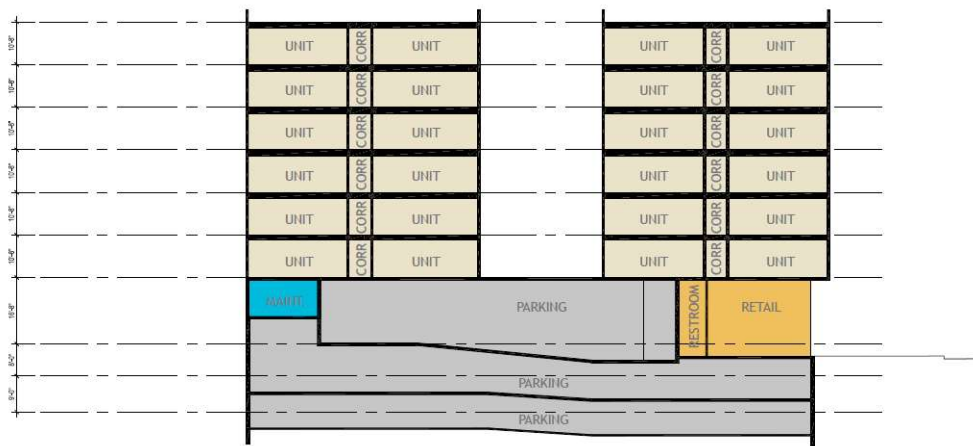
**Re: EcoGrads (DSP-21024)**

**Withdrawal of Modification to DDO Parking Standard (Page 239)**

Chairman Shapiro:

On behalf of the applicant, KindBild, LLC, please accept this letter as a formal request to withdraw the request to modify the DDO Parking Standard (Page 239) by providing less parking on-site than that required by the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*. Instead, the applicant, as originally requested at the time of acceptance of DSP-21024, now proposes to provide all required parking on-site in a three-level (one level at grade and two levels below grade) parking structure.

Specifically, when DSP-21024 was accepted (June 16, 2022) and reviewed at the Subdivision Development Review Committee (SDRC) meeting (June 24, 2022), the applicant proposed providing all required parking on-site in a three-level (one level at grade and two levels below grade) parking structure; depicted below:



After SDRC, and due to a number of contributing factors, the applicant proposed removing the lower level of parking, and revised the DSP accordingly. Moreover, and as provided in the Technical Staff Report, at page 14, in order to offset the subsequently requested reduction to the proposed on-site parking,



the applicant entered into an agreement with the Cambria Hotel, to lease 50 additional parking spaces off-site to make up for the deficit of the proposed on-site parking spaces. This scenario was supported by a parking analysis prepared by Lenhart Traffic Consulting and ultimately supported by Technical Staff. However, at the September 6, 2022 Mayor and City Council Worksession, the City of College Park expressed concerns over the length of the license agreement with the Cambria Hotel. Ultimately, in response to the Mayor and City Council's comments regarding the same, the applicant decided to abandon the proposed off-site parking arrangement at the Cambria Hotel and, instead, propose all parking be provided on-site – effectively, reinstating the original plan to provide two (2) levels of below grade parking on-site; thereby, facilitating the ability to provide all required parking on-site. Consequently, the applicant now wishes to formally withdraw the request for a modification to the DDO Parking Standard (Page 239) requested in the Second Amended Statement of Justification (dated August 6, 2022) at pages 20-21.

As always, thank you in advance for the Planning Board's consideration of this request.

Sincerely,



Matthew C. Tedesco

cc: James Hunt, MPA, Planning Division Chief  
Anne Fothergill, Supervisor, Urban Design Section  
Andrew Bishop, Planner II  
Terry Schum, Planning Director, City of College Park  
Miriam D. H. Bader, AICP, Senior Planner, City of College Park



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
www.pgplanning.org

September 26, 2022

**MEMORANDUM**

TO: The Prince George's County Planning Board

VIA: James Hunt, Chief, Development Review Division *JRH*  
Anne Fothergill, Supervisor, Urban Design Section, *AF*  
Development Review Division

FROM: Andrew Bishop, Planner II, Urban Design Section *NAB*  
Development Review Division

SUBJECT: **Item 8-Detailed Site Plan DSP-21024**  
**EcoGrads**  
Planning Board Agenda September 29, 2022 – Staff Revisions to Technical Report

The applicant revised their proposal after the technical staff report was filed, and this supplemental memo provides updated findings, recommendations, and conditions in response to the revised proposal. The revised plans are attached as Exhibits AE1, AE2, AE3, and AE4 and are included in the additional backup.

In response to discussion with the City of College Park City Council, the applicant is no longer proposing off-site parking and is not seeking an amendment to the standards of the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*. The applicant also proposed changes to the number of required retail and rideshare parking spaces and those are noted in the revised conditions.

Staff recommends the following revised findings and conditions of approval (added text underlined, deleted text [~~strikethrough~~]):

**Additional Finding 2 Language, Page 4**

**2. Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone(s)	M-U-I/D-D-O	M-U-I/D-D-O
Use(s)	Vacant	Multifamily Residential/Commercial Retail
Acreage	0.52	0.49
Dedication		.03
Lots	6	1
Square Footage/gross floor area	0	<del>[132,177 sq. ft.]</del> <u>150,060 sq. ft.</u>
Dwelling Units		123
Studio		123

**Other Development Data**

**Parking Requirements per the 2010 *Approved Central US 1 Corridor Sector Plan***

	<b>Requirement</b>	<b>Proposed</b>
Walkable Node	1 space per dwelling unit	123 dwelling units
Total retail	3 spaces per 1,000 sq. ft.	2,314 sq. ft. retail
Total Parking Required	130	
Total with Shared Parking	Shared Parking Factor=1.2*	
<b>Total Parking Provided</b>		<del>[120]**]</del> <b>110</b>
On-site standard spaces (9.0 feet x 18 feet) <del>[***]**</del>	-	<del>[41]</del> 88
Compact parking (8 feet by 16.5 feet)	-	<del>[12]</del> 14
Handicap Van-accessible	3	<del>[4]</del> 5
Ride share parking space	-	1
Electric Vehicle parking spaces	-	2
<del>[Off-site standard spaces]</del>	<del>[-]</del>	<del>[60]</del>

**Notes:** \*Mixed-use developments may use a shared parking factor to determine a reduction in the number of required parking spaces. The applicant has chosen to utilize the shared parking factor to reduce the parking requirement from 130 spaces to 109 spaces.

~~[\*\*Parking is proposed both on- and off-site at the Cambria Hotel. This requires an amendment which is further discussed in Finding 7 of this technical staff report.]~~

[\*\*\*]\*\*The applicable D-D-O Zone does not have a standard for required parking space size. The DSP proposes a parking space size of 9 feet by 19 feet, instead of the standard 9.5 feet by 19 feet required by the prior Prince George's County Zoning Ordinance. The applicant seeks a departure from this requirement per Section 27-548.25(e) of the prior Zoning Ordinance, which does not require separate applications for such departures, but requires that the Prince George's County Planning Board find that the departure conforms to all the applicable development district standards. The reduced size of the parking spaces will contribute to the development district vision of pedestrian-friendly, concentrated, mixed-use development in this area. Therefore, staff recommends that the Planning Board approve this departure.

### Revised Finding 6 Language, Page 6

6. **Design Features:** The applicant proposes to construct one mixed-use building with a total of 123 multifamily dwelling units for graduate market rate housing and 2,314 square feet of commercial retail uses. ~~[The applicant has indicated that the dwelling units will be occupied by students].~~ The building will have frontage on US 1 and is accessed from Quebec Street. The building is a seven-story building, with ~~[two]~~ three levels of structured parking one level is at grade, and two are proposed below grade. The proposed garage is ~~[that are]~~ accessed from Quebec Street and is screened by ground-floor commercial and lobby space along the building's frontage. The layout of the parking garage has been provided and shows dimensions of the parking with 24-foot drive aisles.

### Revised Finding 6 Language, Page 8

The building is oriented towards US 1 and has pedestrian access from both Quebec Street and US 1. The main pedestrian entrance and lobby is located on the west elevation of the building facing US 1, and is accented by a canopy, glass windows, and a sign over the entrance. The vehicular entrance to the on-site parking levels is accessed in the north side of the building from Quebec Street. ~~[The application proposes a secondary parking location at the Cambria Hotel south of the site, and its parking garage is accessed from Pontiac Street and by Berwyn House Road.]~~ Prior to the Planning Board hearing on September 29, 2022, the applicant formally withdrew the modification to the D-D-O Zone standard to reduce the number of on-site parking spaces, and instead, proposes to provide the required parking on-site in underground parking. On the east side of the parking garage on-site are the locations for ground floor retail space, which will be accessed from US 1 by separate commercial lobby spaces. Space for building murals and artwork is proposed on the south elevation and will be visible from US 1 and Pontiac Street.

### Revised Finding 7 Language, Page 14

- [d. **Page 239 – Building Form/Parking:** ~~In the Walkable Node, the number of spaces required is one space per dwelling unit and three spaces per 1,000 square feet of retail. The total number of spaces required using the shared parking factor is 109 spaces. In this instance, the applicant is proposing 60 on-site parking spaces, which is a modification of 49 parking spaces.~~

In order to offset the shortage in the number of parking spaces, the applicant has entered into an agreement with the Cambria Hotel, to lease 60 additional parking spaces. The Cambria parking garage is approximately 280 feet south of the EcoGrads property and has a significant number of underutilized or surplus parking spaces in its garage. The use of these parking spaces for EcoGrads will not negatively impact the hotel use or cause a deficiency in the number of parking spaces needed for the hotel use. Moreover, given the close proximity to the University of Maryland campus, and the site's location within midtown College Park, the applicant contends that the end users of this building will likely be students of the university and the location of the property lends itself to pedestrian walkable routes, and providing less vehicular parking on-site is practical. The popularity of ride sharing services and the availability of on-site bicycle parking areas will mitigate the requested reduction in parking spaces. As a result of these reasons, the sector plan's emphasis on walkability, staff recommends **approval** of this amendment.]

- [e].d. **Page 243–Building Form/Structured Parking:** Parking structures should be set back 50 feet from the property line of all thoroughfares to reserve room for linear buildings.
- [f].e. **Page 256–Sustainability and the Environment/Leadership in Energy and Environmental Design (LEED) Certification:** To allow for National Green Building Standard (NGBS) silver certification.

#### Revised Finding 7 Language, Page 15

- [g].f. **Pages 262 and 263–Streets and Open Spaces:** The sector plan provides for detailed street sections to guide development in the area of the subject site, from I-95/I-495 (Capital Beltway) to College Avenue. However, in the same area of US 1, the Maryland State Highway Administration (SHA) has begun to implement an approved streetscape improvement program. Street sections provided by SHA and the sector plan include dedicated space for pedestrians, cyclists, and vehicles. The sector plan requires a 6.5-foot-wide cycle track, separated from vehicle traffic; and SHA provides for a 5-foot-wide, on-road bike lane. The proposed design incorporates a 6-foot-wide sidewalk along most of the right-of way and accommodates SHA's streetscape design. However, it does not include the cycle track.
- [h].g. **Page 266–Streets and Open Spaces/Street Lighting:** In the sector plan it is required that Street lights shall be placed aligned with the street tree alignment line (generally between 2.5 to 4 feet from the back of the curb). Placement of fixtures shall be coordinated with the organization of sidewalks, landscaping, street trees, building entries, driveways, and signage.

#### Revised Finding 7 Language, Page 16

- [i].h. **Page 267–Streets and Open Spaces/Lighting Types and Configuration:** The sector plan requires lighting fixtures to be appropriately chosen for the character area within which they are located. The Walkable Node requires column and double column streetlights.

- [f]i. **Page 268–Streets and Open Spaces/Open Space:** The sector plan requires appropriate arrangements for open space according to specific character areas. The Walkable Node recommends that open spaces be organized as a green, square, plaza, or playground.

### Revised Recommendation, Page 27

A. APPROVE the alternative development district standards for:

1. **Page 234–Building Form/Setback:** To allow a front build-to-line to be a maximum of 21.5 feet.
2. **Page 234–Building Form/Setback:** To allow a rear setback to be a minimum of one foot.
3. **Page 234–Building Form/Character Area 5A/Walkable Nodes/Building Height:** To increase building height from six stories to seven stories.
- ~~[4.]~~ ~~**Page 239–Building Form/Parking:** To decrease the number of required parking spaces required on-site by 49 spaces.~~
- ~~[5.]~~4. **Page 243–Building Form/Structured Parking:** To allow a parking structure within 50 feet of the property line.
- ~~[6.]~~5. **Page 256–Sustainability and the Environment/Leadership in Energy and Environmental Design (LEED) Certification:** To allow for National Green Building Standard silver certification.
- ~~[7.]~~6. **Pages 262–263–Streets and open spaces:** To allow alternative treatment of the streets and open spaces as determined by the operating agency.
- ~~[8.]~~7. **Page 266–Streets and open spaces/Street Lighting:** To allow alternative treatment of the lighting as determined by the operating agency.
- ~~[9.]~~8. **Page 267–Streets and open spaces/Lighting Types and Configuration:** To allow alternative treatment of the lighting type and configuration as determined by the operating agency.
- ~~[10.]~~9. **Page 268–Streets and open spaces/Open Space:** To allow alternative arrangement of the courtyard open space.
- ~~[11.]~~10. A reduction in the typical parking size to 9 feet by 19 feet.

### New Conditions, pages 28–29

B. APPROVAL of Detailed Site Plan DSP-21024, for EcoGrads, subject to the following conditions:

1. Prior to certification, the applicant shall revise the plan as follows, or provide the specified documentation:



- a. Provide a table to delineate the number of interior and exterior bicycle parking spaces proposed.
- b. Designate and reserve a minimum of [~~three~~] six retail/visitor [~~only~~] parking spaces in the parking garage, in close proximity to the entrance for the ground-floor retail locations.
- c. Provide decorative paving (e.g., scored or stamped concrete) to distinguish the crosswalk in front of the garage, subject to approval of the operating agency.
- d. Indicate that ground floor residential amenity areas and retail glass windows will be transparent.
- e. Provide a sign table listing the number of signs, size, material, lighting, and their location on the façades, in accordance with the applicable Development District Overlay Zone standards.
- f. Provide a matrix demonstrating National Green Building Standard silver level is equivalent to Leadership in Energy and Environmental Design silver certification, and how it will be achieved for the proposed development.
- g. Provide at least two electric car-charging stations.
- h. Provide a note on the landscape plan that states “The trash, loading facilities, and mechanical equipment are interior to the building or have been appropriately screened, in conformance with Section 4.4 of the 2010 *Prince George’s County Landscape Manual*.”
- i. Provide additional landscaping or a detail of [~~for~~] screening to be applied to all sides of [surrounding] all ground transformers on-site, with review and comment from the City of College Park staff, if approved by the utility company.
- j. Update Sheet 2C to replace the word “Exhibit” to “Plan”
- k. In accordance with condition 1a, update the Pedestrian and Bicycle “Plan” to include all off-site pedestrian and bicycle improvements, in accordance with approved Preliminary Plan of Subdivision 4-21039.
- l. Update the detailed site plan (DSP) to include [~~two~~] one designated temporary parking spaces immediately within the parking garage for temporary pick up/drop-off for ride sharing vehicles. The revised DSP shall also include the specific details and profiles for the striping and signage for the designated spaces.

m. Provide the following general notes:

- (1) During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements, as specified in Subtitle 19 of the Prince George's County Code.
- (2) During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements, as specified in the 2011 *Maryland Standards and Specifications for Soil Erosion and Sediment Control*.

n. ~~[Update the parking schedule to indicate the number of off-site parking spaces and bicycle parking spaces.]~~ Revise the detailed site plan to provide the required parking on-site and revise any general notes and parking tables accordingly.

2. Prior to issuance of the final certificate of occupancy of the building, the applicant shall demonstrate that all on-site recreational facilities associated with each building have been fully constructed and are operational.

~~3. Prior to submission of the final plat of subdivision for any residential lot/parcel, the applicant and the applicant's heirs, successors, and/or assignees shall submit three original executed private recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department for construction of on-site recreational facilities, for approval. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat prior to plat recordation.~~

~~4. Prior to approval of building permits for residential development, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of recreational facilities.]~~



# CITY OF COLLEGE PARK

## DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT

7401 BALTIMORE AVENUE SUITE 201 COLLEGE PARK, MD 20740 | 240.487.3538 | COLLEGEPAKMD.GOV

September 21, 2022

Peter A. Shapiro  
Chairman, Prince George's County Planning Board  
M-NCPPC Prince George's County Planning Board  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772

RE: Detailed Site Plan-21024, EcoGrads, 8421 and 8429 Baltimore Avenue

Dear Chairman Shapiro,

The City of College Park City Council, at their meeting on September 20, 2022, voted unanimously to support approval of Detailed Site Plan-21024, EcoGrads, 8421 and 8429 Baltimore Avenue subject to the following:

1. SUPPORT the following alternative development district standards, as noted below:  
(Note: The page numbers are referenced in the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment)
  - a. **Building Form, Character Area 5a, Walkable Nodes** (page 234) – To increase building height by 1 story from 6 stories to 7 stories.
  - b. **Building Form, Character Area 5a, Walkable Nodes** (page 235)-To increase the front setback requirement by 2.5-feet from a maximum 10-feet to 12.5 feet.
  - c. **Building Form, Character Area 5a, Walkable Nodes** (page 235)-To decrease the rear setback requirement from 10-feet to 1-foot.
  - d. **Building Form, Structured Parking** (page 243) – To decrease the setback for a parking structure from 50 feet to 1-foot.
  - e. **Sustainability and the Environment** (p. 256) – To use an alternative certification system (NGBS-Silver) but equivalent to LEED Silver.
  - f. **Streets and Open Spaces, Streetscape** (page 263) – To use the SHA streetscape plan for Baltimore Avenue rather than the Sector Plan streetscape section.
  - g. **Streets and Open Spaces, Street Lighting** (page 266)- To use the pedestrian lighting consistent with SHA standards on Baltimore Avenue.
  - h. **Streets and Open Spaces, Streetscape Lighting** (page 267)-To use the City Pedestrian Lighting standard on Quebec Street.
  - i. **Streets and Open Spaces, Open Space** (page 268) – To use open terraces.
2. SUPPORT the proposed loading space to be provided partially in City right-of-way rather than on site.
3. DO NOT SUPPORT the following alternative development standards:
  - a. **Building Form, Parking** (page 239) – To decrease the number of on-site parking spaces by 49 spaces from 109 spaces to 60 spaces.



# CITY OF COLLEGE PARK

## DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT

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- b. ***Streets and Open Spaces, Streetscape*** (page 263) – *To increase the raised curb radius to greater than 20-feet for Quebec Street.*
      - c. ***Streets and Open Spaces, Street Lighting*** (page 266) – *To not provide City Pedestrian Lighting on Quebec Street.*
4. Prior to certification of the Detailed Site Plan, the Applicant shall revise the Site Plan to:
  - a. Show all required 109 parking spaces on site in the parking garage.
  - b. Show a minimum of 6 parking spaces designated for commercial/visitor use in the parking garage.
  - c. Place a note on the site plan that the building will comply with FAA Advisory circular 70/7460-1M, Obstruction Marking and Lighting, red lights-Chapters 4, 5 (Red), and 15.
  - d. Remove lead sidewalk perpendicular to Baltimore Avenue unless modified by SHA and/or determined to be needed to accommodate a bus stop.
  - e. Adjust curb radius and sidewalk at Baltimore Avenue and Quebec Street as necessary to decrease the curb radius and straighten the Baltimore Avenue sidewalk, subject to approval by SHA.
5. Prior to certification of the Detailed Site Plan, the Applicant shall revise the Architectural Plans to:
  - a. Provide a detail of proposed artificial green wall.
6. Prior to certification of the Detailed Site Plan, the Applicant shall revise the Landscape Plan to:
  - a. Provide a detail of the painted artistic treatment to be applied to all sides of the ground transformer, if approved by Pepco.
  - b. Show two pedestrian light fixtures along the Quebec Street frontage using the City's standard: Alumilite, DP6-12-4-36" (Red).
  - c. Provide irrigation for the landscaping, as necessary, in consultation with the City Horticulturist, and work with the City Horticulturist to identify substitutions for the following plants: Linden, Serviceberry, Little Bunny and other perennials, Flowering Dogwood, and River Birch.
7. Prior to certification of the Photometrics Plan:
  - a. Confirm that the Photometric Plan complies with applicable standards, especially along the southern property line.
8. Prior to Planning Board approval of the DSP, execute a Declaration of Covenants Agreement with the City that includes, at a minimum, the following provisions:
  - a. Provision of public access easements to the City, if needed, for any sidewalk along Quebec Street and Baltimore Avenue that is not located in the public right-of-way.
  - b. Construction and maintenance of the 15- foot alley according to City standards and in accordance with any County storm drain easement needed for existing facilities, and in coordination with the University of Maryland.
  - c. PILOT to City if the property becomes tax exempt.
  - d. Unitary management and condominium conversion requirements.
  - e. Acknowledgement of responsibility for maintenance of pedestrian light fixtures, landscaping,



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and sidewalks.

- f. Restrictions related to reasonable construction staging and hours of operation.
- g. Submit a detail of the painted artistic treatment for the ground transformer to City staff for review.
- h. Provision of two pedestrian light fixtures along the Quebec Street frontage using the City's standard: Alumilite, DP6-12-4-36" (Red).
- i. Submission of revised landscape plan to City Horticulturist for review prior to planting.
- j. Consideration of an outdoor art feature on the building or property, which can be matched by City funds (up to \$15,000) if it is responsive to the City's strategic plan objective to communicate the City's history and culture via prominent and attractive public art installations to celebrate community.
- k. Provision of a NGBS matrix and documentation that it is equal to the LEED Silver certification.
- l. Provide floor plans for each residential level including furnishings for informational purposes.

Sincerely,

A handwritten signature in black ink that reads "Terry Schum".

Terry Schum, AICP  
Director of Planning and Community Development