



April 7, 2022

**MEMORANDUM**

TO: Prince George's County Planning Board

VIA: Andree Green Checkley, Esq., Planning Director  
Derick Berlage, AICP, Acting Deputy Director of Operations  
David Warner, Esq., Principal Counsel, Office of the General Counsel *Q*  
Kipling Reynolds, AICP, Chief, Community Planning Division *KRE*

FROM: Scott Rowe, AICP, CNU-A, Planner IV, Master Plans and Studies Section, Community Planning Division *BSR*  
Shubha Punase, AICP, LEED-GA, Planner III, Long-Range Planning Section, Community Planning Division *8*

SUBJECT: **Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and Proposed Concurrent Sectional Map Amendment – Staff Analysis of Joint Public Hearing Testimony**

On January 18, 2022, the Prince George's County Planning Board and the Prince George's County Council, sitting as the District Council, held a Joint Public Hearing (JPH) to receive public testimony regarding the *Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan* and its concurrent Sectional Map Amendment (SMA). At the hearing, staff submitted Exhibits #1-5 and #54, including the preliminary sector plan and proposed SMA. Thirty-three speakers testified at the hearing (see JPH Transcript, Attachment 1). A total of 80 written statements of public testimony were received by the Office of the Clerk of the Council and admitted into the public record by the close of record (5 p.m. on February 2, 2022) for the JPH (see JPH Exhibits List, Attachment 2).

This memorandum contains the staff analysis of the January 18, 2022, Joint Public Hearing transcript and all the testimony received by the Clerk's office before the close of the public hearing record. It focuses on nine key issues that ran throughout the oral and written testimony. Staff summarize those key issues below. Detailed staff responses and recommendations are contained in the attached Analysis of Testimony (see Analysis of Testimony, Attachment 3).

For the details of the staff analysis, we refer you to the following attachments:

Attachment 1: The complete transcript of the January 18, 2022, public hearing, including the list of speakers;

Attachment 2: A complete list of exhibits received by the Clerk of the Council, including submissions admitted into the public hearing record by its February 2, 2022, closing date;

Attachment 3: Analysis of Testimony that lists points raised in testimony, the staff response to that testimony, and staff recommended amendments to the sector plan and/or SMA, if necessary, based on the testimony.

### **Summary Analysis of Testimony**

Overall, the submitted public hearing testimony indicated broad support for transit-oriented development at the Adelphi Road-UMGC-UMD Purple Line Station. However, much of the testimony submitted contained objections to development and/ or redevelopment of existing wooded portions of the sector plan. Some of the testimony objected to the scale of the proposed development.

The following key issues were raised in testimony and analyzed in depth by staff:

1. ***Concerns about the Planning Process and legislative schedule*** – Participants in the joint public hearing expressed concern and frustration that their desired outcomes were not reflected in the Preliminary Sector Plan. Even though there was an approved Public Participation Program that was executed as approved, several parties, including the Cities of College Park and Hyattsville, recommend delaying adoption or approval of the Sector Plan and SMA.
2. ***Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development*** – Several speakers/exhibits requested preservation of the subject properties as a park or natural area, including the entire property at 7500 Mowatt Lane, with some also requesting rezoning of either a portion or the entirety of the UMD-owned property at 7500 Mowatt Lane, as Reserved Open Space (ROS), to facilitate preservation of the parcels.
3. ***Scale and Intensity of Development and Center Designation*** – Several speakers/exhibits expressed concern that the scale and intensity of recommended development, resulting from the Local Transit Center designation, and zoning recommendations, is larger than that recommended in Plan 2035, a Campus Center.
4. ***Stormwater Management*** – Several exhibits expressed concerns about the impact of the sector plan on the management of stormwater, and especially the relationship of new development to flooding along Guilford Run, downstream of the sector plan area.

April 7, 2022

Page 3

5. ***Reducing Automobile Use through Transit-Oriented Development and Perceptions of Traffic Congestion*** – Several speakers/exhibits expressed concerns about the traffic impacts of new development.
6. ***Housing Affordability*** – Several speakers/exhibits expressed concerns about the lack of explicit policies or strategies to ensure the construction of affordable residential dwelling units.
7. ***Countywide Green Infrastructure Network*** – Several speakers/exhibits recommended expansion of the Evaluation and Regulated Areas of the Countywide Green Infrastructure Network within the currently wooded areas of “Guilford Woods” in the sector plan area.
8. ***Plan Boundaries*** – Several speakers/exhibits expressed concerns about the process by which master/sector plan boundaries are determined and the omission of areas outside the plan boundary, most notably Parking Lot 1 on the UMD campus.
9. ***City of College Park SMA Recommendations*** – The City of College Park recommended an alternate zoning scheme throughout the Sector Plan area, including areas outside of the City, that would substitute Residential Base Zones in place of the recommended LTO Zones.

Staff have provided a detailed analysis of comments and any proposed staff revisions to the sector plan and/or SMA for your consideration on Attachment 3, Analysis of Testimony.

Staff will present an overview of the digest of testimony at the April 7, 2022, Planning Board meeting and is available to answer any questions.

Attachments:

Attachment 1: January 18, 2022, public hearing transcript, including the list of speakers

Attachment 2: Complete list of exhibits received by the Clerk of the Council, including submissions admitted into the public hearing record by its February 2, 2022, closing date

Attachment 3: Analysis of Testimony that lists key points raised (with exhibit/speaker testimony references), the staff response to that testimony, and staff recommendations

cc:

Katina Shoulars, Chief, Countywide Planning Division

Sarah Benton, AICP, Supervisor, Long-Range Planning Section, Community Planning Division

Thomas Burke, Supervisor, Environmental Planning Section, Countywide Planning Division

William Capers III, PTP, Supervisor, Transportation Planning Section, Countywide Planning Division

Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and Proposed Concurrent  
Sectional Map Amendment – Staff Analysis of Joint Public Hearing Testimony

April 7, 2022

Page 4

Tanya Hedgepeth, Supervisor, Park Planning Section, Park Planning and Development Division  
Michael Calomese, Planner II, Master Plans and Studies Section, Community Planning Division  
Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan Project File

# Attachment 1 - ARSP JPH Transcript

PRINCE GEORGE'S COUNTY COUNCIL

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

-----x  
:  
PRELIMINARY ADELPHI ROAD-UMGC-UMD :  
PURPLE LINE STATION AREA SECTOR :  
PLAN AND PROPOSED SECTIONAL MAP :  
AMENDMENT (SMA) (CR-123-2020) :  
:  
-----x

A hearing in the above-entitled matter was held on  
January 18, 2022, before the Prince George's County Council  
before:

Calvin S. Hawkins, II, Chair, At-Large

C O N T E N T S

<u>SPEAKER</u>	<u>PAGE</u>
Shubha Punase	12
Mary Lehman	35
Stuart Adams	39
Martha Wells	41
Amy Sapkota	42
Cheryl Cort	45
Nancy Barrett	47
Caroline Thorne	49
Marilyn Yang	52
Sushan Gupta	54
Camille Kalor	56
Josie Danscart	58
Fran Riley	60
Audrey Rappaport	61
Jordan Resnick	63
Arthur Horne	65
Elizabeth Pearsport	66
Julie Bringman	68
Ross Salowich	69
Lily Fountain	71
Melissa Triska	74
David Prince	77
Victor Yakovanko	79
David Hickam	81
Alexandra Bailey	83
Leo Shapiro	85
Stephanie McLaughlin	88
Nina Jeffries	89
Alexander Wolf	92
Rachel Golden-Kroner	93
John Tabori	95
Helena Kaiser	97
Riya Sharma	100
Meg Oates	102
Mary King	106

P R O C E E D I N G S

1  
2 CHAIRMAN HAWKINS: Good evening, everyone, once  
3 again. On behalf of the Prince George's County Council and  
4 the Prince George's County Planning Board, the Maryland  
5 National Capital Park and Planning Commission. I would like  
6 to welcome everyone to the public hearing on the preliminary  
7 Adelphi Road, University of Maryland Global Campus,  
8 University of Maryland at College Park Purple Line Station  
9 Area Sector Plan and Proposed Sectional Map Amendment. The  
10 County Council, sitting as the District Council, and the  
11 Planning Board are jointly holding this hearing to obtain  
12 public comments on the preliminary Adelphi Road, University  
13 of Maryland Global Campus, University of Maryland Purple  
14 Line Station Area Sectional Plan, Sector Plan and Proposed  
15 Sectional, Sectional, Sector Map Amendment.

16 At this time, I would like to take this moment and  
17 the privilege to ask my colleagues to introduce themselves,  
18 starting with Councilmember at Large and then going from  
19 District 1 to District 9; and afterwards, Chair Hewlett, I  
20 will turn it over to you to introduce your colleagues.

21 MR. FRANKLIN: Thank you, Mr. Chair. I am Council  
22 Member at Large, Mel Franklin, who also represents the  
23 entire County, along with my colleague chair, Calvin  
24 Hawkins. Great to be with everyone this evening. I look  
25 forward to hearing everyone's great comments and input on

1 this important development plan. Always looking to promote  
2 positive and high-quality economic development in Prince  
3 George's County. Thank you and look forward to this  
4 evening's remarks.

5 MR. DERNOGA: Good evening again. Tom Dernoga,  
6 again, still in District 1. Glad to see everybody joining  
7 us and I'm very interested in hearing the comments here. I  
8 see we have a lot of speaks tonight, so this seems to be of  
9 great public interest.

10 MS. TAVERAS: Hi, everyone. I'm Deni Taveras,  
11 County Council Member for District 2. I represent areas of  
12 Adelphi, Langley Park, right across the street on the other  
13 side, on the other side of Adelphi Road and (indiscernible),  
14 Carroll Highlands, greater Chillum and the Municipal phase  
15 along Route 1. So, thank you for coming out here this  
16 evening and look forward to hearing from you.

17 MS. GLAROS: Good evening, everyone again. I'm  
18 County Council Member Danielle Glaros. I represent District  
19 3. My colleague and I, Council Member Taveras and I, our  
20 districts are covered by this plan. I just want to thank  
21 everyone who is here to speak and, and also everyone here  
22 has been weighing in in this process throughout, as well as  
23 the Planning Staff who have been working since they  
24 recommended the initiation of this plan back in 2020. So,  
25 thank you again for joining us tonight.

1           MR. TURNER: Good evening. I'm County Councilman  
2 Todd Turner. I represent the Fourth Council District, in  
3 the northeast and gateway to Prince George's County,  
4 including the cities of Bowie and Greenbelt. I thank  
5 everybody for being here this evening and look forward to  
6 your comments.

7           CHAIRMAN HAWKINS: Chair Hewlett.

8           MS. IVEY: This is, I'm Councilwoman Jolene Ivey,  
9 District 5, and with all my technical problems.

10          MR. DAVIS: Good evening, everyone. Council  
11 Member Derrick Leon Davis representing Council District 6,  
12 the heart of Prince George's County. You'll find your  
13 regional medical center right there in the middle of Prince  
14 George's County, downtown Largo; even your fun spot, Six  
15 Flags. This is the council district with no, no specific  
16 municipalities in it, and I think that's a new feature after  
17 the redistricting; and we look forward -- this looks like a  
18 proposal that many have interest in. I look forward to  
19 hearing from you.

20          MR. STREETER: Good evening, everyone. Rodney  
21 Streeter representing District 7. I look forward to hearing  
22 your comments tonight. Thank you all for being here. Thank  
23 you.

24          MR. HARRISON: Good evening, everyone. My name is  
25 Sydney Harrison. I represent County Council District 9,

1 which is the southern part of Prince George's County that  
2 borders District 6 and District 8. I also serve as your  
3 Vice Chair of the Prince George's County Council. I truly  
4 look forward to hearing everyone's input and testimony this  
5 evening, and thank you for being here.

6 CHAIR HEWLETT: Good evening, good everyone. I'm  
7 Elizabeth Hewlett, Chair of the Prince George's County  
8 Planning Board, and may I bid everyone a happy new year and  
9 a safe new year. I am joined, I am Chair of the Prince  
10 George's County Planning Board of the Maryland National  
11 Capital Park and Planning Commission, and joining me today  
12 are Madam Vice Chair, Dorothy Bailey, Commissioner Shuanise  
13 Washington, Commissioner Will Doerner and Commissioner Manny  
14 Geraldo. We are pleased to join the Council this evening  
15 and, and very excited to do so. We look forward to hearing  
16 from everyone and your testimony today. Thank you.

17 CHAIRMAN HAWKINS: Thank you, colleagues, and  
18 thank you members of the Planning Board for introducing  
19 yourself. Ladies and gentlemen, the testimony -- before we  
20 begin, would you please turn off your camera and your  
21 microphone until we call your name. That will help us get  
22 through this evening and ensure that everyone hears you when  
23 you speak uninterrupted.

24 The testimony you will hear and provide tonight is  
25 part of an ongoing process that will lead to a new Sector

1 Plan for a new neighborhood surrounding the Adelphia Road,  
2 University of Maryland Global Campus, University of Maryland  
3 at College Park Purple Line station. The Preliminary Sector  
4 Plan amends the 2014 Prince George's, Prince George's 2035  
5 Approved General Plan by defining the boundary of the  
6 University of Maryland West Campus Center.

7           This Sector Plan will supersede the 1989 approved  
8 Master Plan for Langley Park, College Park, Greenbelt, and  
9 Greenbelt for the portion of the planning area 66 within  
10 this Sector Plan area. This Sector Plan will also amend the  
11 2009 approved County-Wide Master Plan of Transportation in  
12 forming a 2040 Functional Master Plan with Parks, Recreation  
13 and Open Space. The 2021 Preliminary Adelphi Road,  
14 University of Maryland Global Campus, University of Maryland  
15 Purple Line Station Area Sector Plan contains the vision for  
16 the Adelphi Road, University of Maryland Global Campus,  
17 University of Maryland Purple Line Station area, along with  
18 goals, policies and strategies to implement this vision.  
19 This Sector Plan recommends creation of a new walkable,  
20 mixed use neighborhood that provides new housing  
21 opportunities with students, employees and alumni of the  
22 University of Maryland, College Park, and other future  
23 residents who desire proximity to the University and the  
24 regional connectivity, connectivity provided by the Purple  
25 Line.

1           On November the 29, 2021, the Prince George's  
2 County Council approved the County-wide Sectional Map  
3 Amendment. The County-wide Map Amendment will implement the  
4 2018 zoning ordinance subdivision regulations of the  
5 Landscape Manual when it becomes effective on April 1, 2022.  
6 The 2018 Zoning Ordinance is essential for the  
7 implementation of this Sector Plan.

8           This Preliminary Sector Plan is accompanied by a  
9 concurrent proposed Sectional Map Amendment which recommends  
10 the zoning changes necessary to implement this plan. The  
11 Preliminary Sector Plan was prepared with months of input  
12 gathered from property owners, community and homeowner  
13 association representatives, municipal staff and  
14 representatives, and county and state agency staff. These  
15 stakeholders participated through a variety of online  
16 community input platforms, sectors to online community  
17 survey and the online Community Input Map. Stakeholders  
18 listening sessions and virtual office hours, community  
19 workshops and other meetings and communications such as  
20 letters and emails helping develop the vision, goals, policy  
21 and strategies for this Sector Plan.

22           When approved, the Sector Plan will set the stage  
23 for the long-term development of a unique, vibrant,  
24 inclusive and accessible neighborhood that will serve as a  
25 gateway to the University of Maryland, providing a range of

1 housing options in walking distance to jobs, classes,  
2 recreational opportunities and exceptional public transit  
3 that connects to opportunities throughout the broader region  
4 in a sustainable community that focuses on providing safe  
5 access to local amenities and regional destinations and a  
6 network of open spaces to relax, gather and recreate.

7           Now let me provide some information regarding the  
8 joint public hearing. Comments are limited to two minutes  
9 per speaker to allow everyone a chance to speak. A timer  
10 will be set once you begin to speak and you will be notified  
11 verbally at one minute before that allotted time has  
12 elapsed; and then you will be stopped once no time remains.  
13 Your cooperation in immediately concluding your comments is  
14 appreciated. You are encouraged to submit your comments in  
15 writing. At the end of this hearing, the record will be  
16 held open for 15 days which will conclude at the close of  
17 business on Wednesday, February 2, 2022.

18           This 15-day period provides an opportunity for  
19 written comments to be submitted into the record and  
20 officially considered as part of this hearing. If you wish  
21 to submit written remarks to supplement your oral testimony  
22 given tonight, comments can be submitted to the Council's e-  
23 comment portal at [https://pgcouncil](https://pgcouncil.com/one-word/pgccouncil), one word, pgccouncil,  
24 that's P-G-C-C-O-U-N-C-I-L, .us/speak, S-P-E-A-K; or you can  
25 send in to the clerk of the council at the email address,

1 clerkofthecouncil, one word, @co.pg.md.us. That's  
2 clerkofthecouncil, one word, @co.pg.md.us.

3           Your written, your written testimony must be  
4 received by the close of business 5:00 p.m. on Wednesday,  
5 February 2, 2022. Please note that written testimony or  
6 comments will only be accepted in electronic format mapped  
7 by U.S. mail. Following the close of the record, the  
8 Planning Board will conduct a session to review the oral  
9 testimony heard tonight and review the written testimony  
10 submitted for the record. The Board will then adopt the  
11 Sector Plan or adopt the Sector Plan with the limits based  
12 on the record and endorse the Sector, Sectional Plan  
13 Amendment and transmit them to the County Council.

14           The Council, in turn, will conduct a work session  
15 to consider the adopted Sector Plan and endorse the Sector  
16 Map, Sector Map Amendments, and review the record of the,  
17 record of testimony. The Council will take final action on  
18 the plan this coming June or if a second joint public  
19 hearing is required, October 2022.

20           At this time, I would like to call Shubha Punase,  
21 the Project Manager for, the Project Manager for a  
22 presentation on the Preliminary Sector Plan and the Proposed  
23 Sectional Map Amendment. We will then go to the sign-up  
24 sheet and start with any elected official who wished to  
25 speak. Ms. Punase, please express your name so that if I

1 said it incorrectly, the public will hear it correctly from  
2 you.

3 MS PUNASE: That's Punase. Thank you.

4 CHAIRMAN HAWKINS: You need anything from us?

5 MS. PUNASE: Would you be able to pull up the  
6 PowerPoint?

7 CHAIRMAN HAWKINS: Yes. And, again, to all the  
8 participants, please turn off your camera until we call on  
9 you and your mic, please. Ms. Punase, while they're pulling  
10 up your presentation, someone raised a question that the  
11 website three minutes and I said two minutes. Each of you  
12 will have three minutes.

13 Before you start, Vice Chair Harrison?

14 MR. HARRISON: Mr. Chair, you, do you think the  
15 clerk can come on and get, give a notification to the public  
16 about the usage of the chat box?

17 CHAIRMAN HAWKINS: Yes. Uh-huh.

18 THE CLERK: Thank you, Mr. Chair. Good evening,  
19 everyone. The chat box is just for council members to  
20 indicate that they would like to speak. It is not for  
21 conversation. The way that the Council and Park and  
22 Planning operates in terms of these joint public hearings,  
23 everything is part of the record. So, your chat messages  
24 would have to be part of the record, so we do not use the  
25 chat box.

1           So, if, if you have a question or concern, please  
2 just try to send me a message and I'll send it to everyone  
3 if there's a problem. Also, our, we were provided with  
4 telephone numbers for myself, and Mr. Moses, and Mr. Walker-  
5 Bey. My phone is not working, so if you could call Mr.  
6 Moses or Mr. Walker-Bey, I will be happy to help you. The  
7 speaker's list has been distributed to all, so you will know  
8 where you fall. So, again, if you would refrain from using  
9 the chat box, we would greatly appreciate it. Thank you.

10           MS. PUNASE: Can I begin my presentation now?

11           CHAIRMAN HAWKINS: Yes, you may.

12           MS. PUNASE: Thank you. Good evening, Honorable  
13 Council Chair, Honorable Council Vice Chair, Honorable  
14 Council members, Honorable Planning Board Chair, Planning  
15 Board Vice Chair and Honorable Planning Board members. For  
16 the record, I'm Shubha Punase, Project Manager of the  
17 Adelphia Road UMGC-UMD Purple Line Station Area Sector Plan  
18 and Sectional Map Amendment, and Planning Coordinator at the  
19 Long-Range Planning Section of the Community Planning  
20 Division, Prince George's County Planning Department at  
21 Maryland National Capital Park and Planning Commission.

22           Next slide, please. Tonight, I will be presenting  
23 an overview of the plan, followed by the summary of public  
24 stakeholder engagement. Highlights of the Preliminary Plan  
25 and Proposed SMA and conclude with the information on the

1 project schedule and next steps for the process.

2 This slide summarizes -- next slide, please.

3 Thank you. This slide summarizes the project schedule and  
4 timeline, so the Prince George's County Planning Board and  
5 the Prince George's County Council initiated the Sector Plan  
6 in fall 2020. Stock performed existing conditions analysis  
7 inventor, 2020, 2021, and conducted a series of community  
8 outreach input and engagement efforts. I will elaborate  
9 more on that in our next slide.

10 The Prince George's County Planning Board released  
11 a Preliminary Plan and the proposed SMA, the proposed  
12 Sectional Map Amendment to the general public on October 28,  
13 2021. Following tonight's joint public hearing, the public  
14 may submit a written testimony before the close of the  
15 public record on Wednesday, February 2nd this year, to  
16 present their views on the Preliminary Plan and proposed SMA  
17 to the Prince George's County Planning Board and Prince  
18 George's County Council.

19 In March of, and April following that, the  
20 Planning Board will review all the testimony presented  
21 during the joint public hearing, conduct a vote session with  
22 Staff to analyze the testimony and make any necessary  
23 amendments to the Plan or SMA. The Planning Board will then  
24 adopt the Plan, endorse the SMA and transmit it to the  
25 County Council for final approval. Upon receiving the Plan

1 and SMA from the Planning Board, the Council summarizes will  
2 also review the public testimony, conduct a vote session  
3 with Staff and then in June 2022, either approve or  
4 recommend further amendments to the Plan for SMA.

5           If the County Council recommends amendments that  
6 are not based on the public record, including public  
7 testimony, they'll hold a second joint public hearing in  
8 September this year on those amendments and would then  
9 approval the Plan in October later this year.

10           Next slide, please. Oh, it's already a community  
11 engagement. Thank you. This slide summarizes the community  
12 engagement conducted so far. Staff engaged community in a  
13 variety of ways, virtually, bilingual and accessible  
14 material to share information, gather input, and comment,  
15 and address concerns throughout the community engagement  
16 phase of the project. Community inputs were gathered using  
17 a variety of tools and platforms such as online community  
18 survey and online interactive input map.

19           Community input also gathered during the  
20 stakeholder listening sessions with residents, neighborhood  
21 representatives, property owners, elected officials,  
22 developers, advocacy groups, partner agencies in one-on-one  
23 or small group formats. In addition, feedback was received  
24 during virtual officers' meetings and virtual briefings to  
25 municipal boards and coalitions. Staff conducted four

1 virtual public meetings, workshops and open house  
2 information sessions, and one in-person public open house  
3 information session to share information on the project.  
4 Staff also received public comments to a variety of other  
5 comments listed here. The Preliminary Sector Plan and  
6 proposed SMA reflects input we have received during the  
7 engagement process.

8           Next slide, please. This slide shows the regional  
9 context of the Sector Plan area, so as you see on this map,  
10 the Sector Plan area is in the northwest portion of the  
11 County. It is south of I-95, I-495, the Capital Beltway; to  
12 the west of U.S. 1, Baltimore Avenue; and the Gateway Arts  
13 District north of Prince George's Plaza and District of  
14 Columbia, and east of Takoma/Langley Crossroads as well as  
15 the Takoma Park/Silver Spring area.

16           Next slide, please. The Sector Plan Boundary  
17 shown here of the UMGC-UMD Purple Line Station area consists  
18 of over 102 acres adjacent to the future Adelphi Road-UMGC-  
19 UMD Purple Line Station under construction. At the  
20 intersection of Maryland 193, that's the University  
21 Boulevard, Adelphi Road and Campus Drive. The planning is  
22 south of University of Maryland Global Campus headquarters,  
23 and south and west of University of Maryland, College Park.  
24 The plan area includes portions of cities of Hyattsville and  
25 College Park, and is located in Council manning Districts 2

1 and 3. The planning areas located within Plan 2035's  
2 established communities, Planning Subregion 2, and Planning  
3 Area 66, College Park, Berwyn Heights and vicinity in the  
4 northeast, northwestern area of Prince George's County.

5           Next slide, please. Much of, as you see on this  
6 map, much of the land in the Sector Plan area is currently  
7 zoned for low-density, single-family housing and contains  
8 single-family houses and institutional uses at densities  
9 completely inappropriate for the proximity to a rail  
10 station, rail transit station. As indicated both in 2013,  
11 Purple Line transit-oriented development study, and in Plan  
12 2035, the realistic market demands these types of housing in  
13 non-residential development such as apartments,  
14 condominiums, student and senior housing, and walkable  
15 neighborhood retail opportunities that are appropriate for a  
16 light-rail station next to a major university.

17           Next slide, please. As you see on the slide, this  
18 is, this shows a snapshot of the demographics. The project  
19 team used a variety of methods to assess the existing  
20 conditions of the Sector Plan area and the immediate area  
21 around it. This includes the demographic and market data  
22 analysis, site visits, surveys, stakeholder listening  
23 sessions and community meetings to help develop that  
24 understanding. This slide shows the demographics of the  
25 larger family market area that is (indiscernible) beyond the

1 Sector Plan boundary that is likely to generate the bulk of  
2 the real estate demand for the Sector Plan area.

3           The primary market area comprises of 9 adjacent  
4 Metropolitan Washington Council of Governing Plans for  
5 Transportation Analysis Zones within one mile, one half-mile  
6 of the future Adelphi Road-UMGC-UMD Purple Line Station. As  
7 you can see here, it clearly reflects the presence of  
8 University of Maryland as the major employer and students,  
9 staff and faculty living in close proximity to the  
10 University who walk and bike to work and classes. The  
11 population reflected here is highly diverse, highly, highly  
12 educated and young. Twenty-two percent of the population  
13 walk to work and the school significantly had higher than  
14 counties, which is significantly higher than counties over 2  
15 percent. Also, 42 percent of the population is, works in  
16 health and education sector, and 26 percent of the  
17 population earns over 150k per year, reflecting high incomes  
18 in this area.

19           Next slide, please. This slide shows the housing  
20 demand. To understand the residential market conditions and  
21 the housing demand, a broader residential market area RMA  
22 was assessed. As you see on the map, the RMA is bounded by  
23 Maryland 650, the New Hampshire Avenue to the west; Maryland  
24 410, East-West Highway to the south; the CFX rail line to  
25 the east; and I-95, the Capital Beltway, to the north. This

1 area incorporates portions of the city of College Park and  
2 many neighborhoods outside the city of College Park,  
3 including Adelphi, Calvert Hills, Riverdale Park and  
4 University Park. Sector Plan area rental market serves the  
5 students seeking off-campus options, as well as University  
6 staff and younger couples. The market for rental housing  
7 also includes UMD's large space of faculty and professional  
8 staff, some of whom could be attracted to new, high-quality  
9 rental, or for sale communities proximate to the University.

10           Households with one member employed by the  
11 University in another community to a job elsewhere in Prince  
12 George's County, Montgomery County or the District of  
13 Columbia could find a Purple Line Station location  
14 particularly appealing. There is a limited supply of high-  
15 end, multi-family residential offerings throughout the area  
16 for faculty and staff. Each district developments in the  
17 Sector Plan area could attract, could attract active seniors  
18 interested in downsizing from their homes, including  
19 University of Maryland alumni, and current and retired  
20 staff, and faculty.

21           Next slide, please. This slide shows the Sector  
22 Plan teams. So, the Sector Plan aligns with Plan 2035's  
23 three guiding teams, work, live and sustain, underscoring  
24 the importance of weighing economic, social and environment  
25 decisions when creating land use policy. So, to begin with

1 working, the first team is to working in a thriving and  
2 diverse economy featuring diverse businesses that serve the  
3 neighborhood and community at large, the University and in  
4 growing the search and development sector supported by  
5 University of Maryland, the County's largest employer; and  
6 allows diverse businesses to locate and grow in high-quality  
7 spaces that attract pedestrian traffic. Living in a safe,  
8 walkable and healthy community that features a range of  
9 housing types, including higher-density, mixed-use,  
10 pedestrian-oriented neighborhoods that meet the needs and  
11 housing preferences of emerging generations of students,  
12 young professionals, millennials and seniors; offering  
13 expanded, active transportation infrastructure with safety  
14 improvements at intersections; and pedestrian crossings,  
15 especially in anticipated high-use pedestrian areas such as  
16 the Purple Line Station; and providing safe and convenient  
17 access to public services, parks, open spaces and other  
18 services.

19           Sustaining our natural resources in rural areas by  
20 expanding the open space network and preserving natural  
21 amenities, reducing automobile dependency by creating a  
22 safe, affordable and efficient multi-modal transportation  
23 system that allows residents, students, employees and visits  
24 to walk, bike or take transit to reach destinations and  
25 allowing University of Maryland students, faculty and staff

1 to safely walk, bike or use transit to work.

2           Next slide, please. The Sector Plan vision states  
3 in 2047, the Adelphi Road-UMGC-UMD Purple Line Station is  
4 the center of a unique, vibrant, welcoming, inclusive and  
5 accessible neighborhood that serves as a gateway to the  
6 University of Maryland. Residents live in a range of  
7 housing options that are walking distance to jobs, classes,  
8 recreational opportunities and exceptional public, public  
9 transit that connects to jobs throughout the broader region.  
10 The sustainable community focuses on providing safe access  
11 to local amenities and regional destinations to a network of  
12 open spaces to relax, gather and recreate.

13           Next slide, please. This slide shows the Sector  
14 Plan elements of, derived from Plan 2035 the Sector Plan is  
15 made up of.

16           Next slide, please. I'll now begin to provide you  
17 a brief, some highlights from each element and the policies  
18 starting off with providing the goals, sharing the goals,  
19 and then how the policies and recommendations are achieving  
20 those. So, starting off with the first element of the plan,  
21 the land use, the land use goal states that in 2047, the  
22 Sector Plan area is an attractive, vibrant, walkable,  
23 sustainable transit-oriented neighborhood that enhances the  
24 University of Maryland the surrounding community.

25           Next slide, please. The policies for achieving

1 the goal are by creating high-intensity, mixed-use,  
2 pedestrian-oriented and University and transit-supportive  
3 neighborhood and this creating non-transit supportive or  
4 automobile-oriented uses; also preserving key publicly owned  
5 natural areas to preserve environmental assets and creating  
6 buffers between the University of Maryland campus center and  
7 adjacent neighborhoods. As you see on the right, the map  
8 shows the future land use recommendations for the Sector  
9 Plan Area. The Sector Plan Area recommends mixed use for  
10 all the Sector Plan Area. Two parcels shown in green are  
11 recommended for parks and open space use, and one parcel in  
12 navy blue is recommended for institutional use.

13           Next slide, please. Further, the land use  
14 policies include in creating consolidation of parcels and a  
15 sustained property owners with redevelopment.

16           Next slide, please. The proposed zoning changes,  
17 as you see on this map, on the, the map on the left shows  
18 the approved zoning for the Sector Plan properties pursuant  
19 to the Prince George's County Council approved Countywide  
20 Map Amendment approved in, on November 29th last year. The  
21 CMA will implement the 2018 Zoning Ordinance Subdivision  
22 Regulations and Landscape Manual; then it becomes effective  
23 on April 1st this year. Yeah, this year.

24           The 2018 Zoning Ordinance, as mentioned before, is  
25 essential for the implementation of the Sector Plan. The

1 map on the right shows the zoning changes Sector Plan  
2 recommends. The properties within the core areas of the UMD  
3 campus center shows, shown in dark pink on this map are  
4 recommended for the local transit-oriented core zone to  
5 facilitate higher intensities of mixed use, pedestrian-  
6 oriented and transit and University supportive development  
7 closest to the Purple Line Station, UMD and U.S. 1, the  
8 Baltimore Avenue.

9           The edge areas of the center shown on this map in  
10 light pink are recommended for the local transit-oriented  
11 code, F Zone, to facilitate less-intense development between  
12 the core and the existing low-density, single-family  
13 neighborhood to the south, and could contain a mix of  
14 residential units with ground for amenities and community  
15 spaces focused on the needs of the residents. Two parcels  
16 were in the Sector Plan Area excluded from the UMD best  
17 campus center boundary and zoned as reserved, open space,  
18 and to highlight a little bit about the reserved open space.  
19 So, the purposes of this open space is to increase the  
20 preservation of large areas of trees and open spaces to  
21 protect environmentally-sensitive areas; to provide a  
22 limited range of public and recreational uses; and please  
23 also note that the Preliminary Plan recommends additional  
24 natural areas within the properties for conservation in the  
25 form of resource parks. Section 6, natural environment, and

1 Section 10, public facilities of the preliminary plan  
2 include additional strategies for tree preservation.

3 Another important think to mention here is  
4 following the public release of the Preliminary Sector Plan,  
5 Staff received feedback indicating some confusion over Plan  
6 2035 center designation for the UMD West Center. Staff  
7 believes that declassifying the UMD West Center as a local  
8 transit center will clarify this issue. The local transit  
9 center designation better reflects the types of housing,  
10 walkability and transit access anticipated within the Sector  
11 Plan boundaries.

12 The local transit center and the transit access  
13 anticipated here, consistent with the proposed local  
14 transit-oriented zoning needed to implement Plan 2035 and  
15 the Preliminary Sector Plan's recommendations. This transit  
16 center is anchored by a major institution, by University of  
17 Maryland, and is part of the Purple Line light rail system,  
18 a major infrastructure transportation project, that will  
19 promote access to jobs and housing in the region. The  
20 Planning Department will submit written testimony on this  
21 point, regarding this for the, for the Planning Board and  
22 the Council's review.

23 Next slide, please. This slide shows the goal for  
24 the economic prosperity element. In 2047, the Sector Plan  
25 areas ties to its support of University of Maryland, the

1 County's largest employer; and the diverse businesses that  
2 serve the neighborhood, the University and a growing  
3 research and development sector.

4           Next slide, please. The policies for achieving  
5 that goal is by creating neighborhood, a neighborhood  
6 destination by attracting high-quality retail, eating and  
7 drinking establishments, and services to the Sector Plan  
8 area, and leveraging the proximity to County's largest  
9 employer, University of Maryland, College Park, and the  
10 University of Maryland Global Campus for maximizing the  
11 opportunities for business development. As you see the map  
12 on the right, it highlights the commercial corridors  
13 recommended for ground, for commercial uses on the Campus  
14 Drive and working.

15           Next slide, please. This slide shows the goals  
16 for the, the goal for the Transportation Mobility Section.  
17 As you see on the slide, the, in 2047, the identified  
18 Adelphi Road-UMGC-UMD Purple Line Station and Sector Plan  
19 area poster is safe travel for pedestrian, bicyclists,  
20 transit users, drivers transitioning between the Purple Line  
21 light rail campus and homes, jobs, recreation and  
22 businesses, and improve transportation network and housing  
23 proximate to the Purple Line and the University of Maryland  
24 for reduced dependency on single-occupant vehicles.

25           Next slide, please. The policies for achieving

1 that goal is by incorporating active transportation safety  
2 features, attractive landscaping and stormwater management  
3 best practices, minimizing potential motor vehicle traffic  
4 impacts, and minimizing and mitigating environmental impacts  
5 of transportation infrastructure.

6           Next slide, please. Further, additional policies  
7 for achieving the goal by enhancing active transportation  
8 infrastructure, increasing connectivity to development of a  
9 comprehensive shared path and tree network, creating micro-  
10 mobility opportunities and exploring the potential of  
11 increasing connectivity to destinations throughout the  
12 County by expanding transit services and amenity.

13           Next slide, please. Also, supporting the County's  
14 efforts to achieve Vision Zero, a County-wide  
15 interdisciplinary supposed to eliminate all traffic-related  
16 fatalities and serious injuries; and managing parking to  
17 encourage walking, bicycling, transit and other alternative  
18 modes of transportation.

19           Next slide, please. This map visualizes the  
20 Master Plan of Transportation complete and clean street  
21 recommendations. So, complete streets increase all users'  
22 sense of safety and security, help businesses and economic  
23 centers thrive and contribute to overall sense of place and  
24 community. These street design standards in, to ensure that  
25 all public streets, including privately constructed streets

1 approved for the County as a less publicly funded projects  
2 are complete streets, which are safe, comfortable and  
3 inviting to all users. The Preliminary Plan recommends that  
4 all new streets, as well as all existing streets, be  
5 constructed or reconstructed to be recommended urban design,  
6 urban street design standards are the most up-to-date County  
7 approved urban street standards during redevelopment of  
8 properties; or to Department of Public Works, or  
9 Transportation, or the Maryland State Highway  
10 Administration, Capital Improvement Projects.

11           Next slide, please. The Preliminary Plan also  
12 recommends the construction of specific pedestrian and  
13 bicycle facilities. So, as you see on this map, the  
14 sidewalks will be required on all streets within the Sector  
15 Plan area; the bicycle facilities are either in the form of  
16 bike lanes or shared use paths, park trails for most of the  
17 Sector Plan street.

18           On a small portion of the streets in the  
19 recommended for the shared lanes, which is shown in purple  
20 dotted lines, are the shared lanes for bicyclists since the  
21 street will be internal and anticipates low-vehicular  
22 traffic.

23           Next slide, please. This slide shows the goal for  
24 natural environment element. In 2047, the Sector Plan area  
25 promotes sustainability by protecting valuable natural

1 resources and incorporating and then creating existing  
2 natural, natural features within the built environment.

3           Next slide, please. The policies for achieving  
4 that are by preserving the maximum amount of existing  
5 natural resources practicable within the context of creating  
6 open, walkable communities, ensuring that areas of  
7 connectivity and ecological functions are maintained,  
8 restored or established, and proactively addressing  
9 stormwater management.

10           Next side, please. Thank you. Reducing urban  
11 heat island effect, thermal heat impacts on receiving  
12 streams and public health; and reducing stormwater run-off  
13 by increasing the (indiscernible) of shade and tree canopy  
14 over impervious surfaces, and use pervious surfaces, the  
15 previous, sorry, preserving the tree canopy to support the  
16 conservation of the natural environment and supporting local  
17 actions that mitigate the impact of climate change.

18           Next slide, please. This slide shows the  
19 recommended amendments to the green infrastructure network.  
20 I would like to provide a little bit more information about  
21 what a green infrastructure related areas are.

22           The green infrastructure network regulated areas  
23 represent a conceptual delineation of connected, regulated,  
24 environmental features, including streams, wetlands and  
25 their buffers, the 100-year flood plain, and the adjacent

1 steep slopes. These regulated areas are considered  
2 conceptual until their features and their buffers are mapped  
3 in greater detail on an approved natural resource inventory.  
4 The evaluation areas are also assessed, are, are actually  
5 assessed during the development review process and areas of  
6 high priority for onsite woodland and (indiscernible)  
7 conservation and restoration of lost connectivity. These  
8 areas should be considered before the use of offsite  
9 conservation options. The slide shows, the, the slide shows  
10 the dark green hash areas as recommended areas to be  
11 included added to the green infrastructure regulated areas  
12 and the light green hashed areas to be included as addition  
13 to the evaluation areas.

14           Next slide, please. This slide shows the housing  
15 and neighborhood school. In 2047, the Sector Plan area  
16 provides a range of housing options for a diverse population  
17 that meets the needs of the community and supports the  
18 anchor institutions and market demand to create an inclusive  
19 neighborhood.

20           Next slide, please. Thank you. The policy for  
21 achieving this goal is by constructing a range of housing  
22 units affordable to students, employees and seniors at  
23 transit support of density proximate to Adelphi Road-UMGC-  
24 UMD Purple Line Station. This particular slide also  
25 illustrates how different mid-rise, low-rise and townhome

1 residential developments could look like.

2           Next slide, please. The healthy community's goal  
3 in 2047, the Sector Plan area and creates a healthy and  
4 active lifestyle for a variety of abilities. The range of  
5 opportunities to safely walk, bike, bicycle or ride transit  
6 to a variety of fresh and healthy food sources, natural  
7 areas and recreational opportunities.

8           Next slide, please. The policies for achieving  
9 healthy community goal is by creating opportunities for  
10 recreation and healthy food access, but in the Sector Plan  
11 area and the connecting Sector Plan area residents to  
12 recreational and healthy food opportunities beyond the  
13 planned boundary.

14           Next slide, please. The community, heritage,  
15 culture and design goal states that in 2047, the Sector Plan  
16 features an attractive built environment and public dwelling  
17 that celebrates the unique identity of the Sector Plan area  
18 as a gateway to the sector, the University of Maryland  
19 campus and the community at large; and presents diverse,  
20 inclusive, vibrant and connected public spaces that indicate  
21 compatible uses and maximize the benefits associated with  
22 the proximity to the transit station and adjacent campus.

23           Next slide, please. The policies for achieving  
24 the goals are by transforming the area closest to the  
25 Adelphi-UMGC-UMD Purple Line Station as a landmark gateway

1 to the UMD campus which will be inviting safe, sustainable,  
2 comfortable, high levels of well and accessible and  
3 inclusive, minimizing and mitigating the impacts associated  
4 with new development on the existing neighborhoods. This  
5 slide illustrates the way the station area could be  
6 transformed and the plaza could be a distinct feature to  
7 celebrates as a, this area as a gateway to the community.

8           Next slide, please. The other policies for  
9 achieving it by creating integrated and connective street  
10 and block layout that prioritizes and promotes walkability  
11 and provides safe and continued pedestrian connections  
12 within the Sector Plan area and planned activity  
13 destinations highlighting and celebrating history and  
14 culture of the University of Maryland and the guarded  
15 community, and promoting crime prevention techniques and  
16 sustainable green neighborhoods.

17           Next slide, please. So, finally, the public  
18 facility's element, goal, that states that in 2047, the  
19 Sector Plan area features attractive urban parks, shared  
20 with paths and public open spaces where residents choose to  
21 relax, gather and play.

22           Next slide, please. The policies for that are  
23 minimizing and mitigating the impact on school capacity,  
24 providing a variety of parks and recreation facilities to  
25 create a vibrant, transit-oriented development, and ensuring

1 all residents are connected to parks, recreation and open  
2 spaces.

3           Next slide, please. This map shows the  
4 recommended public open spaces within the plan. So, the  
5 plan recommends approximately 15 acres of conservation areas  
6 as the source parks that are shown in the polygons you see  
7 in green; and seven additional floating parks that are shown  
8 in green circles as darts, 12, the Sector Plan area. It  
9 includes a plaza next to the Purple Line Station, the focal  
10 point of this community.

11           Conservation areas are recommended for public  
12 ownership. The floating parks are recommended for  
13 development, or created and maintained parts that public use  
14 easements. Design and programming will be determined during  
15 the development review process. As you see on the map, the  
16 dotted lines represent a variety of pedestrian and bicycle  
17 facilities recommended for safe connections to these parks  
18 and open space facilities.

19           Next slide, please. I will now walk you through  
20 the visualizations of the Sector Plan area that imagines how  
21 the Sector Plan area may develop by the year 2047. These  
22 concepts illustrate how the plan area may have looked  
23 pursuant to County regulations over time. It should be  
24 noted that the, these are for illustrative purposes only and  
25 do not reflect required or mandated development. Market

1 conditions will dictate the fees and scale and ultimate land  
2 uses developed. As you see here, the, you can see the  
3 extent of the whole Sector Plan area and its proximity to  
4 the Purple Line Station, and the UMGC and UMD campus.

5           Next slide, please. This slide shows a broad side  
6 view of the plan area at the intersection of Campus Drive,  
7 the Adelphi Road looking southeast. The key map on the left  
8 bottom corner shows where exactly this view is from. The  
9 Purple Line Station is shown on the left of this rendering.  
10 As you see, this location next to the Purple Line  
11 anticipates a transformative landmark gateway to the  
12 University of Maryland campus with the distinctive design  
13 creating an inviting, safe, accessible and inclusive space.  
14 This, in this community, people can live, work and enjoy  
15 proximity to the high-quality amenities that residents  
16 desire.

17           The plaza is the focal point of the plan area.  
18 The ground plot detail and vibrant programming that could  
19 include amenities such as farmer's market or food trucks.  
20 The plan area is transit-oriented and prioritizes travel  
21 options that create and support active transportation such  
22 as walking, biking, scooters, et cetera.

23           You can see bike sidewalks and bicycle lanes that  
24 are, that are present to all the plan area, providing safe  
25 connections for pedestrians and bicyclists. Defining

1 signage, public art and banners all help in creating a sense  
2 of place with unique identity.

3           Next slide, please. Here you can see bird's eye  
4 view of the intersection of campus drive and continuation of  
5 Presidential Drive looking southeast. At the center is one  
6 of the seven new parks recommended, sorry, 10 new parks  
7 recommended. This park can accommodate community  
8 gatherings, spaces for residents and visitors, with  
9 opportunities for lounging, eating at restaurants, fitness  
10 activities, pop-up events. As you see here, wide sidewalks  
11 and bicycle lanes as continued from the previous rendering,  
12 again, provide safe connections for pedestrians and  
13 bicyclists. Defining signage, public art and banners help  
14 in creating a sense of place for residents and visitors.

15           Next slide, please. This is a street-level view  
16 looking into the plan area from the Campus Drive. The  
17 Sector Plan recommends lots of mobility options, including  
18 scooters, bicycles, by walking, vibrant and activated public  
19 elements achieved to grant your commercial, the transport,  
20 transportation facades and outdoor restaurant and café  
21 seating. Additional pedestrian-scale elements such as  
22 awnings, and signage, and streetscape enhancements such as  
23 street lamps, benches, landscape, defining signage and  
24 public art enhances walkability. Again, the wide sidewalks  
25 and bicycle lanes separated from the regular traffic using

1 on-street parking and landscape strips provide safe  
2 connections for pedestrians and bicyclists.

3           Finally, I would like to, again, mention how the  
4 process of submitting testimony would be. So, all written  
5 comments are due by the close of business on Wednesday,  
6 February 2nd, as mentioned earlier, when the record of  
7 public hearing testimony will close. Written comments will  
8 need to be emailed to the clerk of the Council on this  
9 contact information provided on this slide, or faxed to the  
10 number provided here. Please note that the written  
11 testimony, or the comments, will be accepted in electronic  
12 format only.

13           The next steps, next slide, please. Thank you.  
14 The next steps for this are the close of record in, for the  
15 joint public hearing testimony is February 2nd. In March  
16 and April of this year, the Planning Board will review all  
17 the testimony presented during the joint public hearing;  
18 conduct a vote session with Staff to analyze the testimony  
19 and make any necessary amendments to the plan for SMA.  
20 Planning Board will then adopt the plan, endorse the SMA and  
21 submit it to the County Council for final approval. Upon  
22 receiving the plan and SMA from the Planning Board, the  
23 County Council will also review the public testimony,  
24 conduct a work session with Staff and then in June this year  
25 either approve or recommend further amendments to the Plan

1 or SMA. If County Council recommends amendments that are  
2 not based on public record, including public testimony,  
3 they'll, including public testimony, they will hold a second  
4 joint public hearing in September this year on those  
5 amendments and would then approve the plan by October this  
6 year.

7 This slide shows the links and information we have  
8 available on our website and on our social media platform.  
9 So, I'm sorry, next slide please. So, please, if you, if  
10 you would like to find out more about the plan and  
11 additional information about the plan, please visit our  
12 website and the links provided here.

13 Next slide, please. This is, and thank you,  
14 again, for the opportunity to present tonight. We would be,  
15 we would like to hear, get all the feedback from all the  
16 attendees who have signed up for testimony and we look  
17 forward to hearing from everybody else who might be  
18 submitting written testimony on the plan. Thank you so  
19 much.

20 CHAIRMAN HAWKINS: Thank you for your  
21 presentation. Colleagues, our first speaker for the night  
22 is Maryland State Delegate Mary Lehman. Are you with us?

23 MS. LEHMAN: Hello. Hi, Mr. Chairman. Council  
24 Chair --

25 CHAIRMAN HAWKINS: How are you?

1 MS. LEHMAN: -- Hawkins. Hi, fine, thank you,  
2 busy, busy doing the people's work here in Annapolis. So,  
3 it's good to see all of you, including many of my former  
4 colleagues. So, good evening, Council Chair Hawkins,  
5 Planning Board Chair Hewlett and other members of the  
6 Council and the public. Thank you for the opportunity to  
7 testify on the Adelphi Road-UMGC-UMD and Purple Line Station  
8 Area Sector Plan. I will be brief.

9 I am opposed to the recommended up-zoning of the  
10 Guilford Woods property. That property is bordered on one  
11 side by State District 22 and, of course, on the University  
12 side by State District 21.

13 Last fall, Delegates Pena-Melynk, Barnes and  
14 myself wrote a joint letter in opposition to a proposal that  
15 would have clear-cut those woods to build graduate housing  
16 and market rate townhomes. And we, in the, in the letter,  
17 we wrote to President Pines about the property that the  
18 University dubbed western gateway, but that local residents  
19 called Guilford Woods. We pointed out that in the 2021  
20 session of the Maryland General Assembly, many of you may  
21 have heard about an omnibus climate change bill called the  
22 Climate Solutions Now Act. It's a comprehensive bill to try  
23 to attempt to start reversing global warming. It did not  
24 pass. It was negotiated right up until signing, did not  
25 pass. The bill is back this year. But one critical piece

1 of that legislation did pass and it is called the Tree  
2 Solutions Now Act of 2021 that is Maryland Law, Chapter 645,  
3 requiring the planting of 5 million trees statewide over the  
4 next decade to combat climate change.

5           Now 500,000 of those 5 million will be planted in  
6 urban areas, including parts of College Park; and that, of  
7 course, is an important first step to help trees help  
8 sequester carbon and they help, of course, counter the heat  
9 island effects that are, have been well-studied and well-  
10 documented from concrete and other impervious surfaces.

11           And what we said is, you know, developing this  
12 property of, of seven to nine acres of, of woods, larger  
13 area than that, but, but that part of the property is  
14 wooded, would mean that basically, you're, you're going  
15 exactly opposite or against the, the idea, the goal of that  
16 Tree Solutions Now Act, and it would, it would represent  
17 really a huge step backward.

18           So, my request, and I do want to make clear that  
19 while that letter was jointly written by Delegates Barnes,  
20 Pena-Melnyk and myself, and with a lot of organized  
21 opposition by students and, yes, by local community members,  
22 the University did put a pause on that project. What  
23 exactly that might mean going forward is not clear, but they  
24 heard and saw the opposition loud and clear, including  
25 pretty extensive media coverage.

1           Tonight, I am testifying of my own accord. I am  
2 not speaking for Delegates Barnes of Pena-Melnyk. I would  
3 like to see the District Council zone this property open  
4 space. I think it is kind of ironic that the Planning Board  
5 presenter talked about the free tenants of this plan being  
6 walk, live and sustain. I would submit to this body, to  
7 the, both bodies, the Planning Board and the District  
8 Council that this plan is short on the sustained piece,  
9 sustained or sustainability. You could do much, much  
10 better. You are not preserving the maximum extent that you  
11 could. Maybe in the planner's mind, the maximum extent,  
12 quote, unquote, "Practicable," but not the maximum extent  
13 that you could to preserve natural resources. And, again, I  
14 urge you to zone this property open space. Thank you.

15           CHAIRMAN HAWKINS: Thank you. Thank you very  
16 much. It's good seeing you, Delegate Lehman. Now --

17           MS. LEHMAN: Hope to see you down here eventually.  
18 Thank you.

19           CHAIRMAN HAWKINS: Yeah, I'm coming to see Darryl  
20 Barnes. We also have City of College Park Council Member  
21 Stuart Adams. And, Mary, thank you for all you do for the  
22 state of Maryland and Prince George's County. We love you.

23           MS. LEHMAN: Thank you.

24           MR. ADAMS: Yes, sir.

25           CHAIRMAN HAWKINS: Okay.

1           MR. ADAMS: Yes, sir. Thank you, Mr. Chairman,  
2 County Council and Planning Board members. My name is  
3 Stuart Adams and I'm a Council Member in College Park, and  
4 the district I represent is partially included in the  
5 Adelphi Road Sector Plan.

6           First of all, I want to state that I'm excited  
7 about the County's investment in transit and smart growth.  
8 This Sector Plan presents a necessary guide for embracing  
9 smart growth and additional density surrounding a future  
10 Purple Line stop and near a large employer. However, I  
11 share many concerns with the preliminary version of the  
12 Sector Plan.

13           The key policies and goals are generally  
14 excellent; however, the integration of hundreds of community  
15 comments seems to be lacking and we really must make sure  
16 that we don't just say we're taking community input, but we  
17 actually integrate community input. So, I have a few key  
18 points.

19           One is adequate public facilities. When this  
20 presentation was given in front of the City of College Park,  
21 we asked about adequate school facilities and the answer was  
22 we didn't study that because the metric wasn't available. I  
23 think we have a good understanding of Riverdale Park Station  
24 and, and, and some of those metrics related to public  
25 facility needs. So, I would like for us to really consider

1 that.

2 I also want to echo what the Delegate just said  
3 regarding the preservation of green space. I'm really  
4 concerned that one of the interior roads, especially UC-201,  
5 illustrates a violation of the regulated green  
6 infrastructure network. If we're illustrating roads through  
7 the areas that we have identified to preserve and that seems  
8 to go contradict the goals and the policies that this Sector  
9 Plan entails.

10 Also, I want to recognize that we have some road  
11 networks that were kind of conceptually discussed in terms  
12 of the paused Western Gateway Project. That project is on  
13 pause, so I'd really like not to see that overly bias this  
14 plan. I'd like to really look at this in a, in a good way  
15 that includes community input.

16 Additionally, there's a flood risk downstream, so  
17 I'd like to see more pointed and specific recognition of  
18 that. But the good news is we have time to, to do these  
19 properly and to really integrate community input. The  
20 Purple Line Station is not opening for another 4 1/2 years.  
21 The Western Gateway Project is on pause. We have enough  
22 time to really thoughtfully consider how to add appropriate  
23 density, how to make sure we're looking at our school  
24 burdens, how we can preserve our green space and make this  
25 absolutely fantastic; and I just look forward to you all

1 really considering the upcoming City Council of College Park  
2 comments that are going to come forward; and you will see a  
3 lot of requests, including a pause to really add an  
4 additional effort to reintegrate these extensive comments  
5 that have been hopefully, truly integrated, the next steps  
6 and, and thank you so much for your time.

7           CHAIRMAN HAWKINS: Thank you, sir. Thanks for  
8 your service. We also have Town of University Park Council  
9 Member Martha Wells. Council Member Wells, are you with us?  
10 Oh, I see you.

11           MS. WELLS: Yes, I am. Thank you, thank you,  
12 Chairman Hawkins and thank you to the members of the  
13 District Council, and to the Planning Board for holding this  
14 hearing.

15           The Town of University Park, I'm here on behalf of  
16 our council. I appreciate this opportunity to address the  
17 County Council and the Planning Board on the Adelphi Road,  
18 University of Maryland Global Campus, University of Maryland  
19 Purple Line Station Area Sector Plan. Our town council will  
20 be submitting a formal letter of comments prior to the  
21 February 2nd deadline and close of the comment period.

22           At this time, we would like to indicate some areas  
23 of concern with the plan, the stormwater management and  
24 downstream flooding impacts from the Guilford Run Watershed;  
25 traffic impacts along Adelphi Road beyond the Sector Plan

1 Area, especially south toward East-West Highway; our  
2 perceived public facilities, as my colleague in College Park  
3 just mentioned, especially schools, which may or may not be  
4 adequate within the area to accommodate the increased number  
5 of housing units; potential development of existing woodland  
6 and green areas and the environment impacts and climate  
7 impacts thereof; and the provisions to ensure the inclusion  
8 of affordable housing within this development.

9           We are reviewing these issues and those raised by  
10 our neighbors, including the cities of Hyattsville and  
11 College Park, and we're very largely supportive of the  
12 concerns expressed by both of those communities. We're  
13 working together in unity to help come up with the best  
14 possible plan and we thank you for your consideration.

15           CHAIRMAN HAWKINS: Thank you and thanks for all  
16 that you do. Colleagues, now we have Amy Sapkota, Sapkota,  
17 Amy Sapkota.

18           MS. SAPKOTA: Thank you so much.

19           CHAIRMAN HAWKINS: Could you pronounce your name  
20 for us because I know I butchered it.

21           MS. SAPKOTA: Sure. Good evening. My name is Amy  
22 Sapkota. So, good evening, everyone. My name is Dr. Amy  
23 Sapkota. I'm a professor of environmental health at the  
24 University of Maryland and I live in College Heights  
25 Estates. While I'm a very strong supporter of the Purple

1 Line and sustainable planning, I oppose the draft Adelphia  
2 Road Sector Plan and Sectional Map Amendment in their  
3 current forms and urge you to pause the planning process for  
4 one year. A one-year delay would allow time to address the  
5 significant environmental and planning problems with these  
6 plans.

7           For starters, the boundary of the Sector Plan was  
8 not set forth by professional planners and is fundamentally  
9 flawed. Its unaccountability omits areas north of Campus  
10 Drive, including Mudd's massive impervious Lot 1, when  
11 development of both sides of a street is fundamental to good  
12 planning. Instead, the boundary dips a quarter mile south  
13 of the Purple Line Station to include the entirety of  
14 Guilford Woods, a sensitive urban forest ecosystem that  
15 provides a range of community services, including  
16 sequestration of carbon, supporting wildlife habitat,  
17 controlling heat island effects and supporting mental health  
18 and well-being.

19           Next, it is unacceptable that the current plan and  
20 Sectional Map Amendment radically increase the zoning  
21 density of the entire area without regard to the  
22 preservation of Guilford Woods. This is completely  
23 discordant with the P.G. County Climate Action Plan.  
24 Specifically, the draft Sector Plan preserves only four out  
25 of 102 acres as reserved open space. Supporting zoning that

1 would result in the destruction of Guildford Woods at a time  
2 when it is critically important to preserve and expand our  
3 urban forests to address our ongoing climate and  
4 biodiversity crises.

5           Likewise, the current plan does not sufficiently  
6 acknowledge the Guilford Run watershed as a critical part of  
7 our green infrastructure network, it doesn't directly  
8 address stormwater management and it ignores the reason  
9 University of Maryland paused the Western Gateway project,  
10 which would have cleared Guilford Woods.

11           This project was paused due to enormous community  
12 opposition that highlighted the environmental and human  
13 health benefits of this forest. It is unconscionable if the  
14 County were now to turn a blind eye to this extensive  
15 opposition coming from its constituents and approve a plan  
16 that encourages the development of these woods.

17           The reality is that we don't have to choose  
18 between preserving our urban forest and advancing transit-  
19 oriented housing. We can do both through sensible planning.  
20 UMD architecture students recently submitted a plan that is  
21 far superior to the draft Sector Plan. The student plan  
22 calls for high-density development along both sides of  
23 Campus Drive, an area closest to the Purple Line Station,  
24 including Lot 1. The students' plan preserves Guilford  
25 Woods and protects Guilford One, Guilford Run.

1           In closing, I urge you to take a step back and  
2 listen to your constituents, including over 600 of us who  
3 have signed a petition to pause this planning process. The  
4 draft Sector Plan is flawed. A pause is needed to allow  
5 time for significant changes that are necessary to meet the  
6 climate and biodiversity crises of our time, and address  
7 transit-oriented housing needs in a manner that everyone can  
8 support. Thank you so much for your time.

9           CHAIRMAN HAWKINS: Thank you. Colleagues, we now  
10 have Cheryl Cort.

11           MS. CORT: Good evening. My name is Cheryl Cort.  
12 I'm with the Coalition for Smarter Growth, a non-profit  
13 organization in the D.C. Region, advocating for walkable,  
14 bikeable, inclusive, transit-oriented communities as the  
15 most sustainable and equitable way for the D.C. region to  
16 grow and provide opportunities for all.

17           We wish to express our overall support for the  
18 long-term vision and key policies for the Adelphi Sector  
19 Plan. This plan will reshape this Purple Line Station into  
20 a mixed use, west-side University of Maryland campus center.  
21 We are eager to make the most of the Purple Line by ensuring  
22 all stations provide increased access to jobs, and services,  
23 and homes in a way that minimizes automobile trips which  
24 significantly reduces greenhouse gas emissions from  
25 transportation. We agree with the overall vision

1 specifically to create a high-density, mixed use,  
2 pedestrian-oriented and University and transit-supportive  
3 neighborhood at Adelphi Road Purple Line Station; and also,  
4 while also preserving key publicly-owned natural areas. We  
5 agree with the Staff that the LTO Zone is the, is a more  
6 appropriate zone than the neighborhood activity zone and  
7 low-density residential.

8           To address, and other concerns that have been  
9 raised, we believe that a compromise can be found by  
10 shifting some of the new housing away from the, an enlarged,  
11 forested conversation area, ensuring a good riparian stream  
12 buffer and using best management practices for stormwater  
13 management while retaining a similar number of new homes in  
14 the area.

15           The new housing opportunities and supporting  
16 retail are the leading environment feature of the plan.  
17 These new housing opportunities make, mean that potentially  
18 thousands of staff and students can live close to their  
19 offices and avoid long commutes, including vehicle trips.  
20 The attractive combination of walking distance to campus and  
21 access to the Purple Line, along with local serving retail,  
22 makes this plan an ideal site for substantial amounts of  
23 housing. Making the most of this plan area with sufficient  
24 amounts of new housing is an important contribution to  
25 reducing greenhouse gas emissions by County residents. We

1 calculate that Purple Line and local transit center station  
2 areas have a 19 percent lower greenhouse gas emissions per  
3 household than the County average, and 30 percent lower  
4 emissions than outer-lying town centers. So, enabling more  
5 people to live here dramatically reduces their carbon  
6 footprint.

7           Also, thank you for letting me testify. I'll be  
8 submitting more detailed comments in writing. Thank you.

9           CHAIRMAN HAWKINS: Thank you, Cheryl Cort, for  
10 your time and your presentation.

11           We now have Nancy Barrett.

12           MS. BARRETT: Thank you. Hello. My name is Nancy  
13 Barrett and I'm a life-long resident of Hyattsville,  
14 Maryland, as well as an environmental science and policy  
15 student at the University of Maryland. I am here today to  
16 voice my opposition to the Adelphi Road Sector Plan as it  
17 currently stands.

18           The ARSP will inevitably lead to the deforestation  
19 of Guilford Woods, a 15-acre forest canopy, which accounts  
20 for 28 percent of the remaining forest cover on UMD's  
21 campus. This forest has clear value to the local community.  
22 In October, over 300 students, faculty and local residents  
23 came out to protest proposed deforestation, and over 2,500  
24 individuals have signed a petition demanding its protection  
25 and perpetuity. Consistently as questions arise regarding

1 the need to deforest Guilford Woods, officials point to  
2 automobile emissions and high-density housing along the  
3 purple line; but in the wake of the increasingly dire  
4 destruction occurring as a result of climate change, the  
5 fact that we are being forced to choose between smart growth  
6 and the natural environment is a fate I cannot accept.

7           In my time studying environmental science and  
8 policy at UMD, I have learned that we must turn to the  
9 natural world for answers. We will not successfully address  
10 climate change while destroying one of the few ecosystems we  
11 have left.

12           As students, we are fully in support of high-  
13 density construction that will lessen the need for personal  
14 transport to and from campus; but the disconnect I keep  
15 finding is the assumption that Guilford Woods must be  
16 deforested to reach these goals. Lot 1 and the golf course,  
17 both of them a half mile to the station, have been  
18 completely ignored in the boundary lines of this proposal,  
19 despite the fact that in-fill development is a cheaper and  
20 more sustainable alternative.

21           In our current social and environmental context, I  
22 must stand up to demand both smart development and  
23 environment protections guide our decision-making process.  
24 We cannot have one without the other.

25           I challenge those appointed to represent me to

1 consider who it is that they are advocating for in proposals  
2 such as this one. If your vote benefits corporations rather  
3 than the residents of the very community will be affected by  
4 the ARSP, the morality of the members of the P.G. County  
5 Council will be called into question.

6 I request that the Council extend the record of  
7 public hearing testimony until midnight on February 3rd to  
8 allow UMD's Student Government Association to submit  
9 official public comment regarding the Adelphi Road Sector  
10 Plan. I implore you to give the next generation the  
11 opportunity to influence what kind of world you will leave  
12 behind as it us who will be inheriting it; and I urge the  
13 P.G. County Council to zone the entirety of Guilford Woods  
14 as reserved open space while incorporating housing  
15 affordability for all as parameters for future development.

16 Until the Council is able to properly address the  
17 extensive, social and environmental concerns within the  
18 current draft, the Adelphi Road Sector Plan should be  
19 paused. Thank you.

20 CHAIRMAN HAWKINS: Thank you, Nancy Barrett, for  
21 your strong commentary.

22 At this time, we have Caroline Thorne, Caroline  
23 Thorne.

24 MS. THORNE: Hi, everybody. My name is Caroline  
25 Thorne and I'm a student at the University of Maryland. I'm

1 here today addressing Council Members Danielle Glaros and  
2 Deni Taveras as representatives of the University of  
3 Maryland and College Park, as well as the rest of the  
4 Council.

5           I oppose the Adelphi Road Sector Plan as it is  
6 currently drafted. I have a few major concerns with this  
7 plan. First, the plan doesn't take into consideration the  
8 immense value of the existing tree cover in an urban area to  
9 human health and wellness. According to the U.S. Department  
10 of Agriculture, the presence of forest around an urban  
11 region provides immense benefits to air quality. Forests  
12 have the power to reduce temperature and absorb air  
13 pollutants, as well as decrease energy used in buildings  
14 shaded by the trees. This is increasingly important as  
15 surface ozone pollution is responsible for 365,000 premature  
16 deaths in 2019.

17           The Sector Plan would disregard this growing  
18 health risk and remove the protective forest from the edge  
19 of campus. This would increase the surface temperature and  
20 surface ozone in the area due to the presence of pollutants  
21 which would have been removed by the forest.

22           Looking at mental health, experiencing nature has  
23 been repeatedly shown to measurably improve mental health  
24 and well-being. Guilford Woods is one of the last standing  
25 places where local residents and students at UMD can do so.

1           Over the course of the last decade, the demand for  
2 our counseling centers across the nation have experienced a  
3 consistent increase in the demand for mental health  
4 services. This has only increased since the ongoing  
5 pandemic. Particularly, at the University of Maryland,  
6 between 2016 and 2019, the counseling center saw a 26  
7 percent increase in the number of students seeking mental  
8 health service. Removing a large portion of Guilford Woods  
9 and replacing it with a built environment would eliminate an  
10 invaluable resource promoting healthy living and mental  
11 well-being. It would decrease access to nature for local  
12 communities, including students for whom stress and mental  
13 health issues are particularly concerning, faculty and  
14 staff, as well as residents of all ages and surrounding  
15 neighborhoods. Until P. G. County is able to properly  
16 address the health and environmental concerns, and fully  
17 explore all other options within a half mile of the station,  
18 the Adelphi Road Sector Plan must be paused.

19           I'm demanding that protections be placed on all 15  
20 acres of Guilford Woods, zoning the forest canopy as  
21 reserved open space, and other options are explored. Thank  
22 you.

23           CHAIRMAN HAWKINS: Thank you for your comments.  
24 We appreciate them.

25           We now have Marilyn Y., letter Y.

1 MS. YANG: Thank you. My name is Marilyn Yang and  
2 I'm a junior at the University of Maryland majoring in  
3 environmental science and policy, and the Deputy Director of  
4 the Student Government Association Sustainability Committee.  
5 As an individual raised in P. G. County and a current  
6 resident in College Park, I hope you will listen intently to  
7 my testimony.

8 Council Member Dannielle Glaros, I am a  
9 constituent who uses Guilford Woods and recognizes the value  
10 of this ecosystem; and I am adamantly opposed to the Adelphi  
11 Road Sector Plan. It's shocking that Guilford Woods is  
12 nowhere recognized in the plan document when there's  
13 overwhelming support for the preservation of this forest.  
14 This past fall, our student petition generated a thousand  
15 signatures from students and alumni to address the Western  
16 Gateway Project and protect Guilford Woods.

17 The Western Gateway Project and the Adelphi Road  
18 Sector Plan work hand-in-hand. Both proposals use similar  
19 green washing language to paint the eventual deforestation  
20 of Guildford Woods as smart development. However, the  
21 Sector Plan is much more destructive and that will up-zone  
22 nearly all of Guilford Woods for mixed use development with  
23 no regard to the natural environment. Let me be clear, our  
24 movement is not fighting against increased housing or  
25 transit-oriented development. We need transit-oriented

1 development to meet our sustainability goals; however, such  
2 development is not exempt from following best planning  
3 practices.

4           This Sector Plan does not achieve this, nor does  
5 it make any effort to do so. For an area already impacted  
6 by flooding, the plan doesn't adequately address these  
7 concerns other than making feeble suggestions of adding  
8 infrastructure like street trees, while ignoring the natural  
9 stormwater management effects of the intact forest.

10           Guilford Woods also mitigates the urban heat  
11 island effect and reduces ozone and carbon pollution.  
12 However, counter-arguments have been made that planting new  
13 trees in response will somehow resolve these issues; yet,  
14 these arguments lack the clear understanding that it takes  
15 decades before a new tree can absorb the same carbon as a  
16 mature tree. We don't have decades and we cannot avoid the  
17 climate crisis forever. We need real solutions not Band-Aid  
18 approaches that value profits over people on the planet.

19           The Adelphi Road Sector Plan, as currently  
20 proposed, was designed to attract high-end commercial  
21 establishments and housing development. Let's be clear, the  
22 Sector Plan will not provide housing for the people who need  
23 it the most and is widely tone deaf to the rapid  
24 gentrification in increasing housing unaffordability that  
25 plagues the area.

1 Council Members, and specifically Council Member  
2 Dannielle Glaros, I hope you will consider these statements  
3 and oppose the current Adelphi Road Sector Plan, and  
4 implement a one-year pause to allow for critical amendments.  
5 There are solutions such as expanding the plan's boundaries  
6 to include Lot 1 for infill development and preserving  
7 Guilford Woods as parks and open spaces. I hope you will  
8 seize on this opportunity to come back to the table with a  
9 real solution that meaningfully engages the community and  
10 surely reflects sustainable transit-oriented development.  
11 This is your chance to show us you are really listening.  
12 Thank you.

13 CHAIRMAN HAWKINS: Thank you, Ms. Yang. We now  
14 have Shushan Gupta, Shushan Gupta.

15 MS. GUPTA: I'm Shushan Gupta. I'm a UMD student  
16 and area resident, and I want to state that I oppose this  
17 plan; and I want to discuss some of the undemocratic and  
18 corporate-oriented ways in which the feedback for this plan  
19 was collected.

20 Despite claiming to have solicited the input of  
21 the entire community and area residents, it seems like in  
22 the Planning Board's visioning sessions, community surveys,  
23 listening sessions and so-called stakeholder meetings, the  
24 input solicited has primarily been from developers,  
25 homeowners, and, and people who aren't necessarily

1 representative of the community at large.

2           Looking at the Hyattsville and Adelphi areas,  
3 which are directly adjacent to the Adelphi Road Sector Plan,  
4 we find that like over 50 percent of the households are  
5 renters; a significant fraction of them don't speak only  
6 English at home; many of these are young people; and many of  
7 these are non-white; however, in the community survey that  
8 was conducted to get input on this plan, 80 percent of the  
9 respondents were homeowners; 96 percent of them only spoke  
10 English at home; and a significant fraction were older than  
11 30.

12           I think that the fact that this process didn't  
13 consider the input of the people who have the most to lose  
14 like renters and people who can't afford to pay for the  
15 development that's going to be created at market rates, the  
16 plan doesn't actually cater to the well-being economically  
17 or socially of the people that are in the Adelphi Road area.  
18 I also think that despite collecting pages and pages of  
19 input from people, and one of their main concerns was  
20 sustainability in the preservation of current and natural  
21 resources, and despite even developers themselves in their  
22 stakeholder session, admitting that this is a big concern,  
23 the plan went on to propose the up-zoning of Guilford Woods,  
24 which would lead to the complete deforestation and lack of  
25 natural resources in the area.

1           So, both in terms of representation and taking  
2 into account the concerns of community residents, I think  
3 that the process for this plan has been sorely lacking and  
4 so I hope that you guys will consider pausing, or  
5 reconsidering the development of this area which right now  
6 is only going to serve corporate developers and those who  
7 already are homeowners and are well off. Thank you.

8           CHAIRMAN HAWKINS: Thank you for that, Mr. Gupta.  
9 We now have Camille Kalor (phonetic sp.).

10           MS. KALOR: Yes. Good evening, everyone. My name  
11 is Camille Kalor and I'm a junior at the University of  
12 Maryland studying environmental science and technology. I'm  
13 a resident of College Park and I'm also involved with the  
14 initiative called Save Guilford Woods. I urge that until  
15 Prince George's County properly addresses our environmental  
16 concerns, the Adelphi Road Sector Plan should be paused.  
17 Because of the importance of this forest, it is your moral  
18 duty to ensure that protections also be placed on all 15  
19 acres of Guilford Woods, zoning the whole forest as reserved  
20 open space.

21           As an environmental science student, I have taken  
22 many courses on ecology and ecosystem development. I can  
23 confidently say that as a riparian forest, Guilford Woods is  
24 significant to the functioning of our local natural  
25 environment. The health of the woods affects the health of

1 the stream that runs through it, the animals that call it  
2 home, and the health of the people living around it.

3           The environmental benefits of this 15-acre forest  
4 provides to the local community are undeniable. The forest  
5 is an important source of local biodiversity and includes a  
6 rich community of plants and animals, as well as a rare  
7 headwater stream. It is a large regional carbon sink. It  
8 also serves important ecosystem services.

9           The woods shade the surrounding developed area and  
10 help to prevent the urban heat island effect around the  
11 city. The forest reduces ground level ozone and absorbs  
12 other air pollutants which have the potential to cause  
13 adverse health effects. The forest also provides flood  
14 control for the neighborhoods downstream which house  
15 residents whose property has been negatively impacted by  
16 rainstorm events.

17           Fragmenting this crucial habitat will undeniably  
18 lead to the loss of this local treasure, the animals that  
19 live in it and all of its benefits. Planting sparse trees  
20 and installing barebones wildlife corridors as described in  
21 the plan will never make up for the loss of the whole and  
22 functioning ecosystem.

23           This plan claims to be environmentally sustainable  
24 by, quote, "Protecting valuable, natural resources," but if  
25 that's true of the case, then why is it the plan to deforest

1 most of this natural resource. Leaving only the bare  
2 minimum or tree canopy to be preserved is not at all  
3 reflective of the claim to preserve our environment and  
4 create a sustainable community. I urge you to consider why  
5 Guilford Woods is valuable. By protecting it, you keep your  
6 promise to the environmentally sustainable and preserve the  
7 benefits that is part, this forest provides to us.

8           As our elected officials, it is important that  
9 your values align with those that you represent. It is  
10 imperative that your actions also reflect what is in the  
11 best interest of our community. I appreciate you all taking  
12 the time and attention to listen to my concerns. Thank you.

13           CHAIRMAN HAWKINS: Thank you, Camille, for those  
14 profound words. We now have Josie Danscart (phonetic sp.).  
15 Josephine, are you with us?

16           MS. DANSCART: Hello, yes. I'm with you. Can you  
17 see me?

18           CHAIRMAN HAWKINS: No. We can hear you --

19           MS. DANSCART: No?

20           CHAIRMAN HAWKINS: -- but we can't see you.

21           MS. DANSCART: Okay. Is that okay? Can I speak?

22           CHAIRMAN HAWKINS: Yes. Yes.

23           MS. DANSCART: Okay. Thank you. Hello. My name  
24 is Josie Danscart and I am a current student of  
25 environmental science at the University of Maryland. I'm

1 strongly opposed to the Adelphi Road Sector Plan as  
2 currently drafted because as current, only four out of the  
3 102 acres in the Adelphi Road Sector Plan will be protected  
4 as green spaces and the rest will be up-zoned for  
5 development.

6           This will mean the loss of biodiversity in the  
7 region and of a major carbon sink. Planting new trees as  
8 replacement will not be sufficient in providing the same  
9 functions as Guilford Woods as many of its ecological  
10 benefits are due to its existing establishment and its  
11 mature trees. The trees themselves store vast quantities of  
12 carbon dioxide in their tissues already which will be  
13 released if the area is deforested. Furthermore, these  
14 trees make up the habitat of many native species in the area  
15 and it is absurd to imagine that these animals, let alone  
16 the diverse native flora beyond the trees themselves, can  
17 simply move to a new location.

18           I would also like to acknowledge a common counter-  
19 argument, which is that before the area became Guilford  
20 Woods, it was used as farmland; however, the entire region  
21 was forested originally and had to be deforested to create  
22 the farmland. So, the existence of Guilford Woods today is  
23 a step in the right direction and the current Adelphi Road  
24 Sector Plan would be a step back, especially when superior  
25 alternatives exist such as using Lot 1 of the University of

1 Maryland or the golf course. Thank you.

2 CHAIRMAN HAWKINS: Thank you for your comments.  
3 We now have Fran Riley.

4 MS. RILEY: Hello. My name is Fran Riley and I'm  
5 a freshman environmental science and policy student at UMD  
6 and a member of the SGA Sustainability Committee. I was  
7 involved in organizing against the Western Gateway project  
8 and I attended the Adelphi Road Sector Plan information  
9 session back in November to learn more about and discuss the  
10 plan. Although I take issue with almost every aspect of the  
11 Adelphi Road Sector Plan and the process used to write it, I  
12 will be focusing on the boundaries of the plan, the spaces  
13 it chooses to develop and others it completely ignores.

14 The boundaries of the plan were drawn by County  
15 Council Member Dannielle Glaros and she omitted two  
16 significant areas within five to 10-minute walk from the  
17 station: Lot 1 on Campus Drive and the UMD golf course at  
18 the intersection of University Boulevard and Adelpia Road.  
19 Instead, the plan includes almost exclusively areas  
20 southeast of the station below Campus Drive. Specifically,  
21 it rezones 15 acres of Guilford Woods for mixed use  
22 development.

23 The decision to include Guilford Woods and exclude  
24 Lot 1, which is closer to the station than Guilford Woods,  
25 and the golf course, which is about as far from the station

1 as Guilford Woods is, makes not sense and exemplifies the  
2 faulty planning of this proposal.

3           Lot 1 is a nearly 20-acre parking lot, less than  
4 half a mile from the station. As an already paved area, it  
5 should be developed in place of Guilford Woods, which  
6 supports thriving ecosystems upon which we depend for  
7 essential services such as stormwater management.

8           A half mile from the station is the 150-acre UMD  
9 golf course, 50 acres of which is used for, quote, unquote,  
10 "Maintained grasses for golf." Again, the golf course,  
11 specifically these 50 acres, is an ideal alternative to  
12 developing Guilford Woods. The Adelphi Road Sector Plan  
13 should include Lot 1 and/or the golf course whose  
14 development would pose far less of a threat to the natural  
15 environment and dwindling forest canopy.

16           I am calling on the County Council and the  
17 Planning Board to zone all of Guilford Woods as parks and  
18 open spaces, and to pause and reimagine the Adelphi Road  
19 Sector Plan to address environmental and social concerns of  
20 the plan as written. Thank you.

21           CHAIRMAN HAWKINS: Thank you, Fran. We now have  
22 Audrey Rappaport.

23           MS. RAPPAPORT: Hello. Good evening. My name is  
24 Audrey Rappaport and I'm a mechanical engineering student at  
25 the University of Maryland, as well as a resident of College

1 Park. On October 15th, I attended a protest against the  
2 deforestation of Guilford Woods, along with over 300 of my  
3 fellow students and community members; and yet, Guilford  
4 Woods is not mentioned anywhere in the Adelphia Road Sector  
5 Plan. The section on the history of the land included in  
6 the boundaries of the ARSP also includes nothing about when  
7 Guilford Woods was established or the benefits that it  
8 provides.

9           This is a distinct failing to engage with the  
10 community and the issues we care about. The Prince George's  
11 Planning Board should officially recognize Guilford Woods in  
12 an updated ARSP to facilitate the preservation of this area.  
13 Additionally, policy any one of the ARSP states a goal to  
14 preserve the maximum amount of existing natural resources  
15 practical within the context of creating urban, walkable  
16 communities. The boundaries of the ARSP should be updated  
17 to accurately reflect this goal. Many available areas,  
18 including Lot 1's nine acres of parking lot within a fourth  
19 of a mile of the planned Purple Line Station were ignored in  
20 favor of up-zoning forest canopy for deforestation.

21           The Adelphi Road Sector Plan, as it stands today,  
22 should be paused and I urge alternative sites to be  
23 considered. The plan marks around 15 acres of Guilford  
24 Woods as evaluation areas; however, this will not provide  
25 the woods adequate protection as properties that contain

1 evaluation areas will develop in keeping with the underlying  
2 zoning. This will inevitably destroy the forest canopy  
3 regardless of any benefits that it may be evaluated to  
4 provide. To adequately protect these important areas, all  
5 of Guildford Woods should be placed under the zoning of  
6 reserved open spaces.

7 I believe establishing a vibrant community around  
8 the Purple Line Station is important in promoting  
9 sustainable transportation and economic growth; however, I  
10 cannot ignore that at least nine acres of viable land for  
11 development in Lot 1, as well as many other areas stated by  
12 my colleagues such as the golf course, were left out of the  
13 boundaries of this plan, while forested areas are up for  
14 deforestation. The goal of the ARSP to preserve the maximum  
15 amount of existing natural resources within the context of  
16 creating urban, walkable communities is an admirable one and  
17 it's time the plan was updated to uphold it. Thank you.

18 CHAIRMAN HAWKINS: Thank you, Audrey. Now we have  
19 Jordan Resnick (phonetic sp.).

20 MS. RESNICK: Hello. Good evening. Can you hear  
21 me?

22 CHAIRMAN HAWKINS: Yes.

23 MS. RESNICK: Okay. Hello. My name is Jordan  
24 Resnick and I'm a senior theater major at the University of  
25 Maryland, College Park. I'm here to voice my opposition to

1 the Adelphi Road Sector Plan.

2           From above, Guilford Woods looks inconsequential.  
3 It's easy to zone land on a map and minimize its importance.  
4 What is not shown is the watershed preventing flooding to  
5 the surrounding homes, the air temperature kept healthy due  
6 to the woods natural heat sink, and the 2,215 kilograms per  
7 year of ozone removed from our environment.

8           We don't need to keep on building more apartment  
9 buildings to improve our area. We need to preserve what  
10 keeps the community at large safe. Without Guilford Woods,  
11 expect flooding the new, in the new apartments; expect  
12 hotter summers as impervious surfaces reflecting rising heat  
13 temperatures after 2021 was the sixth hottest year on  
14 record. By 2047, expect D.C.'s local temperature to be  
15 irreversibly scorched past the point of human redemption.

16           Apartment complexes can be built anywhere at any  
17 time, but decades of organic growth cannot be quickly  
18 remedied. By 2047, this region will be situated in a hotter  
19 temperate zone than what we build today will be able to  
20 physically handle.

21           What we need are trees, hundreds of thousands of  
22 trees. Being green protects the entire community, not just  
23 stakeholders' pockets. Please, I beg of you to think  
24 forward to the larger consequences at hand. Plants and  
25 trees in isolation cannot replace the power of collective

1 woodlands.

2           As representatives voted into power, you have the  
3 opportunity and privilege to protect your beloved County  
4 members that you say you deeply love. If Maryland State  
5 Senators Paul Pinski and James Rosapepe see the value in  
6 protecting Guilford Woods, so can you. Thank you.

7           CHAIRMAN HAWKINS: Thank you, Jordan. At this  
8 time, we will hear from Arthur Horne.

9           MR. HORNE: Good evening, Mr. Chairman, members of  
10 the Council, Madam Chair of the Planning Board, members of  
11 the Planning Board, for the record, Arthur Horne, Law  
12 Offices of Shipley and Horne, here representing the Patricia  
13 A. Bruce Children's Trust that owns 1.5 acres located on the  
14 east side of Adelphi Road in the southeast quadrant of the  
15 Purple Line Station. It's less than 100 yards from the  
16 Purple Line.

17           The property is located on Map 3 and it is  
18 recommended for a zoning change from RSF-65 to LTOC. The  
19 trust concurs with this recommendation. As a matter of  
20 fact, during the County-Wide Map Amendment, in looking at  
21 what the proposals were for this area, we did send in a  
22 letter requesting that the property be zoned LTOC.

23           Basically, you know, we just want to thank the  
24 Staff for its review of this entire area in the plan and  
25 just say that on behalf of the trust, we concur with these

1 recommendations and ask the Planning Board to agree with it  
2 and the District Council to adopt it. Thank you very much.

3 CHAIRMAN HAWKINS: Thank you, Arthur. At this  
4 time, we will hear from Elizabeth Pearsport (phonetic sp.)

5 MS. PEARSPOT: Hi. Good evening. I am opposed to  
6 the current draft of the Sector Plan. To be clear, I  
7 support development around transit areas when it is done  
8 properly. However, the Sector Plan in its current form is  
9 poorly conceived and entirely out of step with the sort of  
10 development we should be pursuing in this era of climate  
11 change. There are many shortcomings in the draft plan as  
12 others tonight have highlighted, but in the interest of  
13 time, I'll focus on just one issue, the deforestation of  
14 Guilford Woods that this plan authorizes despite  
15 overwhelming public opposition.

16 Guilford Woods may be small, yet as one of the few  
17 remaining forests in this rapidly developing area, it plays  
18 an outsized ecological role. Mature forests like Guilford  
19 Woods purify the air, sequester carbon, combat heat island  
20 effects, reduce stormwater runoff, control flooding and  
21 support wildlife and biodiversity. Planting new saplings  
22 elsewhere is not a replacement for losing the mature trees  
23 of an established forest.

24 We are in a climate crisis. We are in a  
25 biodiversity crisis. This is not the time to be cutting

1 down our mature woodlands, especially when there are already  
2 asphalted areas like UMD's Lot 1 that could be developed  
3 instead.

4           Beyond its vital ecological importance, Guilford  
5 Woods is also an important community resource. It is a  
6 place where children go to play, explore and learn about  
7 ecology and nature. Students and local residents go there  
8 to decompress. University professors and classes go there  
9 for research. Community events are held there. Study after  
10 study shows that spending time outdoors is important for our  
11 mental and physical well-being, and supposedly one of the  
12 silver linings of the pandemic was that it made us more  
13 aware of how important access to nature is, especially in  
14 the early days of the pandemic the media was full of stories  
15 about how millions of Americans were seeking refuge outdoors  
16 to escape from the stresses of the pandemic and the  
17 lockdown. In a press release last year, the National Park  
18 Service Deputy Director said the pandemic reminded us how  
19 important parks and public lands are to overall well-being,  
20 providing close-to-home opportunities for people to spend  
21 much needed time outdoors for their physical and  
22 psychological health.

23           In fact, the pandemic is where my son discovered  
24 Guilford Woods in 2020 when schools went virtual and kids  
25 were suddenly thrust into a new and bewildering world of

1 lockdowns and social distancing. Guilford Woods became his  
2 cherished refuge, his close-to-home opportunity to spend  
3 much-needed time outdoors. In failing to see what an asset,  
4 what an amenity Guildford Woods is for the area, in treating  
5 it just as real estate to be sold off and paved over, the  
6 Sector Plan, as written, is a missed opportunity that  
7 reflects old school, out-of-date thinking. With better  
8 planning, we can protect this valuable green space while  
9 still developing around the Purple Line. Our County  
10 deserves better than the current plan. Thank you.

11 CHAIRMAN HAWKINS: Thank you, Elizabeth. At this  
12 time, I'm going to turn it over to the Chair of the Planning  
13 Board to continue calling the guests or the participants who  
14 have signed up to speak this evening. Chair Hewlett.

15 CHAIR HEWLETT: Thank you, Mr. Chairman. Our next  
16 speaker on the sign-up list is Julie Bringman (phonetic  
17 sp.).

18 MS. BRINGMAN: Okay. Hello. Good evening. I'm  
19 Pastor Julie Bringman. I serve as the pastor at Hope  
20 Lutheran Church and Student Center on the corner of Guilford  
21 Drive and Cornell Avenue, just at the very pit of this  
22 Sector Plan; and I want to express appreciation to the  
23 Council, to the planning team, to people who worked on this  
24 plan, I want to express support of the plan as it's drafted.

25 Hope Lutheran Church has been on this plot of land

1 since 1955. We value being a part of the College Park and  
2 the University of Maryland community. In addition to  
3 hosting weekly Sunday worship, we have regular community  
4 movies and discussions. We host an afterschool program on  
5 Thursdays. We welcome a range of groups, Alcoholics  
6 Anonymous, homeschool play group, music rehearsals, new  
7 mom's groups, just to name a few of the groups that have  
8 been through our church in recent years.

9           Hope Lutheran Church sees the neighborhood  
10 changing and we're looking for ways to change with it. We  
11 love the idea of more people living walking distance from so  
12 many public transit options. Thank you to the Council, to  
13 the Planning Board, to all who worked on this draft of the  
14 plan, and thank you for the opportunity to speak tonight in  
15 support of the plan.

16           CHAIR HEWLETT: Thank you, Pastor Bringman. Our  
17 next speaker is Ross Salowich (phonetic sp.).

18           MR. SALOWICH: Hello, everybody. I'm going to  
19 begin by first thanking the Council and anybody who is an  
20 elected official of Prince George's County for the amazing  
21 job that was done in response to COVID-19. I got my vaccine  
22 at the Sports and Learning Complex, the community came  
23 together really, really well and, you know, you all are just  
24 spectacular in your response to that. So, sincere thank  
25 you. Now you can't say your job is thankless because you've

1 been thanked.

2           Okay. So, I am opposed to the plan because of a  
3 lot of what's been mentioned before, the role of urban  
4 forests in protecting our health and well-being, and I say  
5 this as a professor at the University of Maryland, it is  
6 what it is. A paper that's been cited a huge amount of  
7 times for defining what's called the Climate Penalty Factor,  
8 that is how surface ozone which is hazardous to breathe is  
9 produced photochemically in our atmosphere; how that gets  
10 worse as temperature rises. That paper was written in the  
11 kitchen of my home in Prince George's County by a graduate  
12 student at the time, Brian Bloomer, who needed to get away  
13 from all his kids, focus on a paper. So, I know about this.

14           Okay. So, ozone is produced photochemically in  
15 the atmosphere. It's called NOxion VOC's, nitrogen oxide  
16 volatile organic compounds. Trees remove nitrogen oxide  
17 from the atmosphere. So, my group studies the mechanisms  
18 that you've heard about.

19           The other thing I'm going to say very briefly, I'm  
20 going to just cut to the chase, is the stormwater management  
21 climate change. Our climate is changing. It's getting  
22 warmer. What happens is the hydrological cycle intensifies.  
23 That means we will be getting more rain here, and I know  
24 that's hard to believe with all the rain we've been getting  
25 in the last four or five years, and all the sump pumps that

1 have gone in. So, stormwater management is only going to  
2 get worse because, you know, despite all of what we try to  
3 do, greenhouse gases are rising, rising, rising;  
4 temperatures are going up. We'd like to slow it down. We'd  
5 like to reverse it, but until then, this stormwater  
6 management problem isn't going to go away; it's going to  
7 intensify; and I do work on that as well through our  
8 National Climate Assessment sponsored by the U.S.  
9 Government.

10           So, we would love to work with folks and our main  
11 message is preserve the urban forest. So, and I am in favor  
12 of the Purple Line and I'm in favor of all the amenities. I  
13 got my Starbucks cup here; you know, I mean I shop like most  
14 other people; but we have to do this in a smart, sensible,  
15 sustainable way. Thank you very much.

16           CHAIR HEWLETT: Okay. Thank you so very much for  
17 your comments. Now, Lily Fountain, it's your time. Thank  
18 you.

19           MS. FOUNTAIN: Hi, everybody. Thank you, Ms.  
20 Hewlett, and thank you to the Council members for letting us  
21 speak. My name is Lily Fountain. I'm representing the  
22 Sierra Club of -- are you not hearing me? Oh, okay. Can  
23 you hear me okay? Okay. Sorry. All right. Anyway, I'm  
24 representing the Sierra Club of Prince George's County which  
25 has over 5,000 supporters in Prince George's County; and we

1 are recommending a pause on this plan.

2           One of the reasons is because we really want to be  
3 able to look at this new climate action plan that we have in  
4 Prince George's County and to really make sure that we're  
5 aligning with recommendations of that climate action plan.  
6 And we really want to limit the development to the activity  
7 areas near transit. Everybody has been talking about  
8 preserving mature forest. That is -- you're shaking your  
9 head. Is that at me? I'm sorry. I'm distracted.

10           Okay. I think I'm going to go away from speaker  
11 view so I can see everybody so I'm not distracted by your  
12 head shaking.

13           CHAIR HEWLETT: I'm trying (indiscernible).

14           MS. FOUNTAIN: Oh, okay. Thank you. Anyway, so I  
15 think that it's really important that people understand, I  
16 hope this is something Sierra Club helps people understand  
17 how having multiple, little snippets of disconnected lawn  
18 with a few ornamental trees is dramatically different as  
19 many of our students and scientists have said from a mature  
20 forest, it's a functioning ecosystem that is connected to  
21 itself. It's not just trees. It's all the connected beings  
22 there that are also of concern.

23           People are surprised to learn that Sierra Club has  
24 policies and constantly testifies in favor of the Purple  
25 Line, in favor of infill development, and higher density

1 development, but we also support this preservation of  
2 remnant forests. This has been said for all the multiple  
3 reasons that have been mentioned. I'm not sure if I can  
4 even think of one that hasn't already been mentioned. I'm  
5 sure there are more.

6           There, we do have some concerns about the plan  
7 specifically. I'm going to take off my glasses here so I  
8 can read my handwriting here. So, there's been some  
9 discussion about some parts not included that should have  
10 been included such as the University of Maryland area --

11           CHAIR HEWLETT: (Indiscernible.) I'm sorry.

12           MS. FOUNTAIN: I'm sorry. Is that the end of my  
13 time?

14           CHAIR HEWLETT: No, please go ahead.

15           MS. FOUNTAIN: Oh, okay. Sorry. Okay. And, you  
16 know, feedback could have been incorporated a little bit  
17 better; posters on a board in a giant, empty room, albeit  
18 with helpful people standing nearby, was not as good as a  
19 health discussion amount people about what the issues are  
20 because some of this is very technical stuff and it's good  
21 public discussion.

22           I'm very concerned about the up-zoning that's  
23 occurring. Without looking at the easement there, has been  
24 mentioned; and so, what do we want? So, we want to reassess  
25 the plan so that it's with, aligned with the Climate Action

1 Plan. We want an extension of the timeline so we can have  
2 more engaged, more engagement with the whole community; and,  
3 specifically, try to guard Guilford Woods and the headwaters  
4 of the Guilford Run because of all the reasons --

5 CHAIR HEWLETT: I gave you, I gave you a few extra  
6 seconds because I distracted you earlier.

7 MS. FOUNTAIN: No problem. Thank you very much.

8 CHAIR HEWLETT: But you can, you can send in  
9 additional comments via writing.

10 MS. FOUNTAIN: Thank you.

11 CHAIR HEWLETT: And we appreciate you. Okay.  
12 Okay. Melissa Triska (phonetic sp.).

13 MS. TRISKA: Yeah. I'm sorry, just --

14 CHAIR HEWLETT: Did I pronounce it correctly?

15 MS. TRISKA: Sorry (indiscernible) Yeah, Triska,  
16 right on. So, thanks, you know, I just want to thank all  
17 the, the Council and the Planning Commission for, for  
18 holding this hearing. I'm just going to, well, I'm going to  
19 turn off my camera. I think it's more distracting. It  
20 looks a little strange. I dropped my phone. Got to get it  
21 fixed.

22 But I, you know, my main concern about the plan  
23 as, as others have also expressed is that, is that it  
24 proposes to remove Guilford Woods. Again, this is, this is  
25 an area with very limited woods. Other folks have talked

1 all about the technical, the technical aspects, and I  
2 appreciate that, and, and agree with those comments.

3           You know, but I oppose the planned development in  
4 Guilford Woods because it, you know, it's counter to  
5 significant public advocacy against developing the woods  
6 which, as we know, led UMD to table its plans to build  
7 housing there; and then, again, more recent campaign to ask  
8 the Sector Plan not to develop it.

9           Developing Guilford Woods is, is counter to the  
10 County's Climate Action Plan which has a goal for  
11 leadership, raising a mature forest is not a way to show  
12 climate leadership. The Climate Action Plan calls for a no  
13 net loss tree canopy and actually calls for an increase.

14           Now developing the woods and planting a comparable  
15 area somewhere else does not replace its environmental  
16 pollution filtration, and habitat, and climate benefits. As  
17 I'm sure you're aware, those stem from mature trees, deep  
18 roots, the rich soil that's developed over years as leaves  
19 fill the soil with organic matter, and the trees large size.

20           We don't have time to cut trees and, and, and  
21 recreate the forest, and then recreate the soil the way that  
22 our climate, our environment -- and, of course, it's, it's  
23 very important for, you know, for keeping our watershed  
24 healthy. Now I live in Hyattsville and I'm in District 2, I  
25 think I should have given you my address, but I use the

1 Northwest, the Northwest Branch a lot, the Anacostia system,  
2 and, and we know that the Anacostia is, you know, it's in  
3 trouble health-wise. It's failing on many scores health-  
4 wise and it's really imperative to keep our watershed  
5 healthy and intact, including that forest.

6           Other concerns that this, the, I understand that  
7 Hyattsville City Council also be talking about, the plan  
8 lacks the policy of strategy to ensure long-term  
9 affordability which is a critical need in our County and the  
10 plan area particularly, you know, given students, and I'm  
11 giving the Adelphia area as (indiscernible) area. The plan  
12 must be revised to fill those gaps.

13           The plan also proposes to remove a sidewalk on  
14 Sanford Street to create a bike lane. Now I am all into  
15 bike lanes, you know, and multi-use lanes as an avid runner  
16 and biker; but a new bike lane should be added so this  
17 sidewalk is critical for public safety. There are, you  
18 know, seniors in that area; other, you know, kids really,  
19 really need their own space and there is room for a separate  
20 bike lane.

21           And so, thank you for, for hearing my comments and  
22 for your work on the plan; and, again, I would say that  
23 without these changes, I, I would not approve the plan and I  
24 ask you not to approve the plan without these changes.

25           CHAIR HEWLETT: Thank you, Ms. Triska. David

1 Prince.

2 MR. PRINCE: Okay. Hold on. I thought I was  
3 going to get some warning, but anyway, so I'm Mr. Prince,  
4 you mean are you, Steven Prince.

5 CHAIR HEWLETT: Yes. Yes.

6 MR. PRINCE: Okay. Very good. So, what I want to  
7 talk about is a little bit different from everybody else has  
8 been addressing, although I, I agree utterly and entirely  
9 with all the concern about Guilford Woods.

10 I've been a resident of Prince George's County for  
11 about 36 years now, first in Bowie, and now much more  
12 locally; and let me just put on record, Ross Salowich  
13 mentions the way that P. G. County has been a benefit to us  
14 through the COVID business. I would like say how my family  
15 has benefitted from the education system.

16 One of my sons, who is a, who is a University  
17 professor, says he could not have had a better education  
18 than he got in Prince George's County. So, thank you, and  
19 it's been a pleasure to live in the County.

20 Now I've studied and worked in four major  
21 universities in both U.K. and in USA, and over that period  
22 of time, I've become aware of how important it is to have  
23 university public communities which work together and are  
24 together. If you wonder what I mean, then some of you who  
25 know Charles Village around Johns Hopkins. Okay. It's a

1 mixture of some eclectic shops of grocery, of faculty who  
2 lives there and lots and lots of students. So, that's what  
3 I have in mind for our area. It could be, if we do it  
4 right, a way to make the best of one of these sorts of  
5 communities.

6           There are three unique features of this particular  
7 area. Now by unique, I do mean unique. Nowhere else, as  
8 far as I know, in the world is like, first of all, the  
9 Purple Line, all right? Well, you know, other places have  
10 transit or that this is a great one because it connects a  
11 lot of Metro, it connects to the whole of the Metro area.

12           The second one is the presence of the University,  
13 50,000 people just down the road; no, of course, not all of  
14 them live there but, nevertheless, 50,000 roughly people  
15 work. And then there's Guilford Woods, which several people  
16 have mentioned which is a totally natural forest.

17           Now, unfortunately, the provisional Sector Plan  
18 makes no, takes no advantage of these features. It's the  
19 plain, vanilla, off-the-shelf, I would say almost soulless  
20 proposition. If you want to see what it's going to look  
21 like, then try Riverdale Station. That will give you some  
22 rough idea of what the inside area is going to turn into.

23           Now to turn this plan around, what do we need to  
24 do? Well, we need this pause which other people have  
25 mentioned; but what do you do with a pause? Okay. We talk,

1 we talk, we talk. I think there has to be an open  
2 discussion which is two-way between the planners and the  
3 public, and legislators so that we say things and we  
4 actually hear later what happened. So, that's my primary  
5 suggestion. Thank you.

6 CHAIR HEWLETT: Thank you, Mr. Prince, appreciate  
7 it. Our, our next speaker is Victor Yakovanko (phonetic  
8 sp.).

9 MR. YAKOVANKO: Can you hear me?

10 CHAIR HEWLETT: Yes, we can.

11 MR. YAKOVANKO: Can you hear me?

12 CHAIR HEWLETT: Yes.

13 MR. YAKOVANKO: Okay. Great. Thanks. So, I'm  
14 Victor Yakovanko. So, I am professor of physics at the  
15 University of Maryland and a resident of College Park. I  
16 live on Guilford Road. So, my main reason I'm here is I am,  
17 I'm also member of Save Guilford Woods Coalition. So, I'm  
18 here basically to impose my voice to protect Guilford Woods  
19 which basically in the current portion of the plan, it's  
20 slated essentially for, you know, most of it to be  
21 destroyed, as before stated and only keep a very small  
22 sliver, (indiscernible) sliver of this.

23 So, I think it's very essential to preserve these  
24 woods. It should be a gem. It should be, you know, really  
25 a centerpiece of this plan. It would have great value to

1 this development, but it's not in the current plan.

2           So, I'm all in favor of high-density development,  
3 walkable, bikeable. I, I, I commute to the, to the campus  
4 by bicycle and on my way, not by car, and on my way to the  
5 campus I pass through small piece, small portion of, of  
6 forest south of, in College Park; and that small piece of  
7 woods makes a great difference. I mean it usually refreshes  
8 my day. When I cross into the campus under the Route 1,  
9 it's a huge, I mean it's like stepping into the oven. So,  
10 in summer, the campus, UMD campus is like oven; whereas  
11 temperature in the woods is tens of degrees lower; and,  
12 essentially, what this plan does, it plans to expand this  
13 oven, this UMD campus oven to even more by destroying the  
14 existing 15 acres of woods. It totally contradicts to the  
15 stated goals, for example, there was some items, line 4 and  
16 5 in the, in the presented plan, like save to canopy, there  
17 is climate change, and it's totally, totally does not by  
18 destroying existing woods.

19           Replacing them by some, you know, parks with grass  
20 lawns or, you know, planting trees somewhere else, it does  
21 not substitute for distraction of mature forests. So, I  
22 think that's pretty much my main point. So, for that  
23 reason, I oppose the current plan in the current form; and I  
24 also ask for oppose, and redevelopment, redesign of this  
25 plan with the input of the community; strongly oppose

1 University of Maryland West Gateway development and, you  
2 know, get some clues, whatever it means, and I'm opposing  
3 the current version of the plan because of Guilford Woods  
4 destruction. Thank you.

5 CHAIR HEWLETT: Thank you, Mr. Yakovanko. I would  
6 remind everyone, other speakers, if you're, if you're done  
7 speaking or we haven't called upon you yet, you can please  
8 feel free to turn your cameras off. And our next speaker is  
9 John Robinson. John Robinson?

10 Okay. I don't, Madam Clerk, I don't see John  
11 Robinson. If you see him, we'll go on to David Hickam and,  
12 at this point. David Hickam, are you on?

13 MR. HICKAM: Yes. Hello and I would like to echo  
14 the thanks that others have made to the Council for  
15 providing this great opportunity to provide community input  
16 to the planning process.

17 I'd like to focus on a couple of specific features  
18 of the draft Adelphi Road plan in that it's two different  
19 maps, a Map 19 and Map 29. Map 19 is on page 63 of the plan  
20 and Map 29 is on page 115 of the plan. Both of these maps  
21 were shown in the slide presentation that was made earlier  
22 in the meeting.

23 So, the first one is Map 19 that is called the  
24 Master Transportation Plan. It shows a network of new roads  
25 that are in blue; and the major concern that was brought up

1 by Council Member Stuart Adams of College Park when he made  
2 his comments earlier in this meeting is that the new road  
3 known as UC-201, also known as the continuation of  
4 Presidential Drive, it goes north-south, but it essentially  
5 goes way south, almost an edge of the Sector Plan area and  
6 then it turns and heads east out to the existing street.  
7 This is meant to be a new major urban street with low-rise  
8 buildings on both sides and the concern is, is that it would  
9 really, it would destroy a good part of the current Guilford  
10 Woods which many of the public commenters have spoken about.

11           The other one is a new road called UC-200. It's  
12 parallel to UC-201. It goes north-south and, again, feeds  
13 down into the Guilford Woods area. So, I think a simple and  
14 important change to the, to the plan would be to eliminate  
15 these roads. It's, it's, it's really, I think, not within  
16 the sort of general goals to have those roads as they are  
17 proposed to be configured.

18           And then on Map 29, this is the map that shows the  
19 recommended parks and public open spaces. I would like to  
20 address your attention to Conservation Area C which is a  
21 thin strip of retained forest area that goes, that extends  
22 east to west along the southernmost portion of the sector  
23 area.

24           CHAIR HEWLETT: Mr. Hickam, Mr. Hickam, you, your  
25 time is up. We gave you two extra seconds, but you do have

1 until the close of business on February 2nd to get your  
2 comments in electronically. So, we appreciate that, okay?

3 MR. HICKAM: Okay. I was simply going to make the  
4 point that Conservation Area C ought to be expanded.

5 CHAIR HEWLETT: Okay. Thank you.

6 MR. HICKAM: Thank you.

7 CHAIR HEWLETT: Okay. Alexandra Bailey.

8 MS. BAILEY: Hi, yes. My name is Alexa Bailey.  
9 I'm a 20-year resident of Prince George's County and  
10 residing in College Park. For two decades, I've been on the  
11 faculty at the University of Maryland and I've made the  
12 College Park area my home by choice, choosing to raise my  
13 family here, supporting local businesses, appreciating the  
14 public transit and enjoying the green space this region has  
15 to offer. I have very deep roots here and this region is  
16 one that I care deeply about.

17 To be blunt, I've been extremely disappointed by  
18 both the process and the proposals generated for the ARSP.  
19 The plan, as currently conceived, proposes widespread  
20 deforestation of urban forests, including destroying  
21 Guilford Woods, and much of the headwaters of the small  
22 stream. As such, the draft ARSP reflects a grossly outdated  
23 approach to planning. The higher density housing desired  
24 and appropriate to a region around transit can be achieved,  
25 but without destroying some of the most important assets of

1 this region, its urban forest.

2           The threat to Guilford Woods brought together  
3 numerous students, faculty, staff and UMD alums, and scores  
4 of community residents. There has been overwhelming support  
5 for preservation of Guilford Woods in the community. More  
6 than 2,500 local residents and UMD community members support  
7 preservation. Nearly 500 UMD faculty and staff support  
8 preservation. Many hundreds of students support  
9 preservation of Guilford Woods. This is not a controversial  
10 issue in the community. Nearly everyone except for a few  
11 people in power, or who stand to gain financially from the  
12 plan, want to see Guilford Woods preserved and want to see  
13 housing redirected to already developed regions of the area  
14 around this new Purple Line stop.

15           Relevant communities have spoken loudly. They  
16 want a pause to the ARSP so it can be reconceived to develop  
17 this area in a way that will make Prince George's County  
18 proud. Allow that Guildford Woods is one of the things that  
19 makes this region really special. It shouldn't be destroyed  
20 for more of the same, more roads and more mixed use.

21           Speaking from personal experience, I've spent time  
22 in these woods for recreation. I've visited the woods with  
23 friends and family. Students in my lab have gone there to  
24 do research in the woods because it is one of the rare,  
25 natural areas accessible from the heart of campus. This

1 region should not be destroyed; it should be featured.

2 I will add that I participated in a number of the  
3 ARSP public sessions to date and these have not only been  
4 incredibly frustrated, I would say that they've been  
5 downright insulting to the public. Closed chats, primarily  
6 benign questions forwarded, manipulated voting where there  
7 are no options to vote on that would preserve significant  
8 amounts of remaining natural areas. I was extremely  
9 disappointed.

10 I and so many on this call in the region, and in  
11 the region, want to see transit accessible housing and urban  
12 forest preservation. This is achievable and I urge the  
13 Council to pause the Adelphi Road Sector Plan so it can be  
14 reconceived to bring it in line with the 21st century urban  
15 planning practices. Thank you for your time.

16 CHAIR HEWLETT: Thank you, Ms. Bailey. Appreciate  
17 it. Leo Shapiro.

18 MR. SHAPIRO: Hi. I'm Leo Shapiro. I'm a long-  
19 time resident of College Park and I do want to echo a lot of  
20 the points that I have heard. As many people have noted,  
21 the impending Purple Line provides wonderful opportunities  
22 for high-quality, sustainable development; and the Adelphi  
23 Road Sector Plan is very important for ensuring positive  
24 development in this area as Councilman Glaros and others  
25 have repeatedly emphasized. I'm in total agreement about

1 that.

2           Unfortunately, the current draft of this plan has  
3 very serious shortcomings that make it thoroughly inadequate  
4 in its current form. As others have noted, the pro forma  
5 process for supposed public and expert input was nothing  
6 less than insulting, really shameful to the many  
7 stakeholders who made the effort to take part; and, in fact,  
8 I believe even Councilman Glaros has publicly acknowledged  
9 her dissatisfaction with this process which is a concern.

10           So, the process that led to this plan is very  
11 troubling and falls far short of the basic standard we  
12 expect from our County-elected officials and Planning Staff;  
13 and, in fact, the process seems to have been shaped more by  
14 politics and by an attempt to facilitate a specific proposed  
15 development than by a sincere pursuit of sound public policy  
16 guided by community and expert input as one would hope for;  
17 and I hope this is not the sort of legacy that any of you  
18 would want to leave when you leave office.

19           In terms of substance, the plan has a number of  
20 serious problems that highlight its failure to meet the  
21 requirements of modern urban planning. The most striking  
22 and surprising aspect of the current draft is its remarkable  
23 failure to designate most of this rare open space included  
24 within its scope, including Guilford Woods, as preserved  
25 open space. This is not rocket science. It does ignore

1 also the opportunity to develop this adjacent, sprawling  
2 surface parking lot as others have noted. This is  
3 completely backwards. Modern approaches to planning  
4 recognize that there's more to sustainable development than  
5 simply maximizing density and proximity to public transit.  
6 As important as these considerations are, our County can't  
7 continue to operate with what was or at least may have been  
8 a state-of-the-art approach to planning in the 1980s.

9           It's now 2022. We expect more from our planners.  
10 It's well-established now that preserving our scare urban  
11 open spaces and not just street trees is critical and had  
12 diverse and important benefits, and the Preliminary Plan  
13 fails very badly on this front. So, I hope you'll agree  
14 that developing and improving, approving a good plan based  
15 on modern principles and sustainable development with  
16 whatever time and hard work that may require is far  
17 preferable to simply rubberstamping a grossly inadequate  
18 plan in a hurry. So, I urge you to put this plan on hold to  
19 allow the time to get this right. The people of Prince  
20 George's County, present and future, they deserve nothing  
21 less from our leaders. Thank you so much.

22           CHAIR HEWLETT: Thank you very much. Appreciate  
23 it, Mr. Shapiro. Stephanie McLaughlin.

24           MS. MCLAUGHLIN: Hi --

25           CHAIR HEWLETT: Well, hello.

1 MS. MCLAUGHLIN: -- everyone. My name is  
2 Stephanie McLaughlin. I live in College Park. I've  
3 actually been here for 20 years now. And at this point, I  
4 would urge the County Planning Board to please pause and  
5 reconsider the extent of this Sector Plan. I actually find  
6 it hard to understand why Guilford Woods is still within the  
7 boundaries of this plan where the woods would be destructed,  
8 or destructed, developed upon, especially after extensive  
9 support in the surrounding communities to save this 15-acre  
10 remnant forest development, or this forest.

11 The woods include the headwaters of a stream,  
12 Guilford Run, and it's part of the Anacostia Watershed.  
13 It's also home to various wildlife species such as foxes and  
14 affiliated woodpeckers. I know this because I frequently  
15 walk through Guilford Woods and I hope to be able to  
16 continue doing this in the future.

17 Additionally, last October, the University of  
18 Maryland president, Darryl Pines, announced the University  
19 would pause its current planning on the development of this  
20 natural area, also known as the Western Gateway. This came  
21 after months, many months of tireless efforts by the  
22 University of Maryland students, faculty members, staff,  
23 local residents and others to save Guilford Woods, this  
24 area.

25 And like UMD, I, I do urge the County Planning

1 Board to please pause the Sector Plan and take time to  
2 rezone Guilford Woods as preserved open space. It's one of  
3 the, it is truly one of the few remaining green havens in  
4 the Adelphi, University Park and College Park area. Thank  
5 you.

6 CHAIR HEWLETT: Okay. Thank you so very much.  
7 Appreciate it, Ms. McLaughlin. Nina Jeffries.

8 MS. JEFFRIES: Hi. Thank you, members of the  
9 Council and Chair Hawkins, for the opportunity to speak. I  
10 am a senior at the University, University of Maryland,  
11 College Park, and a 2-year resident of Prince George's  
12 County; and for the last two years, I've also managed a  
13 small urban farm in Temple Hills. At the University of  
14 Maryland, I'm the Director of Sustainability for the Student  
15 Government Association; the Coalition Coordinator for the  
16 MaryPIRG Student Climate Action Coalition; and Secretary of  
17 Minorities in Agricultural, Natural Resources and Related  
18 Sciences.

19 These roles allow me to engage in the intersection  
20 of environmental policies with politics, economics, and  
21 social inequities. As a student leader and activist, I have  
22 come to oppose this plan for several reasons.

23 Before I get to these reasons, I want to first  
24 preface with a few things. As an environmental economics  
25 student, I am not against the Purple Line. I am not against

1 transit-oriented development or walkable communities, and I  
2 understand the value of concentrating housing and businesses  
3 around transit areas. Nonetheless, I am opposed to the plan  
4 for the following reasons.

5           The development of this plan was not equipped.  
6 The plan did not address an outpouring of community desire  
7 to protect Guilford Woods. Hundreds of comments have been  
8 made to this Council, the Planning Board, the College Park  
9 City Council, Hyattsville City Council and the University of  
10 Maryland. In fact, Dr. Pines, President of the University  
11 of Maryland, shared personally that he has received  
12 thousands of letters, emails and phone calls about Guilford  
13 Woods, yet this plan does not mention Guilford Woods, nor  
14 even acknowledge it as an existing green space.

15           Second, the County does not have adequate housing  
16 protections to ensure that the high-quality housing will not  
17 continue to drive up rent prices and continue to drive out  
18 long-standing residents of College Park and the surrounding  
19 communities. As my peers have mentioned, this plan is tone-  
20 deaf to the rapid gentrification and increasing lack of  
21 housing affordability in the area.

22           Third, the plan's boundaries were not adequately  
23 debated and discussed. These boundaries were basically  
24 handed to the Planning Board in a deliberate attempt to  
25 control what is built and how. Additionally, the University

1 of Maryland golf course and Lot 1 were not included in the  
2 plan, despite with them being half a mile of this Purple  
3 Line Station, and despite being explored by the University  
4 of Maryland as a site for its own future development.

5           Lastly, there are ethical concerns with the plan  
6 as it stands. Torti Gallas, an architecture firm, worked on  
7 both the Purple Line ARSP, and the Western Gateway project.  
8 In fact, both of these plans take the same stance to remove  
9 Guilford Woods and a couple of figures are even shared  
10 between these two plans. In my written comment, I provided  
11 links to show that they were involved in a Purple Line  
12 consulting team and that they presented to the College Park  
13 City Council on Western Gateway project.

14           In conclusion, I discovered the ARSP through my  
15 advocacy to protect Guilford Woods and support human health  
16 and wellness. I walk through Guilford Woods on campus.  
17 It's a place of solace. If Guilford Woods remains forested,  
18 it can be an excellent addition to the communities living in  
19 these apartments, townhomes and storefronts that will be  
20 built around the Purple Line. When my peers and I attended  
21 the Adelphi Road Sector Plan in-person open house, an  
22 information session, I was told that the County Council was  
23 a place to air these concerns. I hope that my comments will  
24 be addressed. I urge you all to pause the ARSP until these  
25 concerns are considered. I hope you all are listening.

1 Thank you for your time and consideration.

2 CHAIR HEWLETT: Thank you, Ms. Jeffries. We  
3 appreciate it. Alexander Wolf. Alexander Wolf? Okay. We  
4 will come back to that name.

5 MS. WOLF: Wait.

6 CHAIR HEWLETT: Okay. Got it. Alexander Wolf?  
7 So, you appear to be having some technical difficulties?

8 MS. WOLF: Yes. I, can you hear me?

9 CHAIR HEWLETT: You have more than one device on?

10 MS. WOLF: Okay. My name is Alexander Wolf. I'm  
11 a 5th grader from University Park, Maryland. I'm against  
12 the Adelphi Road Sector Plan because I think Guilford Woods  
13 should be saved. Guilford Woods is a home to a wide range  
14 of wildlife, all of which completely depends on the woods.  
15 Also, Guilford Woods is a very important place to me. In  
16 the early days of COVID, it became a place where me and my  
17 friends could forget about the pandemic and enjoy nature.  
18 Plus, Guilford Woods is a very educational place for kids  
19 like me.

20 I, for one, learned a lot about snakes there.  
21 Guilford Woods makes it seem small, but is important. The  
22 Adelphia Road Sector Plan would be completely, would be  
23 completely sustainable if only already developed land were  
24 being redeveloped. Thank you.

25 CHAIR HEWLETT: Thank you very much, Alexander

1 Wolf. And you know what, it's wonderful to see fifth  
2 graders turn out like that. So, we appreciate it. Rachel  
3 Golden-Kroner.

4 MS. GOLDEN-KRONER: Good evening. Can you hear  
5 me?

6 CHAIR HEWLETT: Yes, we can.

7 MS. GOLDEN-TONER: Thank you. Good evening,  
8 Council members. My name is Dr. Rachel Golden-Kroner. I'm  
9 a homeowner in the Chatham Road neighborhood, which is near  
10 the intersection of University Boulevard and Adelphi Road.  
11 I'm also an alum of University of Maryland with a master's  
12 of science in sustainable development and conservation  
13 biology; and I have a Ph.D. in environmental science and  
14 policy.

15 I'm speaking today to oppose the proposed Adelphi  
16 Road Sector Plan due to issues that have been mentioned  
17 previously this evening, issues with the process and its  
18 content that have made the current plan unacceptable.

19 First, briefly, on the process. One of the  
20 principles of good governance is participation.  
21 Stakeholders must not only be heard, but also truly listened  
22 to with diverse perspectives incorporated. There's been  
23 widespread community opposition to this plan that has not  
24 been addressed by the current plan and that is not  
25 acceptable.

1           And, second, I, I, along with a large coalition of  
2 community members, oppose the content of the plan. I'm not  
3 opposed to development per se; of course, I'm very excited  
4 about the Purple Line coming in; but the current plan  
5 constitutes unsustainable development because it will cause,  
6 as many have mentioned, the deforestation of most of  
7 Guilford Woods. This is a very important remnant, mature  
8 forest that provides many benefits for our local residents  
9 and our global community at a time when the Biden  
10 Administration has backed a science-based pledge to conserve  
11 30 percent of our nation's lands and waters by 2030; the  
12 inter-governmental panel on climate change continues to  
13 sound the alarm on the climate crisis. This plan really  
14 flies in the face of sound science and puts our community at  
15 risk.

16           Guilford Woods provides precious ecosystem  
17 services, carbon storage, stormwater management, local  
18 cooling, just to name a few, and preserve irreplaceable  
19 biodiversity. And planting a few trees and sapplings here  
20 and there to quote, unquote, "Offset this mature forest,"  
21 would be completely inadequate and cannot replace its value.

22           In addition, the overall boundaries of the Sector  
23 Plan are illogical because they leave out key adjacent areas  
24 like Lot 1 and the golf course, and really miss a key  
25 opportunity for holistic development. So, I would recommend

1 that the County Council enact a pause on this planning  
2 process and that will provide the opportunity to update the  
3 plan adequately so that it is acceptable to all  
4 stakeholders, reflects diverse perspectives and creates  
5 something that we can all really be proud of. That includes  
6 setting the right boundaries in zoning; ensuring adequate,  
7 affordable housing, including for graduate students; and  
8 permanently preserving Guilford Woods. Other alternatives  
9 are possible here. Thanks very much.

10 CHAIR HEWLETT: Thank you, Dr. Kroner, we  
11 appreciate it. John Tabori, is that Mayor Tabori, are you  
12 on? John Tabori?

13 MR. TABORI: Yeah, I'm trying to get on here. Can  
14 you hear me?

15 CHAIR HEWLETT: Okay. Yes, we can.

16 MR. TABORI: All right. Many of you, first, let  
17 me thank all of you for listening to us and, and I  
18 appreciate that very much. I think all of you know that I'm  
19 a strong proponent of TODs, transit-oriented districts.  
20 Unfortunately, I do not regard this is a very successful TOD  
21 design.

22 It has a number of flaws in it and many of those  
23 flaws have been pointed out this evening by the many  
24 speakers. In light of those unsettled and problematic  
25 issues with the proposed Adelphi Road Sector Plan, which

1 have been pointed out, and have been, I believe, also many  
2 written comments with respect to them, I would request that  
3 the Planning Board and the County Council remand the Sector  
4 Plan to the Maryland National Capital Park and Planning  
5 Commission and their Planning Staff with instructions to  
6 hold additional hearings, gather additional information, and  
7 that the County Council and Planning Board hold at least one  
8 additional joint hearing thereafter to hear and discuss an  
9 expanded, modified and more complete plan. I believe the  
10 additional listing forms hearings and our reformulation of  
11 the plan can be accomplished by the end of July of this year  
12 given the Planning Board and Council ample time to finalize  
13 it and pass it before the end of September.

14 I plan to add my own comments with respect to the  
15 lack of TOD design here and the problems that are associated  
16 with it, and more detailed comments by February 2nd. I  
17 would point out, though, that one of the real holes in this  
18 plan is the fact that the street which they say should be  
19 complete between Adelphi Road and the turn to the north of  
20 the, of the plan, of the Purple Line is not a complete  
21 street because one side is completely outside of the Sector  
22 Plan. That is not a complete street.

23 There were many of us that fought very hard to get  
24 complete streets as part of the armature of planning here in  
25 Prince George's County; and so, I am marginally offended by

1 the notion that that is a complete street. It is not and it  
2 cannot be until you start to include Lot 1.

3 CHAIR HEWLETT: Thank you, Mayor Tabori.

4 MR. TABORI: Thank you.

5 CHAIR HEWLETT: And we look forward to your  
6 comments before February 2nd.

7 MR. TABORI: Thank you.

8 CHAIR HEWLETT: Thank you. Steven Hurt. Steven  
9 Hurt?

10 (No affirmative response.)

11 CHAIR HEWLETT: We'll move on to Helen Kaiser.  
12 Helen Kaiser? I see -- well, is it Helen or Helena? I see  
13 Helena on the screen, but I don't --

14 MS. KAISER: I'm coming right here. I'm sorry.

15 CHAIR HEWLETT: No worries.

16 MS. KAISER: There are some other meetings going  
17 on this evening that are related to the Sector Plan, as you  
18 may all be aware. Can you hear me?

19 CHAIR HEWLETT: We can hear you.

20 MS. KAISER: All right. Very good. Thank you  
21 very much for having this, as I, as my colleagues have  
22 already indicated, we really are very grateful to the  
23 Council and the Planning Board for having this kind of an  
24 open hearing and really soliciting community input.

25 So, my name is Helena Benish (phonetic sp.)

1 Kaiser, and I reside with my husband in College Heights  
2 Estates with a Hyattsville address. I have moved, I am  
3 inviting, or sorry, I already thanked you.

4           So, indeed, as Council members Glaros and Taveras  
5 should know very well, so many of the residents of the three  
6 communities, College Park, University Park, and Hyattsville  
7 that surround the University of Maryland campus, and  
8 eventually will surround the Purple Line Station, so many of  
9 those residents both work and recreate in this area that is  
10 destined to be reconstructed according to the Sector Plan.

11           I am a retired scientist, a molecular biologist  
12 and geneticist, therefore, not an environment scientist as  
13 so many have spoken, who have spoken this evening; but I am  
14 also speaking in very strong opposition to the Adelphi Road  
15 Sector Plan in its current form. I am not against a plan  
16 that is recognizing sustainability, environment concerns,  
17 housing concerns and the type of housing that we need so  
18 desperately, affordable housing in this area. So, I am  
19 imploring the Council to listen to the great majority of  
20 voices that you have heard this evening expressing their  
21 concerns about the detrimental aspects of this Sector Plan  
22 in its current form.

23           Like so many who have spoken, I request that the  
24 Council institute a pause of one year in order to allow for  
25 major revisions to this plan. My husband and I have lived

1 in our house on Wells Parkway for only 3 1/2 years and came  
2 to our neighborhood from out of state. While as retired  
3 university professors we specifically chose to live near the  
4 University of Maryland campus, we very rapidly came to  
5 appreciate the beauties of the three communities of  
6 Hyattsville, University Park and College Park, which  
7 surround this great university.

8 Guildford Woods, sitting just in the middle of  
9 this region occupied by these cities and the University  
10 campus, is a particularly important feature of my daily  
11 activities; and I should say I am not unique in this. There  
12 are so many hundreds and thousands of us who appreciate what  
13 I'm going to tell you about.

14 Every morning I walk through what we call the loop  
15 in College Heights Estates and pass by the woods just south  
16 of the area shown as the Sector Plan boundary. I often add  
17 another 15 to 30 minutes to my walk to enter the woods with  
18 my dog and breathe the fresh air and enjoy the greenery and  
19 beautiful stream.

20 CHAIR HEWLETT: Helena Kaiser, unfortunately, your  
21 time is up, but we thank you for your comments and we invite  
22 you to participate by submitting something in writing by  
23 February the 2nd.

24 MS. KAISER: All right. Thank you very much.

25 CHAIR HEWLETT: Thank you. Thank you very much.

1 Next speaker is Mary King. Mary King?

2 (No affirmative response.)

3 CHAIR HEWLETT: We will move on. Riya Sharma or  
4 Riya Sharma?

5 MS. SHARMA: Hi. My name is Riya Sharma and I'm a  
6 third year student at the University of Maryland. I'm  
7 studying mechanical engineering and anthropology, and I'm  
8 also the co-president of an environmental justice  
9 organization called 17 for Peace and Justice.

10 As a community member, student and friend of  
11 Guilford Woods, I'm incredibly disappointed with this plan.  
12 Last fall, I worked with many of my peers who are here today  
13 to protest the deforestation of Guilford Woods. We worked  
14 tirelessly throughout this semester to play our part and  
15 save Guilford Woods just for it to potentially go to waste.  
16 Whether our efforts are sustained or not depends on you all.

17 Page 26 of the plan says, "Do you increase  
18 development if it comes at the cost of losing trees."  
19 Obviously, this is not being taken into account at all and  
20 it seems to be an empty promise. When I, along with fellow  
21 peers and community members attended the open house and  
22 information sessions, we voiced our concerns over and over.  
23 We're aware that Lot 1, which is already developed land, has  
24 been sitting empty for quite some time. Rather than zoning  
25 15 acres of forested area for development, one could easily

1 redevelop Lot 1. Why deforest the trees, destroy the plant  
2 and animal life that is already there, and completely ruin a  
3 part of the Anacostia Watershed when Lot 1 is right there?  
4 It only makes sense to redevelop that land and make  
5 sustainable, environmentally conscious decisions.

6           We asked the Planning Board why Guilford Woods was  
7 zoned to be developed while Lot 1 was completely left out of  
8 the plan? After all, it's development would be sustainable  
9 and its location is advantageous. We were told that the  
10 Planning Board could do nothing about the zoning and that it  
11 was ultimately up to the University of Maryland to set Lot 1  
12 aside for development. This represents a massive failure to  
13 use your power for good. Diverting blame to the University  
14 does not solve anything.

15           If the Adelphi Road Sector Plan already zones an  
16 area for housing and commercial use, it makes it even more  
17 difficult to encourage the University of Maryland to  
18 responsibly use their land. Rather than pointing fingers,  
19 the Planning Board could set an example with everything in  
20 their power to protect Guilford Woods.

21           We cannot depend on others to do good in order to  
22 do good ourselves. My peers have mentioned the loss of an  
23 ecosystem. They addressed gentrification. They -- sorry?

24           CHAIR HEWLETT: Ms. Sharma, there's someone, okay,  
25 someone was calling in and their mike was on at the same

1 time. We couldn't hear you, but you can continue now, I'm  
2 sorry.

3 MS. SHARMA: Okay. My peers have mentioned the  
4 loss of an ecosystem, they addressed gentrification and they  
5 talked about the black and brown communities that live near  
6 the heavily polluted Anacostia River. All of us have been  
7 repeating the same thing and the same goal. We are  
8 encouraging you not to zone Guilford Woods for future  
9 development, to protect it and preserve it as a reserved  
10 open space or park, turn to Lot 1 or the golf course as an  
11 alternative, and set a better example for the University of  
12 Maryland. Thank you so much.

13 CHAIR HEWLETT: Thank you, Ms. Sharma. Appreciate  
14 it. Meg Oates. Meg Oates? There you go.

15 MS. OATES: Hi, there. Thank you all for your  
16 time. I know I'm the last person on the list. I'm here to  
17 express my concerns about the Adelphi Road Sector Plan as  
18 it's currently written. I'm a College Park resident.  
19 Probably more importantly, I am in the Guilford, Guilford  
20 Run watershed, and very concerned that Guilford Woods is not  
21 preserved in this plan.

22 I, my, you've heard a lot from people today about  
23 how much they enjoy the green space, about climate change,  
24 about all the different values that Guilford Woods provides.  
25 I wanted to share a little bit about why Guilford Woods is

1 so important to me, and that's because it provides  
2 stormwater protection for my home.

3           In 2020, I watched my street flood, and I know  
4 many of my neighbors did, too. I watched cars get stuck in  
5 the street because of, the rainwater had gotten so high.  
6 And when my neighborhood of Calvert Hills floods, it's  
7 because of runoff from further upstream; from areas that are  
8 covered in the Adelphi Road Sector Plan.

9           And Guilford Woods and the Guilford Run are the  
10 headwaters for my neighborhood. So, they provide really  
11 important stormwater protection. They slow down rain and  
12 heavy rainfall; they provide, they're able to absorb some of  
13 that rainfall itself; and that helps reduce flooding in my  
14 neighborhood. Without Guilford Woods, the flooding in my  
15 neighborhood would be much worse.

16           And this is, should be especially important to you  
17 as members of the County Council because you've already set  
18 aside money to help improve flooding in my neighborhood and  
19 along Guilford Run. If Guilford Woods is developed,  
20 flooding is going to get worse. You're going to, you're  
21 going to need to invest even more than you already have in  
22 order to preserve communities like mine; and my  
23 neighborhood, it has students; it has 80-year-olds who have  
24 lived here since the 1960s, or even longer; it has young  
25 families like mine with my husband, and my baby, and my dog;

1 and there are many reasons to preserve Guilford Woods, but  
2 that's the one that I think of the most because I've seen  
3 the street and flood of my, in front of my house flood and I  
4 don't want to see that happen again.

5           And you heard a lot from people tonight telling  
6 you that they want you to do better, that we want this plan  
7 to be better. The vision that was outlined for this plan  
8 sounds great, but it doesn't do that. What we need is to  
9 preserve Guilford Woods and that includes adding Lot 1,  
10 which runs off into my neighborhood, into this plan and  
11 developing that in a smart way. Thank you all.

12           CHAIR HEWLETT: Thank you. Thank you very, very  
13 much. Appreciate it, Ms. Oates.

14           Okay. So, we had a couple with no responses. I'm  
15 going to try them again. I think some have tried to get  
16 back on. I'm going to start with No. 23, John Robinson.  
17 John Robinson?

18           (No affirmative response.)

19           CHAIR HEWLETT: Okay. Steven Hurt?

20           (No affirmative response.)

21           CHAIR HEWLETT: Mary King? I think Mary King is  
22 trying to get on. Oh, no, Steven Hurt, Steven Hurt, you are  
23 there? So, Mr. Hurt.

24           (No affirmative response.)

25           CHAIR HEWLETT: Okay. Okay. Well, with that,

1 we're going to turn to Mary King. I think she's trying to  
2 get on. Do you see anything in the chat?

3 CHAIRMAN HAWKINS: If you don't see them, they can  
4 provide written testimony.

5 CHAIR HEWLETT: Okay. She's, I'm calling her --  
6 okay. Steven Hurt and then we'll -- Mary King is writing in  
7 the chat that she didn't have an opportunity. So, we're  
8 going to go back to her. Steven Hurt, you're on. Okay.  
9 You're, we can't hear you, though.

10 THE CLERK: Mr. King, if you could go to the  
11 settings rule at the top-right corner of your screen and  
12 check that your microphone is on and that you're connected  
13 to audio. Perhaps we could hear from Ms. King while he's  
14 troubleshooting his audio?

15 CHAIR HEWLETT: Okay. Okay. So, while Mr. Hurt  
16 is trying to figure that out, Mary King. Mary King, we know  
17 you wrote in the chat that you're trying to get on, but we  
18 are calling you.

19 THE CLERK: It appears also, I'm unable to unmute  
20 her. So, she must be having a similar issue with her audio  
21 connecting.

22 CHAIR HEWLETT: And I see Mr. Hurt, his mike is,  
23 is green. Okay. Mary King, can we hear you, can you say  
24 something?

25 MS. KING: If I may, wait, the screen.

1 CHAIR HEWLETT: Yes. You can --

2 MS. KING: Is it off?

3 CHAIR HEWLETT: Yes.

4 MS. KING: Can you hear?

5 CHAIR HEWLETT: Yes.

6 MS. KING: Oh, my gosh. It would have been  
7 horrible to be waiting an hour and a half.

8 CHAIR HEWLETT: That's okay.

9 MS. KING: Okay. Here I am. Thank you so much.  
10 I appreciate it. Good evening. I'm Mary King. I watched  
11 the presentation to our College Park City Council and was  
12 rather dismayed at the proposals for the Purple Line Station  
13 Area Sector for Adelphi Road. Several impressions have  
14 stayed with me.

15 First, we will be getting high-density development  
16 that I feel overwhelm this area. We are already feeling  
17 changes in traffic and more people in this area. It has  
18 been steadily growing for years.

19 Second, I don't see enough balance with the need  
20 for parks and open spaces. These amenities are even more  
21 necessary to have when people live densely; and also, I feel  
22 depending on developers to put in small mini-parks is not  
23 the right way to do this. This needs to be considered  
24 differently. Let the developers support what is needed and  
25 let's work at this collaboratively.

1           Third, I'm very concerned about the road changes.  
2 This area is jammed with traffic. Right now, changing lanes  
3 on Adelphi Road can be a real challenge. Though the  
4 proposition is that dense development will alleviate the  
5 vehicle traffic, it is obvious that when you add density,  
6 you will add traffic and congestion. As the Adelphi Road  
7 Sector Plan envisions it, the Purple Line will support new  
8 populations in higher density. It does not relieve traffic  
9 levels on Adelphi Road or University Boulevard.

10           And my last thought, I am dismayed to see the St.  
11 Mark's property shifted to a higher-density zoning class.  
12 St. Mark's is a well-established partner and an asset to our  
13 community both as a spiritual home and with the many  
14 services it provides. It's food pantry, youth programs,  
15 programs involving the immigrant and the Latino community  
16 and so much more. You are contributing to gentrification, a  
17 process which has the ultimate result of removing vital  
18 partners who offer services to local residents, the needy  
19 and our immigrant communities of all races. To change this  
20 zoning, believing that there should be more dense housing  
21 there, is a mistake. Churches are part of thriving  
22 communities, too. Perhaps churches are the heart of  
23 thriving communities. Thank you. And thank you for letting  
24 me speak.

25           CHAIR HEWLETT: Absolutely. That's your, that's

1 your right, so we're glad you availed yourself of this  
2 opportunity to speak. We're going to try one more time for  
3 Steven Hurt. Can you hear us, Steven Hurt?

4 (No affirmative response.)

5 CHAIR HEWLETT: Okay. He appears to be frozen  
6 maybe. Steven Hurt?

7 (No affirmative response.)

8 CHAIR HEWLETT: So, now you've muted, you, some,  
9 okay, you are unmuted now. Steven Hurt? So, Madam Clerk, I  
10 don't know if there's anything else you can do, but we've  
11 completed our sign-up list and I don't know how you can help  
12 Mr. Hurt except to say that the record will remain open  
13 until February 2nd, the close of business. And then I'm  
14 going to turn this back over to Mr. Chairman Hawkins.

15 CHAIRMAN HAWKINS: Thank you, Chair Hewlett. We  
16 don't have Mr. Hurt, correct?

17 THE CLERK: That's, that's correct, sir. It  
18 appears that his connection is frozen at this point.

19 CHAIRMAN HAWKINS: No problem. Okay. Thank you.

20 MS. GLAROS: Mr. Chair --

21 CHAIRMAN HAWKINS: Yes, ma'am?

22 MS. GLAROS: I was just going to share with  
23 everyone his following because I, I know you all have a  
24 virtual binder with the comments we've received. Mr. Hurt  
25 has comments within that binder as, as well, and I just

1 wanted to share that.

2           CHAIRMAN HAWKINS: Thank you, Council Member  
3 Glaros. He froze bad now. On behalf of the Prince George's  
4 County Council and the Prince George's County Planning Board  
5 of the Maryland National Capital Park and Planning  
6 Commission, I would like to thank everyone who participated  
7 tonight in this preliminary discussion on the Adelphi,  
8 Preliminary Adelphi Road, University of Maryland Global  
9 Campus, University of Maryland at College Park Purple Line  
10 Station Area Sector Plan and Proposed Sectional Map  
11 Amendment. Colleagues and to the public, this meeting is  
12 now concluded and thank you for your time.

13           THE CLERK: If we could, sir, have a motion to  
14 adjourn because the Council was in recess --

15           MR. DERNOGA: Motion to adjourn.

16           MR. DAVIS: Second.

17           CHAIRMAN HAWKINS: Promptly moved by Council  
18 Member Dernoga, seconded by Council Member Davis. Any  
19 discussion on the motion? Seeing none by a show of your  
20 hands, the majority prevails. This meeting is adjourned.  
21 Thank you very much, colleagues. Thank you to members of  
22 the Planning Board for your participation as well. We look  
23 forward to working with you in the future.

24           CHAIR HEWLETT: Thank you so very much. We  
25 appreciate it. Thank you to everyone who spoke up and

1 testified.

2           AUTOMATED SPEAKER: This conference is no longer  
3 being recorded.

4           FEMALE SPEAKER: Hi --

5           (Whereupon, the hearing was concluded.)

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

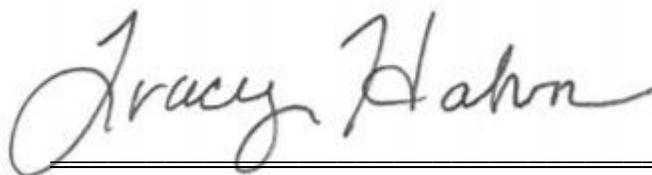
C E R T I F I C A T E

DEPOSITION SERVICES, INC., hereby certifies that the attached pages represent an accurate transcript of the electronic sound recording of the in the matter of:

PRELIMINARY ADELPHI ROAD-UMGC-UMD  
PURPLE LINE STATION AREA SECTOR  
PLAN AND PROPOSED SECTIONAL MAP  
AMENDMENT (SMA) (CR-123-2020)

January 18, 2022

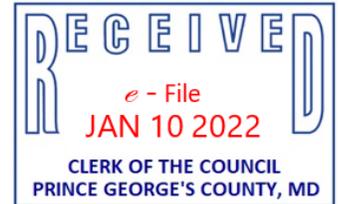
By:

A handwritten signature in cursive script that reads "Tracy Hahn". The signature is written in black ink and is positioned above a horizontal line.

Tracy Hahn, Transcriber

Attachment 2 - ARSP JPH  
Written Testimonies - Received  
by Close of Record

**From:** [Nancy Barrett](#)  
**To:** [Clerk of the Council](#)  
**Cc:** [Marilyn Yang; nikjeffries@gmail.com](#)  
**Subject:** Adelphi Road Sector Plan Written Comment Extension  
**Date:** Monday, January 10, 2022 1:07:56 PM



**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Hello,

I hope this email finds you well! My name is Nancy Barrett and I am a student at the University of Maryland and a member of the Student Government Association's Sustainability Committee. The Adelphi Road Sector Plan is of personal concern to members of the university community, seeing as the current draft will inevitably lead to the deforestation of 15 acres of forest adjacent to campus. The SGA Sustainability Committee was hoping to submit public comment regarding the plan. However, our first SGA General Body meeting, which would vote to approve the public comment, does not occur until February 2nd from 6-8pm.

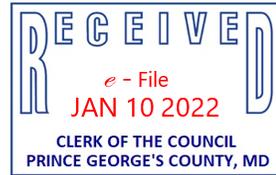
I am reaching out in the hopes that the County Council would be willing to **extend the record of public hearing testimony until midnight on February 2nd** so that the University of Maryland's SGA can submit official public comment.

Let me know if you have any questions or concerns regarding this matter. Thank you for your consideration.

Best,  
Nancy Barrett  
UMD Class of 2023

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 6**

**From:** [Alexi Boado](#)  
**To:** [Clerk of the Council](#)  
**Subject:** Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and Proposed Sectional Map Amendment (SMA).  
**Date:** Monday, January 10, 2022 11:36:05 AM



**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Dear Madam or Sir,

Your purple line sector plan has managed to exclude one extremely important goal; the University's self imposed mandate to protect its own tree cover. By allowing Guilford Woods to be cleared and developed, your plan is complicit in removing almost a third of the campus's exiting tree canopy. What's more, Guilford Wood contains a 1st order stream which will most certainly be negatively impacted by more impervious cover.

Street trees and bioretention cells will never provide the ecological benefits of an intact forest.

Don't be intellectually lazy. Show leadership and work with the University to implement something innovative which celebrates this forest stand and the stream that runs through it.

We expect better from a world class University.

Regards,  
Alexi Boado  
Hyattsville MD

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 7**

**Brown, Donna J.**



**From:** noreply@granicusideas.com  
**Sent:** Tuesday, January 11, 2022 1:01 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for PUBLIC NOTICE on 2022-01-18 5:00 PM - Joint Public Hearings - Historic Designation Edward and Maggie Smith House (Documented Property 68-074-03) and Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



## New eComment for PUBLIC NOTICE on 2022-01-18 5:00 PM - Joint Public Hearings - Historic Designation Edward and Maggie Smith House (Documented Property 68-074-03) and Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan

Elisabeth H submitted a new eComment.

Meeting: PUBLIC NOTICE on 2022-01-18 5:00 PM - Joint Public Hearings - Historic Designation Edward and Maggie Smith House (Documented Property 68-074-03) and Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

eComment: The current draft of the ARSP does not represent a good vision for development of our area. It authorizes an unacceptable amount of deforestation and thus is inconsistent with the county's Climate Action Plan, which includes preservation and restoration of our natural areas as a key goal. In particular, the ASRP targets Guilford Woods for development, ignoring the

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 8**

community opposition that led U-Md to pause its own development plans. Yet at the same time, the ASRP inexplicably leaves out areas like U-Md's asphalt-strewn Lot 1, which would be prime for development. In other words, the current draft of ASRP destroys a forest but saves a parking lot! Transit-associated development is important, but it must be done in a way that also protects our forested areas. We need a pause of the ASRP planning process to allow for more community input and to incorporate crucial improvements, such as providing greater protection for remaining natural areas, including Guilford Woods.

[View and Analyze eComments](#)

This email was sent from <https://granicusideas.com>.

[Unsubscribe](#) from future mailings



**Brown, Donna J.**



**From:** noreply@granicusideas.com  
**Sent:** Wednesday, January 12, 2022 8:47 AM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for PUBLIC NOTICE on 2022-01-18 5:00 PM - Joint Public Hearings - Historic Designation Edward and Maggie Smith House (Documented Property 68-074-03) and Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



## New eComment for PUBLIC NOTICE on 2022-01-18 5:00 PM - Joint Public Hearings - Historic Designation Edward and Maggie Smith House (Documented Property 68-074-03) and Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan

Jessica Garratt submitted a new eComment.

Meeting: PUBLIC NOTICE on 2022-01-18 5:00 PM - Joint Public Hearings - Historic Designation Edward and Maggie Smith House (Documented Property 68-074-03) and Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

eComment: I strongly object to the current Adelphi Rd Sector Plan, in large part due to the proposed clearing of forested areas such as Guilford Woods. Please consider the following: -- The Sector Plan study makes many references to sustainability, responsible development, preservation of woodlands, but the draft resolution in its current form neither addresses nor

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 9**

supports these issues at all. --Stakeholder feedback to the plan was largely ignored. --Less than four acres out of 102 acres currently within the plan boundary are scheduled to be preserved as open space. The rezoning will encourage development that destroys the existing forest canopy known as Guilford Woods. After substantial opposition to the proposed "Western Gateway Project," the University of Maryland paused its plans to develop this project in Guilford Woods, and this recent development should be folded into any consideration of an appropriate Sector Plan. Thank you for your consideration, Jessica Garratt University Park

[View and Analyze eComments](#)

This email was sent from <https://granicusideas.com>.

[Unsubscribe](#) from future mailings



**Brown, Donna J.**



**From:** noreply@granicusideas.com  
**Sent:** Friday, January 14, 2022 2:11 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



## New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Janet Gingold submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 10**

eComment: The Prince George's Sierra Club recommends a pause on the Adelphi Road-UMGC/UMD Purple Line Station Area Sector Plan to allow for alignment with the Climate Action Plan and increased community engagement. Please see attached.

[View and Analyze eComments](#)

This email was sent from <https://granicusideas.com>.

[Unsubscribe](#) from future mailings





**From:** [Janet Gingold](#)  
**To:** [At-LargeMemberFranklin](#); [At-LargeMemberHawkins](#); [Council District 1](#); [Council District 2](#); [Council District 3](#); [Council District 4](#); [Council District 5](#); [Council District 6](#); [Council District 7](#); [Council District 8](#); [Council District 9](#); [Clerk of the Council](#)  
**Subject:** Sierra Club comments on Adelphi Road-UMGC/UMD Purple Line Station Area Sector Plan  
**Date:** Friday, January 14, 2022 2:19:04 PM  
**Attachments:** [To County leaders re AdelphiSectorPlan.pdf](#)

---

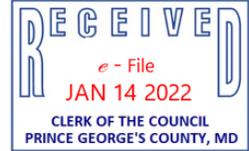
**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

The Prince George's Sierra Club recommends a pause on the Adelphi Road-UMGC/UMD Purple Line Station Area Sector Plan to allow better alignment with the Climate Action Plan and more robust community engagement.  
Please see attached specific comments.

Janet Gingold, Chair  
Prince George's Sierra Club  
13107 Whiteholm Drive  
Upper Marlboro, MD 20774



PRINCE GEORGE'S COUNTY, MARYLAND



To: Council Chair Calvin Hawkins  
Council Vice-Chair Sydney Harrison  
Council Members Mel Franklin, Tom Dernoga, Deni Taveras, Dannielle Glaros,  
Todd Turner, Jolene Ivey, Derrick Leon Davis, Rodney Streeter,

Re: Adelphi Road-UMGC/UMD Purple Line Station Area Sector Plan

January 14, 2022

Dear Council Chair Hawkins, Vice-Chair Harrison, and Council Members Dernoga, Taveras, Glaros, Turner, Ivey, Davis, and Streeter

The Prince George's County Sierra Club recommends a pause on the Adelphi Area Sector Plan. Forthcoming County planning documents need to be aligned with the Climate Action Plan with attention to limiting development to activity areas near transit, preservation of our mature forests, and increasing our urban tree cover. The Sierra Club supports higher density, mixed use infill development near Purple Line stations. However, we also must ensure that our existing forest remnants in urban areas are preserved and augmented because of their essential ecosystem services and their value to the local community. We need to make the best possible use of nature-based solutions to excess heat and flood risks.

We have some concerns about the Adelphi Sector Plan as written:

- The Sector Plan boundary excludes areas immediately proximate to the Purple Line Station that should logically be included in any such plan.
- The Sector Plan study makes many references to sustainability, responsible development, and preservation of woodlands, but the draft Plan does not make adequate provisions for meeting these objectives.
- Stakeholder feedback to the plan was largely ignored.
- Less than four acres out of 102 acres currently within the plan boundary are scheduled to be preserved as open space. The rezoning described in the current draft will encourage development that destroys the existing forest canopy known as Guilford Woods. After substantial public opposition to the proposed "Western Gateway Project," the University of Maryland changed its plans for development in Guilford Woods. The draft Sector Plan does not provide adequate open space protections for this valuable resource.
- Virtually all of the area within the current plan boundary is significantly up-zoned without regard to proximity to an existing conservation easement and proximity to the low density single-family housing to the south.

Therefore, we recommend the following:

1. A re-assessment of the plan with regard to its alignment with the Climate Action Plan, especially with respect to proposed policies concerning flood plain development, storm water management, forest conservation, and urban tree canopy, as well as transit-oriented development.
2. An extension in the timeline so as to allow more robust engagement with the impacted communities.
3. Specific protections for Guilford Woods and the headwaters of Guildford Run, to preserve the forest, protect local native flora and fauna, and facilitate community connections with nature with minimal disturbance of natural systems. The ecosystem services provided by this natural space are of increasing value as we face a future of increased frequency of excess heat and extreme precipitation; permanent protections would be most consistent with goals for climate mitigation and adaptation as well as watershed management.
4. Improvement of the safety of the intersection of University Blvd., Campus Drive, and Adelphi Road as currently written due to dangers for pedestrians and bikers.
5. A change in the proposed zoning so as to allow increased housing density and mixed-use development where it is most appropriate: within the 1/4 mile walk radius of Purple Line stations and along Campus Drive.
6. Zoning that allows limited neighborhood commercial activities at the Purple Line stop and along Campus Drive.
7. A change in the proposed zoning and proposed roadway types to limit commercial frontage or uses along Mowatt Lane and Guilford Drive. College Park planning staff have commented that envisioning these roads as County Connectors with development similar to the Route 1 Innovation Corridor is inappropriate.
8. At a minimum, the conservation easement on the stream buffer should be expanded to 300 feet.
9. At a minimum, a 200-year design for stormwater management should be required on the entirety of the Sector Plan area, regardless of federal, state, county, city, or private ownership.
10. Inclusion in the Sector Plan area of the Guilford Run Watershed area, most importantly the areas on the University of Maryland at College Park campus including but not limited to the Lot 1 area and the Global Campus.
11. Inclusion of the portion of the Campus that is the Lot 1 area that is within the 1/4 mile walk radius of the Adelphi - Purple Line stop.
12. Inclusion of the Campus frontage along Campus Drive.

In summary, we hope to see a revised plan that concentrates higher density development in the Sector closest to the Purple Line station, including residential and commercial especially along Campus Drive while restricting development on Mowatt Lane and Guilford Drive. Most of the new activity in the sector should be at a walkable distance from the Purple Line station (1/4 mile or less). The north side of Campus Drive, which is not within the sector boundaries including Campus Lot 1 should be brought into the sector for residential and possibly commercial development. By building more at the Western end of the sector area and less along Mowatt Lane and Guilford

Drive, there will be less adverse environmental impact on Guilford Woods and Guilford Run. This approach will allow our natural resources to work for human well-being, mitigating the impact of excess heat and extreme precipitation.

We appreciate your efforts to promote smart growth while preserving and enhancing the natural spaces that provide essential ecosystem services. Guilford Woods is a small but important woodland area land that will prove to be a special asset as for the community as the sector station area is developed for increased housing density and neighborhood activity.

We hope, in the near future, to see all of our planning documents brought into alignment with the climate mitigation and adaptation goals put forth in the Climate Action Plan, as well as more consistent adherence to policies that decrease our environmental footprint and increase community resilience for the years to come.

Thank you for your consideration of these important improvements to Adelphi Sector Plan.

Sincerely,

A handwritten signature in black ink, appearing to read 'Janet Gingold', is placed over a light gray rectangular background.

Janet Gingold, Chair  
Prince George's Sierra Club  
13107 Whiteholm Drive  
Upper Marlboro, MD 20774  
301-814-1223  
[janet.gingold@mdsierra.org](mailto:janet.gingold@mdsierra.org)

**From:** [wildmarcimlay@gmail.com](mailto:wildmarcimlay@gmail.com)  
**To:** [Clerk of the Council](#)  
**Cc:** "Marc Imlay"; [wildmarcimlay@gmail.com](mailto:wildmarcimlay@gmail.com)  
**Subject:** pause the Adelphi Road Sector Plan  
**Date:** Friday, January 14, 2022 7:23:29 PM  
**Attachments:** [Dec StewardshipGuilford Woods \(002\) \(003\).xls](#)



**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Volunteers have spent hundreds and hundreds of hours doing stewardship at Guilford Woods removing non-native invasive species. It is generally at native ecosystem now, Please do not waste their hours of hard work by destroying their forest! Marc Imlay

**From:** Coalition to Save Guilford Woods via MoveOn <reply@petitions.moveon.org>

**Sent:** Friday, January 14, 2022 6:16 PM

**To:** ialm@erols.com

**Subject:** Update on the Coalition to Save Guilford Woods campaign to pause the Adelphi Road Sector Plan

Dear Supporters of Guilford Woods,

Thank you very much for signing our petition urging the Prince George's County Council to pause the Adelphi Road Sector Plan process to allow for more community input and to incorporate crucial improvements, such as providing greater protection for remaining natural areas, including Guilford Woods.

A very important opportunity to speak out against the current draft of the Adelphi Road Sector Plan is coming up. **The Prince George's County Council and Prince George's County Planning Board will be holding a [virtual Joint Public Hearing on Tuesday, January 18, 2022, at 5:00pm.](#)**

There are two ways you can participate in this hearing to voice your opinion:

1. Sign up to speak at the virtual hearing at 5pm on January 18. Follow [this link](#) to register. **The deadline for registering to speak is Monday, January 17 at 3:00pm.**
2. Submit written comments on the Planning Board's [online eComment portal](#). If you are unable to use the portal, you may email your comments to [clerkofthecouncil@co.pg.md.us](mailto:clerkofthecouncil@co.pg.md.us). All written comments, whether emailed or submitted through the eComment portal, are **due by 3:00pm on January 17**. All comments received by the deadline will become part of the public record of the meeting.

In advance of this important public hearing, we are holding a **virtual information session and community forum on the Adelphi Road Sector Plan at 8pm on Monday, January 17**. This information session will provide an overview of the current draft of the Adelphi Road Sector Plan, highlight environmental concerns and other weaknesses in the plan, and discuss ways to advocate for crucial improvements. You can find more information [here](#). Please [register here](#) to receive the Zoom link.

Thank you once again for speaking out to protect Guilford Woods and to advocate for sustainable development and environmental stewardship.

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 11**

All the best,  
Coalition to Save Guilford Woods

p.s. We've already collected more than 550 signatures on this petition. Can you help us get even more signatures by sharing this important petition with friends and family? Here's a link to the petition that you can use to spread the word:

<https://sign.moveon.org/p/pausetheplan>

---

Coalition to Save Guilford Woods started this petition on MoveOn. If there's an issue close to your heart that you'd like to campaign on, you can [start your campaign here](#).

You're receiving this message because you signed the [Pause the Adelphi Road Sector Plan](#) petition on the [MoveOn.org](#) petition website. MoveOn Civic Action does not endorse the contents of this email or the petitions posted on MoveOn's public petition website. If you don't want to receive e-mail about this petition, [click here to unsubscribe](#).



This email has been checked for viruses by Avast antivirus software.

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

Month

Stewardship hours

December 2020  
January 2021

11

75

..

Feb 6, 2021

18

.....

Feb 20, 2021

4 .....

Feb 27, 2021

12.....

March 6 2021

30 (with 12 for almost 3 hours

March 13 2021

18.....

March 27,2021

33.....

April 10 2021

21.....

Fig buttercup was removed on the right side of the entrance t  
only 2 hours with 3 volunteers needed to finish right side up to  
some English ivy, Japanese honeysuckle, and wine berry re

**removing all six large Japanese barberry  
English ivy, Japanese honeysuckle, a**

one Mahonia bealeii

April 17 2021

21.....

April 24.....

8.....

May 1.....

2.....

May 8.....

9.....

May 15.....

12.....

May 22.....

10.....

June 5

9.....

June 12

2.....

June 19

12.....

June 26

6.....

July 3.....

8.....

July 10.....

4.....

July 17.....

13.....

July 24.....

19.....

July 31.....	51.....
Aug 7.....	3.....
Aug 14.....	4.....
Aug 21.....	
Aug 28.....	14.....
Aug 21 more.....	5.....
Sept 11.....	27.....
Sept 18.....	45.....
Oct 9.....	4.....
Oct 16	15.....
Oct 23.....	16
Oct 30.....	16.....
Nov 13 and Dec 4	8
Dec 4	2
Goal	eradicated
Status	0.2

## Guilford Woods Stewardship

remove English Ivy  
remove English Ivy, wineberry, Japanese honeysuckle, garlic  
mustard, winged Euonymus,  
removed 2 bags of brick trash in creek

so far we saved 3 trees from Japanese honeysuckle  
so far we removed 23 bags of invasive species and 2 of trash

remove English Ivy, wineberry, Japanese honeysuckle, garlic  
mustard, bamboo,

English Ivy

English Ivy, Japanese honeysuckle and cut stump a patch of bamboo about 30 x 20 feet.

English Ivy, Japanese honeysuckle, Japanese barberry  
Fig buttercup

Garlic Mustard and Multiflora Rose

Fig buttercup

It's not Holly

Garlic mustard, wineberry, English Ivy

English Ivy

bush honeysuckle, garlic mustard , one small wineberry

bush honeysuckle, garlic mustard and English Ivy.....

English Ivy, MFR, wineberry, and garlic mustard.....

garlic mustard.....

8 Japanese barberry and one large bush honeysuckle.

5 japanese barberry, large patch of Japanese stiltgrass

a few garlic mustard juveniles, wineberry, and Duchesnia indica

1 japanese barberry, 2 bush honeysuckle and wineberry

and a large patch of Japanese stiltgrass

Japanese Stilt grass for 2 and ½ hours

13 bush honeysuckles and three Japanese barberry

2 isolated wineberry and a patch of juvenile garlic mustard. And one large Leatherleaf Mahonia.

Japanese Stilt grass and 2" thick vine of Porcelain - berry

7 Japanese barberry, Stiltgrass and 2" dbh Multiflora Rose 3 volunteers

a Japanese barberry, one huge Euonymus alatus

2 patches of juvenile garlic mustard, oriental bittersweet juveniles and wineberry  
two mile-a-minute vines and a lot of Japanese Stiltgrass

Two of the 3 major patches of JSG are now done.

a Japanese barberry, juvenile garlic mustard,  
oriental bittersweet juveniles a huge wineberry  
huge patch of Japanese Stiltgrass

20 Japanese barberry 1 hour and Japanese Stiltgrass

Japanese Stilt grass and a few garlic mustard, oriental bittersweet and mock strawberry

About 15 small English ivy

7 Japanese barberry, 15 juvenile garlic mustard, a lot of Japanese stiltgrass, 2 beefsteak plants, Japanese Kn

Mostly JSG and some English Ivy, Japanese honeysuckle, mock strawberry and 1 leatherleaf Mahonia

Mostly JSG. Some garlic mustard, English Ivy, and Arthjraxon hispidus, one porcelain berry, Japanese barber  
Mostly bioblitz, Lyme disease species, and some garlic mustard, oriental bittersweet, Japanese stilt grass baç  
Japanese Stilt grass

Japanese stiltgrass, garlic mustard, bush honeusuckle a few wineberry and one incipient beefsteak plant.

18 Bush Honeysuckle youngsters . Patch completed.

garlic mustard, periwinkle, bamboo, English Ivy and some Japanese honeysuckle and Japanese Knotweed  
winter creeper and wineberry

bamboo.....

English Ivy

Must monitor each year.

Volunteer

Marc Simon

Marc Simon

Marc Imlay

Laurel Imlay

Rowan Imlay-Morris

Lily and Richard Fountain

Janet Gingold

Leo Shapiro

Alexa Bely

Jacob Rosenzweig-Stein

Sandra Stein

Greta Rosenzweig

Stuart Adams

Jake Hedgman

Marc Imlay

Marc Simon

Laurel Imlay

Lily and Richard Fountain

Jacob Rosenzweig-Stein

Keith Imlay

Steve

Marc Simon and

Greta Rosensweig

Rowan Imlay-Morris

Laurel Imlay

Marc Imlay

Harry Malone

Marc Imlay and Marc Simon

Jennifer Loss

Robin Gray

Deb Abramski

Jack Hedgman

Greta Rosensweig

Steve and Jenny Spice

Alexa Bely and Leo Shapiro

Laurel Imlay

Lily brought snacks

Jack Hedgman

Laurel Imlay

Henry Stewart

Marc Imlay

Keith Imlay

11 volunteers

7 volunteers

.9 volunteers.....

3 volunteers

3 volunteers

4 volunteers

3 volunteers

3 volunteers

1.....

3 volunteers

2 volunteers

4 volunteers

2 volunteers

3 volunteers

5 volunteers

1 volunteer

1 volunteer

2 volunteers

3 volunteers

9 volunteers

about 15 volunteers

6 volunteers

3 volunteers

6 volunteers

2 volunteers

1 volunteer

Marc S <marcnealsimon@gmail.com>

Marc S <marcnealsimon@gmail.com>

Marc Imlay <ialm@erols.com>

Laurel Imlay <laurel.imlay@sierraclub.org>

Rowan Imlay Morris <rowan.imlaymorris@gmail.com>

Lily Fountain <lily.fountain@mdsierra.org>

Janet Gingold <janet.gingold@mdsierra.org>

Leo Shapiro <leoshapiro99@gmail.com>

Alexa Bely <alexabely99@gmail.com>

Stuart Adams <stuartmadams@gmail.com>

Harry Carol Rosenteins Son Malone <hcmalone123@gmail.com>

Jack.Hedgman@gmail.com

Henry, Lily, Richard, Laurel, Rowan, Marc and Marc, Jack, Viviana, Vera, and Matt  
Vera Gonzalez <witchscompanion@gmail.com>

Henry Stewart with sister Michelle Arzt, Marc, Laurel, Keith and Glen Imlay, Lily

Jack, Lily, Marc, Laurel, Greta, Jennifer and Steve Prince, Melena Di Lena,

Marc I, Marc S., Sally Wood

Jack

Jack, Marc I, Lily

Marc I, Marc S., Jack and Greta

Marc Imlay, Marc Simon, and Jack Hedge(fund)man

Marc Imlay, Greta Rosenstein, and Jack Hedgeman

Marc Imlay.....

Marc and Marc and Emma

Marc Imlay and Sally Wood

Marc I, Marc S., Jack and Lily

Marc I and Jack Hedge fun guy

Marc I, Lily, and Laurel

Marc I, Lily, Vera, Steve and Princess Prince

Marc Imlay, Doug and Karen Hogan and Steve and Jenny Prince

Marc Simon  
Marc Imlay

Marc Imlay and Marc Simon

Marc Imlay, Lily Fountain Tom Wachs

Nancy Barrett, Yoga girl. Dave Brosch, Marc Simon, Marc Imlay, Laurel Imlay, Vera Gonzales, Donna and M.  
Marc Simon and Imlay, Jack Hedgeman, Karin Burghardt and Brandon, and at least 10 AWS volunteers  
Marc Simon

Marc Simon, Jaelinn Fruth, Marc Imlay, Laurel Imlay, Sally Wood, Lily fountain,  
Nmarc, Marc, and Lily

MaRC, Laurel, Felicia, Dave, Ian, Kait,

Marc and Lily  
Jack

**Brown, Donna J.**



**From:** noreply@granicusideas.com  
**Sent:** Friday, January 14, 2022 9:36 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



# New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Alaina Pitt submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 12**

Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

eComment: As a current College Park resident and former graduate student at UMD's School of Public Policy, I would like to speak in support of the adoption of the Adelphi Road Sector Plan and Sectional Map Amendment. The entire National Capital Region is in dire need of more housing. With the addition of the Purple Line stop and its proximity to the university, this area is ideal for higher density housing and mixed-use development. By placing housing and commercial here, we can reduce the amount of car trips and increase zero emissions commutes. We need denser, more compact development to address climate change. I also believe that developing this area, preserving Guilford Woods, and properly managing stormwater are not at odds with each other. We can have all three; this is not an either/or decision.

[View and Analyze eComments](#)

This email was sent from <https://granicusideas.com>.

[Unsubscribe](#) from future mailings



**Brown, Donna J.**



**From:** noreply@granicusideas.com  
**Sent:** Friday, January 14, 2022 8:59 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



## New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Liz Ruth-Brinegar submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 13**

eComment: I oppose the current draft of the Adelphi Rd Sector Plan. I urge a pause in the planning process for one year. The current plan is discordant with the emerging Prince George's County Climate Action Plan. It preserves only 4 out of 102 acres as reserved open space. The Plan supports zoning that could result in the future destruction of Guilford Woods (>1,000 trees) at a time when it is critically important to preserve and expand our urban forests. University of Maryland recently paused the Western Gateway Project (which would have destroyed Guilford Woods) due to an outpouring of community opposition that highlighted the environmental and human health benefits of this urban forest as well as related stream and wildlife habitat. The plan drastically increases the zoning density of the entire area without regard to the preservation of Guilford Woods. 72.75 acres of the total 102.12 acres within the plan boundary are up-zoned.  
Signed, Liz Ruth-Brinegar Berwyn Heights Resident

[View and Analyze eComments](#)

This email was sent from <https://qranicusideas.com>.

[Unsubscribe](#) from future mailings





**Brown, Donna J.**

**From:** noreply@granicusideas.com  
**Sent:** Saturday, January 15, 2022 4:24 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



# New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Lily Fountain submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

Preliminary Adelphi Road/Purple Line Station Area Sector Plan and Proposed SMA  
**EXHIBIT 14**

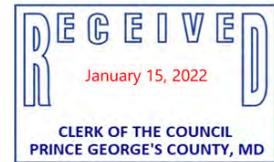
eComment: The Prince George's Sierra Club recommends a pause on the Adelphi Road-UMGC/UMD Purple Line Station Area Sector Plan to allow better alignment with the Climate Action Plan and more robust community engagement. Please see attached specific comments.

[View and Analyze eComments](#)

This email was sent from <https://granicusideas.com>.

[Unsubscribe](#) from future mailings





To: Council Chair Calvin Hawkins  
Council Vice-Chair Sydney Harrison  
Council Members Mel Franklin, Tom Dernoga, Deni Taveras, Dannielle Glaros,  
Todd Turner, Jolene Ivey, Derrick Leon Davis, Rodney Streeter,

Re: Adelphi Road-UMGC/UMD Purple Line Station Area Sector Plan

January 14, 2022

Dear Council Chair Hawkins, Vice-Chair Harrison, and Council Members Dernoga, Taveras, Glaros, Turner, Ivey, Davis, and Streeter

The Prince George's County Sierra Club recommends a pause on the Adelphi Area Sector Plan. Forthcoming County planning documents need to be aligned with the Climate Action Plan with attention to limiting development to activity areas near transit, preservation of our mature forests, and increasing our urban tree cover. The Sierra Club supports higher density, mixed use infill development near Purple Line stations. However, we also must ensure that our existing forest remnants in urban areas are preserved and augmented because of their essential ecosystem services and their value to the local community. We need to make the best possible use of nature-based solutions to excess heat and flood risks.

We have some concerns about the Adelphi Sector Plan as written:

- The Sector Plan boundary excludes areas immediately proximate to the Purple Line Station that should logically be included in any such plan.
- The Sector Plan study makes many references to sustainability, responsible development, and preservation of woodlands, but the draft Plan does not make adequate provisions for meeting these objectives.
- Stakeholder feedback to the plan was largely ignored.
- Less than four acres out of 102 acres currently within the plan boundary are scheduled to be preserved as open space. The rezoning described in the current draft will encourage development that destroys the existing forest canopy known as Guilford Woods. After substantial public opposition to the proposed "Western Gateway Project," the University of Maryland changed its plans for development in Guilford Woods. The draft Sector Plan does not provide adequate open space protections for this valuable resource.
- Virtually all of the area within the current plan boundary is significantly up-zoned without regard to proximity to an existing conservation easement and proximity to the low density single-family housing to the south.

Therefore, we recommend the following:

1. A re-assessment of the plan with regard to its alignment with the Climate Action Plan, especially with respect to proposed policies concerning flood plain development, storm water management, forest conservation, and urban tree canopy, as well as transit-oriented development.
2. An extension in the timeline so as to allow more robust engagement with the impacted communities.
3. Specific protections for Guilford Woods and the headwaters of Guildford Run, to preserve the forest, protect local native flora and fauna, and facilitate community connections with nature with minimal disturbance of natural systems. The ecosystem services provided by this natural space are of increasing value as we face a future of increased frequency of excess heat and extreme precipitation; permanent protections would be most consistent with goals for climate mitigation and adaptation as well as watershed management.
4. Improvement of the safety of the intersection of University Blvd., Campus Drive, and Adelphi Road as currently written due to dangers for pedestrians and bikers.
5. A change in the proposed zoning so as to allow increased housing density and mixed-use development where it is most appropriate: within the 1/4 mile walk radius of Purple Line stations and along Campus Drive.
6. Zoning that allows limited neighborhood commercial activities at the Purple Line stop and along Campus Drive.
7. A change in the proposed zoning and proposed roadway types to limit commercial frontage or uses along Mowatt Lane and Guilford Drive. College Park planning staff have commented that envisioning these roads as County Connectors with development similar to the Route 1 Innovation Corridor is inappropriate.
8. At a minimum, the conservation easement on the stream buffer should be expanded to 300 feet.
9. At a minimum, a 200-year design for stormwater management should be required on the entirety of the Sector Plan area, regardless of federal, state, county, city, or private ownership.
10. Inclusion in the Sector Plan area of the Guilford Run Watershed area, most importantly the areas on the University of Maryland at College Park campus including but not limited to the Lot 1 area and the Global Campus.
11. Inclusion of the portion of the Campus that is the Lot 1 area that is within the 1/4 mile walk radius of the Adelphi - Purple Line stop.
12. Inclusion of the Campus frontage along Campus Drive.

In summary, we hope to see a revised plan that concentrates higher density development in the Sector closest to the Purple Line station, including residential and commercial especially along Campus Drive while restricting development on Mowatt Lane and Guilford Drive. Most of the new activity in the sector should be at a walkable distance from the Purple Line station (1/4 mile or less). The north side of Campus Drive, which is not within the sector boundaries including Campus Lot 1 should be brought into the sector for residential and possibly commercial development. By building more at the Western end of the sector area and less along Mowatt Lane and Guilford

Drive, there will be less adverse environmental impact on Guilford Woods and Guilford Run. This approach will allow our natural resources to work for human well-being, mitigating the impact of excess heat and extreme precipitation.

We appreciate your efforts to promote smart growth while preserving and enhancing the natural spaces that provide essential ecosystem services. Guilford Woods is a small but important woodland area land that will prove to be a special asset as for the community as the sector station area is developed for increased housing density and neighborhood activity.

We hope, in the near future, to see all of our planning documents brought into alignment with the climate mitigation and adaptation goals put forth in the Climate Action Plan, as well as more consistent adherence to policies that decrease our environmental footprint and increase community resilience for the years to come.

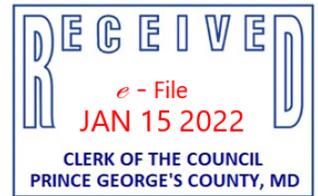
Thank you for your consideration of these important improvements to Adelphi Sector Plan.

Sincerely,

A handwritten signature in black ink, appearing to read "Janet Gingold", is placed over a light gray rectangular background.

Janet Gingold, Chair  
Prince George's Sierra Club  
13107 Whiteholm Drive  
Upper Marlboro, MD 20774  
301-814-1223  
[janet.gingold@mdsierra.org](mailto:janet.gingold@mdsierra.org)

**From:** [Todd Larsen](#)  
**To:** [Clerk of the Council](#)  
**Subject:** Comments re: Adelphi Road Sector Plan  
**Date:** Saturday, January 15, 2022 6:37:01 PM



**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

January 15, 2022

I am writing to encourage the Prince George's County Planning Board and County Council to better preserve natural resources, including Guilford Woods, in the County's Adelphi Road Sector Plan.

As currently drafted, the Prince George's County Council's Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan will contribute to the climate crisis and is not drafted in line with 21st-century principles of sustainable development. The plan fails to integrate environmental preservation with transit-associated development, and preserves only 4 out of 102 acres as reserved open space. In particular, the Sector Plan is a direct threat to the future of Guilford Woods, an environmentally sensitive ecosystem that is part of the Anacostia watershed.

The current Sector Plan zones Guilford Woods as a "Regulated Area," which would allow for development. Instead, Guilford woods should be off-limits to development and preserved as a natural resource. Additional existing green space threatened by development should be preserved as well.

Guilford Woods in particular provides many environmental benefits to the College Park community and the University of Maryland campus, including mitigating storm water runoff, acting as a buffer to the increasing heat island that results from development, and is home to multiple plant and animal species, including a new species of carnivorous worm.

There is growing concern amongst College Park residents that we are losing too much of our natural environment to development. While the development of multifamily housing near mass transit has many environmental benefits, this development should take place on land that is already part of the built environment. In particular, we should we be developing existing impervious surfaces such as parking lots (including Lot 1 on the University campus), into new housing, including more affordable housing.

In addition, the current Sector Plan contains street development that is likely larger than what is needed. Such excess development would create more impervious surfaces and further harm the natural environment.

I encourage Prince George's County Planning Board and County Council to delay adoption of the Sector Plan to allow for further discussion and

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 15**

consensus building regarding the potential for the destruction of the natural environment in the current sector plan.

Thank you for your attention to this matter.

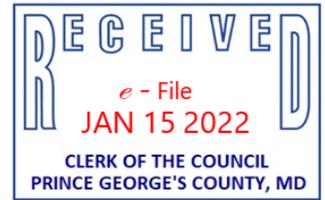
Sincerely,

Todd Larsen

8711 Rhode Island Ave.

College Park MD 20740

**From:** [Pat Noone](#)  
**To:** [Clerk of the Council](#)  
**Subject:** comments on the sector plan  
**Date:** Saturday, January 15, 2022 11:48:14 AM

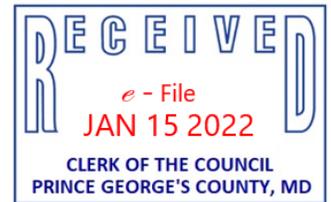


**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

I am a long-time resident of the area (since about 1976) and have seen much growth and change over the years. While it is hard to see the old neighborhood change, I believe the sector plan is attempting to help us all work with sensible growth of benefit to the community. I am also a long-time member of Hope Lutheran Church (4201 Guilford Road) which is part of the current sector plan. Hope has long served the immediate community and we are considering re-developing our property, while still having a church on the land. As a **member of the church and the community**, I support the height limits and tree requirements that maintain a neighborhood feeling.

Sincerely, Patricia Noone  
5016 Paducah Road  
College Park, MD 20740

**From:** [Nirit Rotenberg](#)  
**To:** [Clerk of the Council](#)  
**Subject:** Comment for Adelphi Road Sector Plan  
**Date:** Saturday, January 15, 2022 11:07:30 PM



**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Prince George's County Council,

The Adelphi Road Sector Plan should be paused until there is more community input and more protection in the plan for the natural areas including Guilford Woods.

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 17**

**Brown, Donna J.**



**From:** noreply@granicusideas.com  
**Sent:** Saturday, January 15, 2022 2:15 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



## New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Ross Salawitch submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 18**

eComment: I am writing to express strong opposition to this Sector Plan because this plan if enacted will have serious detrimental effects on the health and well-being of the community. Planning for the area surrounding the Adelphi Road Station has been conducted in a manner that has led to public protests op-ed pieces largely because the decision makers have not been willing to engage in meaningful dialogue with the affected communities. Perhaps the COVID-19 pandemic has played a role in limiting dialogue. I applaud the response of the elected officials of Prince George's County to COVID-19. I am one of a multitude of extremely grateful recipients of my first vaccine dose at the Sports and Learning Complex COVID-19 in Landover. It is my sincere hope that moving forward the elected officials of PG County to whom this comment is very respectfully addressed will see fit to engage in meaningful dialogue with their constituents on the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan.

[View and Analyze eComments](#)

This email was sent from <https://qranicusideas.com>.

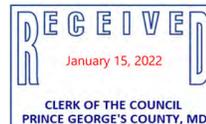
[Unsubscribe](#) from future mailings





DEPARTMENT OF  
CHEMISTRY &  
BIOCHEMISTRY

Ross Salawitch, Professor  
2403 Atlantic Bldg.  
University of Maryland  
College Park, Maryland 20740  
301-405-5396; [rsalawit@umd.edu](mailto:rsalawit@umd.edu)  
<https://chem.umd.edu/people/ross-i-salawitch>



15 January 2022

Dear Prince George's County Council:

I am writing to express my strong opposition to the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan because this plan, if enacted, will have serious detrimental effects on the health and well-being of the community. Community concerns over storm water management have been barely addressed throughout the planning process. I am a climate scientist who has published extensively in the peer-review literature, leading to the role of the Review Editor (along with two colleagues) on the most recent [Climate Science Special Report](https://science2017.globalchange.gov/credits/) (<https://science2017.globalchange.gov/credits/>) published in 2017 by the United States Federal Government. The scientific papers in this document solidify our understanding that as Earth's global mean temperature rises, warmer sea surface temperatures intensify the Earth's hydrological (water) cycle, leading to *increases in rainfall for locations such as Prince George's County*. The storm water management analyses conducted to date are based on outdated data and fail to consider future increases in precipitation in our region that are almost certain to occur. Simply, for the issue of storm water management, the future development in the area of the new Adelphi Road Station would be much better directed towards **existing impervious surfaces** than the destruction of numerous acres of currently intact urban forest.

There are other negative consequences of the execution of the current Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan, such as exacerbation of the urban heat island effect and degradation of air quality on the campus of University of Maryland, College Park (UMCP), my most happy and productive work place for the past 15 years. I have summarized these concerns in an opinion piece published on 12 Oct 2021 in the UMCP student newspaper:

<https://dbknews.com/2021/10/12/guilford-woods-pines-environment-defense-scientific>

and in another essay co-authored with 9 colleagues that appeared in The Washington Post on 5 November 2021:

<https://www.washingtonpost.com/opinions/2021/11/05/university-maryland-rightly-paused-its-plan-clear-an-urban-forest>

The planning for the area surrounding the Adelphi Road Station has been conducted in a manner that has led to public protests <https://www.youtube.com/watch?v=x11I6Cz2b5w> and numerous op-ed pieces in opposition to this development, largely because the decision makers have not been willing to engage in meaningful dialogue with the affected communities. Perhaps the COVID-19 pandemic has played a role in limiting this dialogue. **I applaud the response of the elected officials of Prince George's County to COVID-19.** I am one of a multitude of extremely grateful recipients of my first vaccine dose at the Sports and Learning Complex COVID-19 in Landover MD. It is my sincere hope that, moving forward, the elected officials of Prince George's County to whom this letter is very respectfully addressed will see fit to engage in meaningful dialogue with their constituents on the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan.

Sincerely,

Ross Salawitch, Professor  
Depts of [AOSC](#), [CHEM](#), and [ESSIC](#)  
Chair of the Campus Senate [Educational Affairs Committee](#), 2021-22 Academic Year

**Brown, Donna J.**

---



**From:** noreply@granicusideas.com  
**Sent:** Saturday, January 15, 2022 8:48 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



## New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Marc Simon submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 19**

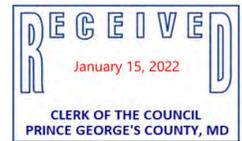
eComment: I am an architect with zoning & development expertise. Please halt & restudy this plan to include best planning practice & stakeholder input. My reasons follow: ARSPlan boundary was not set by professional planners, but dictated by PG County Council. ARSPlan references sustainability, responsible development, preservation; the Sectional Map Amendment Resolution does not support nor enforce these issues. Stakeholder feedback was largely ignored. Only 4 of 102 acres in the ARSPlan are preserved. Virtually all area is upzoned. Major consultant to the ARSPlan was Torti Gallas, architects & planners for the Western Gateway Project planned by Gilbane Development in league with UMD. This represents a conflict of interest that undermines the spirit of a plan that should support public good and not private interests. Attached are my notes dated 01/15/2022 on the ARSPlan and SMA resolution which address issues in greater detail to be included in the public record. Marc Simon, Hyattsville

[View and Analyze eComments](#)

This email was sent from <https://qranicusideas.com>.

[Unsubscribe](#) from future mailings





**Critical Notes on the Draft Resolution for the Adelphi Road-UMGC/UMD Purple Line Station Area Sector Plan which will effect the Sectional Map Amendment (SMA) and the Preliminary Adelphi Road-UMGC/UMD Purple Line Station Area Sector Plan**

The following are my comments on both the Draft Resolution for the Adelphi Road-UMGC/UMD Purple Line Station Area Sector Plan (herein labeled "Draft Resolution") and the Preliminary Adelphi Road-UMGC/UMD Purple Line Station Area Sector Plan (herein labeled "ARSPlan"). The first three pages represent a summary of important points followed by the references and comments in both documents. This set of notes expands upon those that I previously circulated dated 11/16/2021. It is my intention that these updated notes be included in the public record of comments on the Adelphi Road-UMGC/UMD Purple Line Station Area Sector Plan, and that the Prince Georges County Council and the Prince Georges Planning Board halt this plan in its current form so that the Adelphi Road-UMGC/UMD Purple Line Station Area Sector Plan can be restudied in a more measured way that includes best planning practices and appropriate stakeholder input.

Respectfully and sincerely,

Marc Neal Simon  
01/15/2022

- 1) The ARSPlan makes numerous claims regarding the area around the Purple Line Station at Adelphi Road. These include, but are not limited to:
  - a) "This Sector Plan contains the Community's vision..." p.2 ARSPlan
  - b) "Sustain our natural resources" p.11 ARSPlan
  - c) "Preserve key publicly owned natural areas to preserve environmental assets and create buffers between the core and adjacent neighborhoods." P. 12 ARSPlan
  - d) "Reduce heat island effect..." P.12 ARSPlan
  - e) "...reduce stormwater runoff b y increasing the percentage of shade and tree canopy over impervious surfaces." P.12 ARSPlan

None of these claims are supported nor enforced within the Draft Resolution.

- 2) The ARSPlan and the Draft Resolution radically increase the zoning density of the entire area without regard to the preservation of Guilford Woods. 72.75 acres of the total 102.12 acres within the plan boundary are up-zoned. This represents 71% of the plan area. The maximum total dwelling units that the plan would allow would be 4,716 dwelling units based upon the zoning designations proposed. A far more reasonable choice would be the elimination of Zoning Change 3 (Guilford Woods,

the Gilbane property, and a church property), Zoning Change 6 (Catholic Students Center), Zoning Change 7 (Lutheran Students Center), and the elimination of the following properties from Zoning Change 4: properties 25, 26, 27, 28, 30, 31, 33 as illustrated on Map 6, Parcel Information in the Resolution. This would result in a far more balanced location of higher density zoning and would preserve Guilford Woods. The resultant additional housing density would still be very significant, and it would be appropriately located proximate to the Purple Line Station. This more balanced development approach would certainly be enhanced were the boundary of the ARSPlan expanded to appropriately include land on both sides of Campus Drive as effectively proposed in a recent project by graduate students in the UMD Architecture Program.

- 3) A key takeaway from the public sessions was the strong desire to value preserving trees over increasing development. The ARSPlan does not honor this sentiment and the Draft Resolution does not support it in any way. The public was not presented with any scenario that would preserve Guilford Woods. This biased presentation of “Sector Plan Scenarios” developed by MNCPPC and their consultant Torti Gallas and Partners, Inc., treated the destruction of Guilford Woods as a fait accompli, thereby supporting the interests of a private developer over that of the public.
- 4) The ARSPlan states that the existing zoning is inconsistent with the market, hence the rationale that it should be up-zoned. This shallow logic could be used to claim that Central Park in New York City is underbuilt and inconsistent with the market in Manhattan.
- 5) The ARSPlan suggests the development of “Commercial Main Streets” along both Campus Drive and Mowatt Lane. This will simply cannibalize Baltimore Avenue retail and is inappropriate. Development should be concentrated on the strip of land on Campus Drive from Adelphi Road to The Domain apartment block. It should include both sides of Campus Drive, encouraging the University of Maryland to responsibly redevelop Lot 1, a major contributor to downstream flooding due to poor stormwater management.
- 6) The ARSPlan notes that there are no parks in the area defined by the sector plan. This blindly and purposefully ignores the fact that there is a significant extant forest canopy within the sector that must be maintained.
- 7) The ARSPlan proposes a public plaza at the intersection of Adelphi and Campus Drive. It simultaneously describes this area as dangerous and inhospitable to automobile, bicycle, and pedestrian traffic. The ARSPlan as drafted will worsen this condition, not improve it.
- 8) The general disconnect between the stated goals of the plan and the sweeping zoning changes that it advances makes it clear that the MNCPPC should restudy the area to generate a more appropriate and sensitive solution. This would also allow for

more appropriate accommodation of the overwhelming community sentiment that the plan is terribly flawed and in no way reflective of that community sentiment.

- 9) The boundary of the ARSPlan is completely inappropriate, and that alone should call into question the validity of the entire plan. The ARSPlan boundary does not use the Adelphi Road Purple Line Station as a center from which development radiates. It is on the edge of the boundary which fails to include any of the area to the north of Campus Drive, including Lot 1 of the University of Maryland. Such area should be part of any ARSPlan boundary. The boundary was dictated by the Prince Georges County Council and not set by professional planners.
- 10) The ARSPlan does not in any way reflect the Community Vision it purports to include and support. In fact, Community Vision was ignored in the development of the ARSPlan.
- 11) A major consultant to the development of the Adelphi Road-UMGC/UMD Purple Line Station Area Sector Plan and the Sector Plan Scenarios that were developed to illustrate and support it was the firm Torti Gallas and Partners, Inc. This same firm were the architects and planners engaged for planning and design of the Western Gateway Project proposed by Gilbane Development, a private developer, in conjunction with the University of Maryland. The site of that project, now paused by The University of Maryland due to enormous public opposition, included and was largely comprised of the acreage of the extant forest canopy known as Guilford Woods. This represents a tremendous conflict of interest that undermines the spirit that should be the basis of a plan that is meant to support the public good and not private interests.
- 12) What becomes law via the SMA (Sectional Map Amendment) is the language in the Prince Georges County Draft Resolution. Those mere 20 pages constitute the SMA map changes that up-zones the area indiscriminately while completely ignoring all of the issues described in the Adelphi Road-UMGC-UMD Purple Line Area Sector Plan. The bottom line is that the developers are incentivized to build across the entire zone while choosing to ignore or only pay verbal homage to any of the issues in the Adelphi Road-UMGC-UMD Purple Line Area Sector Plan. The ARSPlan suggests guidelines that are meant to convince the public that their interests are being served. The Draft Resolution is the more meaningful document and does not include any standards that would enforce adherence to the issues depicted in the ARSPlan.

Notes on “The Maryland-National Capital Park and Planning Commission **PGCPB No. 2022-**[insert resolution number]

MNS notes and comments in red

- Page 3: “Table 1: Comprehensive Rezoning Changes” This clearly illustrates the significant up-zoning of the plan. If, as per page 15 of the Preliminary ARSPlan, the total area of the sector plan is 102.12 acres, 72.75 acres (71%) are up-zoned.
- Page 6: “Map 2: Proposed Zoning” This illustrates insignificant amount of open space reserved as ROS (Reserved Open Space which supports .2 dwelling units per acre). This is a total of 3.94 Acres, or 3.9% of the land area of the sector plan. The largest amount of acreage in the ARSPlan in accordance with this resolution is up-zoned to LTO-c (Local Transit Oriented Core which supports 20-80 dwelling units per acre) and LTO-e (Local Transit Oriented Edge which supports 10-40 dwelling units per acre). This is unacceptable.
- Page 8: “Zoning Change 1: NAC (Neighborhood Activity Center which supports 10-30 dwelling units per acre) to LTO-c.” This is the Graduate Hills acreage and it is totally appropriate for higher density.
- Page 9: “Zoning Change 2: RR (Rural Residential which supports 1.85 dwelling units per acre) to ROS. This parcel is currently covered with trees and serves as a natural area. The sector plan recommends preserving this property due to its public ownership and value to the neighborhood as a wooded area that acts as a natural barrier and transition from the higher density core of the sector plan area to the low-density single-family detached homes to the north and west of the plan boundary.” This represents good planning.
- Page 11: “Zoning Change 3: NAC/RSF-65 (Residential Single Family which supports 6.7 dwelling units per acre) ... These parcels are largely undeveloped or places of worship.” This completely fails to acknowledge that similar to the parcel described in Zoning Change 2, this acreage is “currently covered with trees and serves as a natural area.” The largest portion of this acreage is publicly owned and likewise serves as a “natural barrier and transition” from the higher density development existing along (The Domain) or proposed along Campus Drive and the “low-density single family detached homes” to the south of the plan boundary. It should be treated analogously to Zoning Change 2 with a change to ROS.
- Page 12: “Zoning Change 4: NAC/RSF-65 to LTO-c” It is appropriate to up-zone those parcels along Campus Drive which are proximate to the Purple Line Station. However, properties along Mowatt should not be included in this up-zoning, but should remain with their residential single-family designation. This includes the Catholic Students Center and the Lutheran Students Center, both which serve as appropriate buffers between the UMCP campus and the single-family home neighborhoods to the south. It is interesting to note that when I met with the MNCPPC on 06/22/2021 I told the planners that these properties were outside of their 5 and 10 minute radii for walking distance from the Purple Line Station. They hesitated and then said that it was within the 10 minute radius of

the other campus Purple Line Station. This is obviously an extremely poor reason to consider upzoning these properties.

- Page 14: “Zoning Change 5: RSF-65 to ROS” This is appropriate but should be extended to include all of the State owned forested property previously noted in Zoning Change 3.
- Page 15: “Zoning Change 6: “RSF-65 to LTO-e” The zoning for this acreage should not be changed. The current religious use (Catholic Students Center) serves as an appropriate buffer between the UMCP campus and the single-family home neighborhoods to the south.
- Page 16: “Zoning Change 7: RSF-65 to LTO-e” The zoning for this acreage should not be changed. The current religious use (Lutheran Students Center) serves as an appropriate buffer between the UMCP campus and the single-family home neighborhoods to the south.
- Page 17: “Map 6: Parcel Information” Parcels 23 and 29 should be grouped together and treated like parcel 1 (Zoning Change 2) and parcel 32 (Zoning Change 5) with a change to ROS.

Table of the Zoning Abbreviations and the allowable densities mentioned in the Draft Resolution and the Draft Sector Plan. N.B.: these were taken from the internet and were not provided as part of the Draft Resolution nor were they included in the Preliminary Sector Plan.

ROS	Reserved Open Space	.2dwelling units per acre
RR	Rural Residential	1.85 dwelling units per acre
R55	Residential Single Family	6.7 dwelling units per acre
R10	Multi Family High Density	48 dwelling units per acre
RSF-65	Residential Single Family	6.7 dwelling units per acre
NAC	Neighborhood Activity Center	10-30 dwelling units per acre
LTO-c	Local Transit Oriented Core	20-80 dwelling units per acre
LTO-e	Local Transit Oriented Edge	10-40 dwelling units per acre

## Notes on “Preliminary Adelphi Road-UMCG-UMD Purple Line Station Area Sector Plan October 2021

### MNS notes and comments in red

- Page 2: “...guided by a detailed Public Participation Plan....This Sector Plan contains the community’s vision....” **The community participation was constrained by limited choices presented in the three scenarios, none of which offered the option of preserving the forest canopy of Guilford Woods.**
- Page 6: “This plan recommends the creation of a new pedestrian oriented neighborhood that embraces sustainable urban design, respects natural resources, is sensitive to external impacts, and reduces automobile dependence.” **Preservation of an existing established woodland is ignored. Up-zoning virtually all of the area of the plan is not sensitive to external impacts.**
- Page 11: Guiding theme: “Sustain our natural resources.” **Typical verbiage throughout the document not supported by any of the actions in the plan except the rezoning to ROS (Reserved Open Space) of a 2.86 portion of the existing forest canopy. The guiding theme is not guiding the ARSPlan.**
- Page 12: “Preserve key publicly owned natural areas to preserve environmental assets and create buffers between the core and adjacent neighborhoods.” **Stated but not followed anywhere in the ARSPlan. This is a recurrent motif. The plan is written to say all the right things which have no bearing on the actual rezoning which does the opposite.**
- Page 12: “Preserve the tree canopy.” **Not followed by the ARSPlan.**
- Page 12: “Create a neighborhood destination by attracting high quality retail...” **As I pointed out to the MNCPPC team in my zoom meeting with them on 06/22/2021, putting additional retail this close to the Baltimore Avenue retail corridor will only serve to cannibalize that retail and cause it to further languish. They then responded to me by saying they only meant small local coffee shops, etc. here so as not to do that, but that is not what they are proposing here. This is a prime example of being open to hearing public input and completely ignoring it, another recurrent motif. This duplication of excessive strips or zones of commercial/retail (which they are proposing both along Campus Drive and Mowatt) is reflective of poor planning practice.**
- Page 12: “Reduce urban heat island effect...” **This would be achieved by converting all of Guilford Woods to ROS (this would be parcels noted as Consolidation Group 4 on Map 12, page 44). Heat island effects will certainly be increased by developing this area of extant forest canopy.**
- Page 12: “...reduce stormwater runoff by increasing the percentage of shade and tree canopy over impervious surfaces.” **First and foremost, all existing tree canopy in extant forest should be maintained to achieve this, and it should not be increased by the up-zoning which will destroy the extant forest canopy.**
- Page 12: Transform the area closest to the Adelphi Road-UMCG-UMD Purple Line Station as a landmark gateway to the UMD Campus....” **The up-zoning to greater density development should be concentrated on the Parcel Consolidation Group 1 on Map 12, page 44. Any housing and convenience shopping should be**

focused there. That would create an appropriate gateway element. The land on the south side of Campus Drive beyond that Consolidation Group, i.e. Consolidation Groups 2 and 3 should remain as currently zoned and Consolidation Group 4 should be rezoned ROS as previously noted. The balance of properties on the west side of Mowatt and those on the southern side of Guilford Drive should remain with their current zoning as well. They provide the appropriate buffer (already very thin) of community facility uses (the religious entities serving the students) between the UMD campus and the single family neighborhoods to the south.

- Page 17: Map 4 of Municipal Boundaries fails to call out College Heights Estates with a map key element. The same is true for the properties on the south side of Campus Drive and the portion of land south of 193 and west of Adelphi Road.
- Page 20: The history section notes that one of the original land owners, Thomas White, was a horticulturist. It is likely that he owned the portion purchased by Gilbane, an interesting irony.
- Page 25: Timeline. Although there was some community engagement, it was clear throughout that engagement that the community overwhelmingly wanted less development, not more. The scenarios presented all reflected substantial up-zoning. It is clear that had the planners presented any option that preserved Guilford Woods and focused development immediately adjacent to the proposed purple line station exclusively, that option would have garnered enormous support as the best option.
- Page 26: Community Engagement: Key Takeaways: “Do not increase development if it comes at the cost of losing trees.” & “Surrounding community prioritizes preservation of natural areas.” Unfortunately, the ARSPlan ignores this important strongly repeated community sentiment.
- Page 27: “Challenges...Existing zoning within the Sector Plan boundary is inconsistent with the market demand as well as Plan 2035’s vision. Lower intensity zoning could push development to the east along the US 1 (Baltimore Avenue) Corridor or to the west along the MD 193 (University Boulevard) Corridor. This is one of the most shockingly disappointing statements within the document. The same logic would point to the fact that Central Park in New York is inconsistent with the market demand in its locale. Planned areas need a mix of uses and this includes parks and lower density zones immediately adjacent to transit nodes. This sector should not be rezoned. Here is an area of repose within an otherwise densely developed area which sorely needs its forest canopy, locations for community facility uses like the existing religious properties, and buffer zones to separate extremely disparate uses like the UMD campus and the single-family housing neighborhoods immediately to the south. The surrounding area has substantial areas of rag tag development for which up-zoning and other planning mechanisms could encourage a strengthening of those districts. These include the aforementioned areas “to the east along the US 1 (Baltimore Avenue) Corridor or to the west along the MD 193 (University Boulevard) Corridor. The ARSPlan as proposed will further weaken these areas by cannibalizing retail traffic and in effect, promoting just the sprawl that it claims

to diminish. This is especially true in the establishment of “Commercial Main Streets” proposed on Map 13, page 49. This is absolutely wrong on every level.

- Page 34: Map 7 highlights the prior spot-zoning approval which was granted for the never built Mosaic at Turtle Creek as per DSP-08001 more than a decade ago. This R10 (high density zoning for multi-family housing) parcel surrounded completely by R55 (single family zoning) reflects previous poor planning that was a response to political pressure as opposed to good planning policy. The now “paused” Western Gateway Project, depended on this prior up-zoning, and is equally, if not more, inappropriate.
- Page 38: “Map 9, Future Land Use Map”. This is the clearest indication of the intent of the ARSPlan. The entire area is up-zoned, and the de minimis area of 2.86 acres, the tailpiece of Guilford Woods, is all that is designated as parks and open space, highlighted in green on the map.
- Page 40: “Map 10. UMD West Campus Center” This map shows a core and an edge designation of the sector. As it completely ignores development within the UMD Campus, it is totally inappropriate to designate this as a “core”.
- Page 42: “Map 11” Virtually everything is up-zoned to dense multi family.
- Page 49: “Map 13. Commercial Main Streets” The ARSPlan proposes the development of two “main streets” with commercial development. As stated earlier, this will simply cannibalize retail traffic along Baltimore Avenue. Only minimal convenience retail would be appropriate immediately proximate to the Purple Line Station, but this is not what the plan proposes.
- Page 54: Active Transportation: “The intersection of MD 193 (University Boulevard), Adelphi Road, and Campus Drive is at the heart of the sector plan area. The size of this intersection combined with a high volume and speed of vehicles passing through it creates an inhospitable and uncomfortable built environment for people walking, bicycling, and using transit.” The up-zoning and subsequent increased density will exacerbate and worsen every aspect of this problem.
- Page 68: “Map 20: Recommended Bicycle and Pedestrian Facilities”. This should be enhanced by preserving the forest canopy and connecting pedestrian and bicycle paths in a manner suggested by the Guilford Greenway Project: <https://guilfordgreenway.weebly.com>
- Page 77: “Map 21: Existing Environmental Features” This clearly shows the extent of the existing forest canopy. Every aspect of the ARSPlan will diminish and destroy most of it.
- Page 78: “Decades of urbanization have resulted in a loss of wetlands and forest cover and the increased conversion of natural landscapes to impervious surfaces. These actions contributed to poor water quality, habitat loss, and extreme runoff events, which have reshaped the river over time.... Redevelopment of uses constructed prior to the advent of the current stormwater management regulations often leads to better onsite stormwater management and less runoff.” This observation is critical and the ARSPlan should address it, but it does not. Existing impervious surfaces like Lot 1 at UMCP should be developed, and existing forest cover should be preserved and not converted to more impervious surface through development. It is clear that further study by the

County and the State would likely result in the designation of portions of Guilford Woods as a wetlands area. Further study is certainly warranted as opposed to a blanket and indiscriminate up-zoning to encourage development.

- Page 80: “Map 22” This map highlights the “regulated area” around Guilford Run. The ARSPlan should further examine this and re-evaluate how to preserve this area.
- Page 82: “Preserve the maximum amount of existing natural resources practicable.... They need to fully honor this and not destroy the existing green forest canopy.
- Page 84: “Map 23. Proposed Amendments to the Countrywide Green Infrastructure Network” This map clearly indicates that there are many areas of green infrastructure that require further evaluation.
- Page 85: Stormwater Management/Impervious Surfaces” They only suggest ways to diminish the effects of the development they are enabling. The obvious truth is that preserving extant forest canopy is critical to these issues and should be a primary consideration of any valid plan.
- Page 86: “Forest Cover/Tree Canopy Coverage” The most basic way to preserve forest cover and tree canopy coverage is to not deforest existing areas. The ARSPlan ignores this.
- Page 112: “While there are no parks in the sector plan area...” There happens to be a mature forest in the sector plan area which could serve all local residents as well as those who use the Purple Line to come to the area. The ARSPlan ignores the potential of this remarkable amenity and actively enables its destruction.

It is clear that this plan should not proceed. It is clearly the result of political pressure that exists independent of and outside of best planning practices.



**Brown, Donna J.**

**From:** noreply@granicusideas.com  
**Sent:** Saturday, January 15, 2022 9:09 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



# New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Melissa Schweisguth submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the

**Preliminary Adelphi Road/Purple Line Station Area Sector Plan and Proposed SMA EXHIBIT 20**

Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

eComment: The plan lacks a policy or strategy to ensure long-term affordability, which is a critical need in our County and the Plan area given its demographics. The plan must be revised to fill these gaps. The plan proposes to remove a sidewalk on Sanford St to create a bike lane; the bike lane should be additive as the sidewalk is critical for public safety. I oppose the planned development of Guilford Woods, which is counter to significant public advocacy against developing the Woods, leading UMD to table its plans to build housing there. Developing Guilford Woods is counter to the County's Climate Action Plan, which calls for no net loss in tree canopy, but an increase. Developing the Woods & planting a comparable area will not replace its environmental, pollution filtration, habitat and climate benefits, which stem from mature trees' deep roots, the rich soil developed over years as leaves increase soil organic matter, and the trees' large size. Revise the plan to preserve Guilford Woods.

[View and Analyze eComments](#)

This email was sent from <https://granicusideas.com>.

[Unsubscribe](#) from future mailings



**From:** [Jack Hedgman](#)  
**To:** [Clerk of the Council](#)  
**Subject:** Comment on Draft Adelphi Rd. Purple Line Sector Plan  
**Date:** Sunday, January 16, 2022 1:46:51 PM



**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

One of the key failures of the draft plan is that the boundaries do not include land located on the north side of Campus Drive (e.g., University of Maryland Global Campus, UMD Lot 1). Therefore, it totally neglects to imagine any potential future development on UMD Lot 1. To remedy this failure, the plan created by UMD School of Architecture students focuses on the development of Lot 1. Turning the 20 acre Lot 1 eyesore into such an outstanding project surely would benefit UMD, our local community, Prince George's County, and the State of Maryland. This alternate plan would surely create something in which we all could take pride for years to come.

Jack Hedgman  
7207 Windsor La.  
Hyattsville, MD

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 21**



**Brown, Donna J.**

**From:** noreply@granicusideas.com  
**Sent:** Sunday, January 16, 2022 2:02 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



# New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Judith Lichtenberg submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

Preliminary Adelphi Road/Purple Line Station Area Sector Plan and Proposed SMA  
**EXHIBIT 22**

eComment: As an almost forty-year resident of the University Park/Hyattsville community, I want to express my strong opposition to the Sector Plan as it currently stands. It is flawed in many ways. The development of the Plan lacked significant input from either local stakeholders or from professional planners. It would threaten most of Guilford Woods, a ten-acre forest directly south of the University of Maryland campus with enormous environmental benefits—contributing to the avoidance of flooding and heat islands—as well as aesthetic and psychological ones. The Plan also neglects to consider development of the university's Lot 1, an ideal site for graduate student housing and parking. I urge you to reconsider the Plan over the next year, including input from stakeholders and professionals. Judith Lichtenberg 7109 Eversfield Drive Hyattsville, MD 20782 301 814-7120

[View and Analyze eComments](#)

This email was sent from <https://qranicusideas.com>.

[Unsubscribe](#) from future mailings



**Brown, Donna J.**



**From:** noreply@granicusideas.com  
**Sent:** Sunday, January 16, 2022 2:27 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



# New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Alec Lynde submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 23**

eComment: The project boundary incorporates the majority of Guilford Woods, a mature ecosystem that enhances floodwater mitigation and supports the larger Anacostia River Watershed. It is also an important green space for residents of College Park, University Park, Riverdale Park, and other neighboring communities. The proposed Sector Plan does not do enough to protect this important ecosystem. Instead, it proposes developing over large portions of it. This is a great opportunity to make larger and mature green spaces more accessible to people across PG County. I oppose the preliminary sector plan and ask that you send it back to the project team with guidance that they must protect the existing Guilford Woods boundaries and make Guilford Woods more accessible as a green space.

[View and Analyze eComments](#)

This email was sent from <https://qranicusideas.com>.

[Unsubscribe](#) from future mailings



**Brown, Donna J.**



**From:** noreply@granicusideas.com  
**Sent:** Sunday, January 16, 2022 1:57 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



# New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Stephen Prince submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 24**

eComment: I do NOT oppose good development around the Purple Line - however, the Sector Plan is not that. Among the particular concerns is the elimination of any natural environment. Although one of the "Key Policies" in the Plan states: "Preserve key publicly owned natural areas to preserve environmental assets and create buffers between the Core and adjacent neighborhoods." (p. 12), the Draft Resolution proposes only 4 of the full 102 acres. Furthermore, both will be completely surrounded by roads and will not survive as core forest owing to edge degradation. Elsewhere in the Plan, much is made of a narrow strip of land along Guilford Run, yet it is proposed for rezoning which would permit its complete elimination. Guilford Woods provides pleasure to visitors, high biodiversity, as well as protection against downstream flooding and elevated temperature in summer (the "heat island" effect). Truly natural areas are a rarity in cities and suburbs. There are none within 5 miles of the Plan area.

[View and Analyze eComments](#)

This email was sent from <https://qranicusideas.com>.

[Unsubscribe](#) from future mailings



**Brown, Donna J.**



**From:** noreply@granicusideas.com  
**Sent:** Sunday, January 16, 2022 3:46 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



## New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Louiqa Raschid submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 25**

eComment: I am a 30+ year Hyattsville resident and UMD professor. I support smart walkable green development and the Purple Line. I am opposed to the current Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan. (1) There has been limited consultation with constituents including UMD. (2) The plan does not consider storm water runoff issues adequately. (3) The plan is out of step with today's climate crisis and sustainable development. In particular, the Sector Plan is a direct threat to the future of Guilford Woods, an environmentally sensitive ecosystem that is part of the Anacostia watershed. (4) It ignores the recent University of Maryland "pause" of the Western Gateway Project (which would have destroyed Guilford Woods). (5) The plan omits areas north of Campus Drive (including the University of Maryland Global Campus and UMD Lot 1), even though development of both sides of a street is fundamental to good planning. I recommend a delay to obtain further feedback. Louiqa Raschid

[View and Analyze eComments](#)

This email was sent from <https://qranicusideas.com>.

[Unsubscribe](#) from future mailings





**Brown, Donna J.**

**From:** noreply@granicusideas.com  
**Sent:** Sunday, January 16, 2022 9:25 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



# New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Victor Yakovenko submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

eComment: As currently drafted, the Adelphi Road Sector Plan fails to integrate environmental preservation with transit-associated development. It is a direct threat to the future of Guilford Woods, an environmentally sensitive ecosystem that is part of the Anacostia watershed. The planning process has failed to engage key stakeholders or to take community input into account. An outpouring of public opposition led UMD to pause the Western Gateway Project. Yet the Adelphi Road Sector Plan leaves Guilford Woods vulnerable to future deforestation by up-zoning the area for development. The draft Sector Plan preserves only 4 out of 102 acres as open space. While dense development around transit hubs is important, it is also crucial to protect existing tree canopy and green spaces. I urge the PG Planning Board and the PG County Council to pause the planning process for a year to allow for meaningful community input.

[View and Analyze eComments](#)

This email was sent from <https://qranicusideas.com>.

[Unsubscribe](#) from future mailings





**Brown, Donna J.**

---

**From:** Dan Behrend <danbehrend@gmail.com>  
**Sent:** Monday, January 17, 2022 3:16 PM  
**To:** Clerk of the Council  
**Subject:** JT 01182022b - Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan  
**Attachments:** Behrend Re\_JT 01182022b.pdf

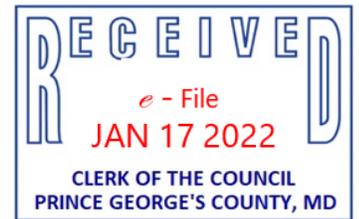
**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Dear Ms. Brown,

Please find attached my public comments regarding JT 01182022b (Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan).

Thank you,

Dan Behrend  
4511 Riverdale Road  
Riverdale Park, MD 20737



January 17, 2022

Re: *JT 01182022b*

Dear County Council Members, sitting as the District Council, and members of the Prince George's County Planning Board:

Thank you for the opportunity to comment on the Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan released on October 28, 2021.

**I largely support the plan**

I support many aspects of the plan, which will lead to improvements for our local community, the county, and the region, including:

- Creating a high-intensity, mixed-use, pedestrian-oriented, and university- and transit-supportive neighborhood at the Adelphi Road-UMGC-UMD Purple Line Station Area;
- Enhancing active transportation infrastructure to create quality of life, support sustainable travel modes, and attract businesses and employees; and,
- Preserving key publicly owned natural areas to preserve environmental assets.

In particular, I strongly support the county's proposed transportation & mobility policies and strategies (*i.e.*, policies TM1-TM9), including plans for complete and green streets and the use of the county's urban street design standards. The recommended projects in Tables 7 & 8 will all support the county's goals of creating a pedestrian-oriented and transit-supportive neighborhood.

To ensure the goals for the sector area are achieved, I encourage the county to work to ensure that the Maryland Department of Transportation (MDOT) includes bicycle facilities that are protected and/or separated from motor vehicle traffic on Campus Drive, Adelphi Road, and University Boulevard. Based on Table 7, I believe the county does plan to work with the state to provide those bicycle facilities. However, if not, please update the plan to include those additional facilities.

While beyond the scope of the sector plan, the county should work with MDOT to extend protected bicycle facilities beyond the sector area along those state roads to further improve access of county residents to the Purple Line station and sector area.

**Requested changes**

I request that the county make two changes before finalizing the sector plan:

**(1) Designate Guilford Woods as preserved open space so that the forest can be preserved and conserved in perpetuity.**

At a minimum, the county should revise the sector plan to:

- (a) Designate the future use of the land owned by the State of Maryland that includes Guilford Woods (*i.e.*, the parcels 29 & 32 identified in Appendix A, Map 30) as parks and open space.
- (b) Expand Conservation C (*i.e.*, Guilford Run Stream Valley Park Conservation Area C; see Map 29 and Table 15) to include all of parcels 29 & 32.
- (c) Zone parcels 29 & 32 as reserved open space (*i.e.*, change the proposed zoning for parcel 29 in the Sectional Map Amendment from Local Transit-Oriented Edge (LTO-e) to Reserved Open Space (ROS)).

In addition to aligning with the natural environment policies outlined in Prince George's Plan 2035 (*see e.g.*, Policy 5 - Preserve and enhance existing forest and tree canopy coverage levels), my recommended change aligns with many of the sector plan's own goals and policies, including:

- preserving key publicly owned natural areas to preserve environmental assets and create buffers between the Core and adjacent neighborhoods (key land use policy);
- preserving the tree canopy to support the conservation of the natural environment to create a pleasant environment for passive recreation and active transportation users (key natural environment policy);
- preserving the maximum amount of existing natural resources practicable within the context of creating urban, walkable communities (NE 1); and,
- preserving the tree canopy to support the conservation of the natural environment (NE 4).

The [benefits](#) of preserving and maintaining urban forests and remnant forests for the future residents of the sector area, nearby communities, and the county as a whole are well-documented. Prince George's County is working on a [Climate Action Plan](#), which includes goals to preserve and expand the tree canopy in the county. Preserving Guilford Woods, especially the portion on public land, would be an important piece of achieving our county's goals.

**(2) Add additional information in Section II. Defining the Context, and throughout the plan, to explain the impacts and considerations of the sector area's proximity to the approximately 15 acres of surface parking just north of Campus Drive.**

The proximity of large surface lots north of Campus Drive will involve uses contrary to many of the goals, policies, and recommendations outlined in the preliminary sector plan. While one can infer why the county chose not to include land on both sides of Campus Drive in the sector plan, it would be helpful for the sector plan to explain how the recommendations and policies account for the nearby, expansive surface parking.

For example, if the goal is to have 75% of trips taken by non-auto means by 2047 (see Table 17), it may be counterproductive to have residents of the 2,321 new dwelling units constructed in the sector area to potentially have access to expansive parking lots across the street (e.g., students/faculty, after hours access).

Additionally, the University of Maryland's [2011-2030 Master Facilities Plan](#) and subsequent updates, propose to build a five story parking garage with 2,000 parking spaces just north of Campus Drive. That parking lot would sit just across the street from the area the sector plan identifies as Local Transit-Oriented Core, and will likely be as tall as the mixed-use buildings planned in the sector area to promote transit-supportive uses and minimize car trips.

It would be helpful if UMD committed to building transit-oriented development to the north of Campus Drive and along the Purple Line alignment through what are currently surface parking lots. If UMD is not able to make that commitment, it would be useful for the sector plan to describe the challenges imposed by the proximity of contrary land uses and the mitigations taken to address the large parking lots north of the sector plan area.

Thank you for your time and consideration,

Dan Behrend  
4511 Riverdale Road  
Riverdale Park, MD 20737

**From:** [David Brosch](#)  
**To:** [Clerk of the Council](#)  
**Subject:** Adelphi Rd Purple Line Station Sector Plan comments  
**Date:** Monday, January 17, 2022 2:53:49 PM



**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Dear Clerk of the Council,  
Please add my comments to the public record.

*I am a resident of University Park and a city planner. The County Council, in concert with the Planning Board, should schedule one or more additional hearings after January 18 before giving final approval to the Sector plan. I recommend this so sector boundaries can be expanded to include UMD lot 1, up zoning be confined to the parcels closest to the station, transportation elements improved, and Guilford Woods preserved to become a special environmental and livability asset as the sector is developed for new residents and the surrounding community. A pause will give the University, community stakeholders, and churches more opportunities to be engaged and contribute to this process.*

Thank you.  
David Brosch

**From:** [Guilford Woods](#)  
**To:** [Clerk of the Council](#)  
**Subject:** Adelphi Road-UMGC/UMD Purple Line Station Area Sector Plan  
**Date:** Monday, January 17, 2022 2:52:45 PM  
**Attachments:** [pause-the-adelphi-rd-sector-plan\\_1-17-22.pdf](#)



**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Dear Council Chair Hawkins, Vice-Chair Harrison, and Council Members Dernoga, Taveras, Glaros, Turner, Ivey, Davis, and Streeter:

The Coalition to Save Guilford Woods requests a pause of the Adelphi Road-UMGC-UMD Purple Line Station Area Sector planning process to allow for more community input, to bring planning documents into alignment with the County's Climate Action Plan, and to incorporate critical improvements, such as providing greater protection for remaining natural areas, including Guilford Woods.

As of 2:45 pm on January 17, 2022, more than 600 people have signed our petition urging a pause of the Adelphi Road Sector Plan process to achieve these goals. Here is a link: <https://sign.moveon.org/p/pausetheplan>

We respectfully submit the text of this petition, attached with signatures received as of 2:45 pm on January 17, 2022, for inclusion in the public record.

To summarize our concerns, the Prince George's County Council's Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan is unacceptable as currently drafted because:

- It drastically increases the zoning density of the entire area without regard to the preservation of Guilford Woods
  - It is discordant with the emerging Prince George's County Climate Action Plan
  - It preserves only ~4 out of 102 acres as reserved open space at a time when it is critically important to preserve and expand our urban forests to help adapt to ongoing climate change
- It does not adequately acknowledge the Guilford Run watershed as a critical part of the Countywide Green Infrastructure Network
- It does not include both sides of Campus Drive, omitting UMD Lot 1, a large impervious area that contributes to extensive stormwater runoff
- It ignores the recent University of Maryland "pause" of the Western Gateway Project
  - The illustrated interior road network in the Draft Plan is substantially based on the paused Western Gateway plans
  - Moreover, this road network violates the Green Infrastructure Network and bisects the current Hillel Building.
- It completely ignores community input

We support higher density, mixed use infill development near Purple Line stations. However, transit-oriented development must be properly balanced with environmental preservation, as it is crucial to protect our existing tree canopy and green spaces.

Sincerely,  
Coalition to Save Guilford Woods

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 29**

and more than 600 community supporters as of 2:45 pm on January 17, 2022

# Pause the Adelphi Road Sector Plan



To: Prince George's County Council Members

As currently drafted, the Prince George's County Council's Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan is entirely out of step with today's climate crisis and with 21st-century principles of sustainable development. It fails to appropriately integrate environmental preservation with transit-associated development. In particular, the Sector Plan is a direct threat to the future of Guilford Woods, an environmentally sensitive ecosystem that is part of the Anacostia watershed.

Up to now, the planning process for the Adelphi Road Sector Plan has failed to effectively engage key stakeholders and take community input into account. We are asking the Prince George's County Council to pause the planning process for one year to allow for a truly stakeholder-engaged approach.

## **Why is this important?**

The current draft is discordant with Prince George's County's Climate Action Plan. It preserves only 4 out of 102 acres as reserved open space. At a time when it is critically important to preserve and expand our urban forests to help adapt to ongoing climate change, the Sector Plan greenlights zoning changes that could result in the future destruction of Guilford Woods (>1,000 trees)

The current plan does not adequately acknowledge the Guilford Run watershed as part of the countywide Green Infrastructure Network.

The current plan ignores the recent University of Maryland "pause" of the Western Gateway Project (which would have destroyed Guilford Woods). This project was paused due to an outpouring of community opposition that highlighted the environmental and human health benefits of this urban forest as well as related stream and wildlife habitat.

The draft Adelphi Road Sector Plan drastically increases the zoning density of the entire area without regard to the preservation of Guilford Woods. A far more reasonable plan would be to up-zone only the parcels of land along Adelphi Road and Campus Drive up to the Domain apartment complex (at the corner of Campus Drive and Mowatt Lane). This would protect Guilford Woods and Guilford Run stream while still allowing for a significant amount of additional higher-density housing proximate to the Purple Line Station.

The poor planning behind the current draft is reflected in the fact that it omits areas north of Campus Drive (including the University of Maryland Global Campus and UMD Lot 1), even though development of both sides of a street is fundamental to good planning.

Given the urgency of the climate crisis, we need genuinely sustainably development and smart growth in our county that prioritizes the preservation of our existing forested areas. Let's pause the planning process to make sure that community voices are heard.

Signed by 601 people:

<b>Name</b>	<b>Zip code</b>
Elisabeth Herschbach	20782
Helen Kaiser	20782
Judith Lichtenberg	20782
Kathleen Evans	20740
Lee Poston	20782
Susan Schatz	20740
Meg Oates	20740
Deborah Rosenfelt	30782
Marc Simon	20782
Nick Schmerr	20782
Rachel Golden Kroner	20783
Nancy Barrett	20781
Louiqā Raschid	20783
Lindsey Dunn	30521
Madlen Simon	20782
Tom Ohara	13209
Amy Sapkota	20782
Linda Moghadam	20782
David Luban	20782
David Hickam	20782
David Gottlieb	20782
David Brosch	20782
John G. Hedgman	20782
Becky Livingston	20782-1157
Jessica Garratt	20782
Bonnie Scott	20782
Eric Boyle	20782
Connor Underwood	80924-4208
Tate Hilmoe	20782
Paula Brosch	20782

<b>Name</b>	<b>Zip code</b>
Leo Shapiro	20740
Denny Gulick	20783
Jasper Shapiro	20740
Tamara Devieux-Adams	20782
MANSOOR MOADDEL	20782
Jessica Sweet	20852
C. Lee	20782
Larry Prikockis	20782
Meredith Hendrickson	20782
Karin Burghardt	20742
Michael Kemper	20782
Jan Townshend	20782
Ralph Bennett	20742
HARVEY Thompson	20782-2154
Edward Krauland	20782
Sarahjean Thompson	20782-2154
Ross Salawitch	20782
Mary Gathercole	20782
Sharon Garrison	20782
Russell Dickerson	20782
Sharon Sefton	20708
Lesley Krauland	20816
Rob Floyd	20782
Serap Rada	20782
Heidi Scott	20782
Stephen Prince	20782
Marilyn Yang	20740
Emily Lucie	20740
Camille Calure	20740
Rachel Noorani	20740

<b>Name</b>	<b>Zip code</b>
Kaitlyn Hughey	20740
Jenna Kobel	20740
Steven Berit	18940
Hannah Scott	21666
Douglas E Gill	20782-1176
Rita Gottlieb	20782
Ajay Kothari	20740
Nina Jeffries	20840
Lore Rosenthal	20770
Nirit Rotenberg	20740
Frances Riley	20742
Lindsey Parker	20740
Barbars Sollner-Webb	20707
Reese Barrett	20740
Caroline Thorne	20901
Leyla Merlo	20901
Helen Craig	20901
Tom Taylor	20770
Laurie Morrissey	20782
Steven Hurtt	20782
Jan-Michael Archer	20770
clark weaver	20782
Melissa Floyd	20782
Kate Jackson	20782
Eric Hurtt	20782
Lynne D	20782
Leisa Standish	20782
Georgina Wilkinson	20782
Simon Younes	21209
Vera Gonzalez	20740

<b>Name</b>	<b>Zip code</b>
Cecile Parmentier-Line	20782
Jenna Feldman	10538
Marina Goldgisser	20770
ella jacobs	20905
Sophia Winner	21093
Alex Horn	21044
Jahnavi Kirkire	20833
Ezra Silver-Isenstadt	20723
Peter Jessimy	34952
Thomas Adams	20878
Laila Syed	20742
Ella Gammel	21801
Raffi Karahisar	20782
Kurt Willson	20855
Susan Gorecki	23185
Kaitlyn Baligush	20622
Xanxa Danckaert	21012
Nora Hamovit	20910
Kim McDowell	20781
Jordan Resnick	20740
Tierney Fine	21075
Serena N.	21074
Kathy Mancusi	20782
Ron Ron	20740
Lisa Sutton	20783
Lily FOUNTAIN	20740
Nicholas Orrick	20737
Janet Gingold	20774
Michael Rohlf	20782
Trey Sherard	20002
Francis DuVinage	20782

<b>Name</b>	<b>Zip code</b>
Mary Pittas-Herschbach	20740
Kathleen Mitchell	20782
Mary Reuter-Mowery	20782
Nathaniel Morgan	20782
Liam Semanyk	20740
Ann Barrett	20781
katharine Alter	20782
Foster Lott	20782
Catherine Turner	20782
Alexa Bely	20740
Nancy MG	20782
Christel Stevens	20782
betsy barrett	20782
Budhan Pukazhenth	20782
Alexander Rohlf	20782
Lori Clark	22304
Diane Teichert	20782
Elizabeth Knutson	20782
Michael Macqueen	20782
Donald Milton	20782
Scott Perrine	32904
William Burns	20901
Paul Bueno de Mesquita	20783
Noel Guerrero	20782
Kate McPhaul	20782
Ross Salawitch	20782-1190
Stella Hurtt	20782
Chris Oehrle	20782
Jonah Hurtt	20782
Sarah Starrett	20782

<b>Name</b>	<b>Zip code</b>
Shefali Gupta	20827
Elizabeth Guerrero	20782
Briana Manente	20784
Danny Schaible	20781
Max Skoglund	20740
Ann Forsythe	20782
Shari Sanderson	20782
L. Elaine Kennell	20782
Linda Verrilk	20782
Christine Dawson	20782
Gary Sanderson	20782
Virginia Myers	20782
MarySue Twohy	20782
Ira D	20782
Emily Alvarez	20782
Leanne Poteet	20782
Gayatri Varma	20782
Serap Rada	20782
Lindsey Alder	20782
LEISH CLANCY	20782
Hannah Weigle	20782
Hannah Walsh	20782
Eluzabeth Follin	20782
Lisa Frank	20782
Claudia Chudacoff	20740
Stacy Peterson	20782
Madilyn Peterson	20782
Jana Over	20852
Julia Walther	20782
Jon Fraser	20782
Carrie Davis Murphy	20782

<b>Name</b>	<b>Zip code</b>
Alan Wonneberger	20740
Judith Cotter	20782
Judy Cassidy	20782
Robert Seiler	20782
Laurent Montesi	20782
Liana Sayer	20782
Matthew Jasinski	20782
Loren Lippmam	20772
Linda Moghadam	20782
Christine Moss	20782
Louise Patten	20905
Grace Mary Oates	20782
Tristan St.Onge	20782
Heidi St Onge	20782
Nessa Moghadam	20782
Elizabeth Seeger	20782
Callie Dosberg	20782
Sarah Moseley	20782
Joyanna Priest	20782
Robert Moss	20782
Norma Babington	20782
Corey Tucker	20782
Kathryn Robinson	20782
Mary Gathercole	20782
Zack Kinger	20782
Sarah Winfield	20782
Molly Shakeri	20782
Robert Headley	20721
Kanika Clay	20783
Aubrey Batten	20740-3920
Sharon Werth	20782
Kimberly Scott	20783

<b>Name</b>	<b>Zip code</b>
Raymond Sedwick	20782
Maddi Rihn	20740
Maureen Fine	20715
Bob Devlin	20782-1029
Dawn Bohls	20782
Michael Ross	20782
Julie Gabrielli	21209
Vera Wiest	20740
Anoush Moghadam	20782
Elliott Hamilton	20782
Caroline Wick	20740
George Alderson	21228
Joan Lewin	21286
Mary F. Tobin, Ph. D	21054
Shirin Ahmed	20782
Jennifer Cotting	20902
Robert Winger	20912
Todd Larsen	20740
Alys Jarvela	20723
Emma Minnis	21230
Anne Marquis	20737
Mark Brochman	20912
Christy Bumanis	20876
Catherine Farmer	23220
Nina Faye	20782
Ana Hernandez	20782
Melissa Ho	20782
Judith Barnes	20782
Ruth Alvarez	20782
Margaret Boles	20721
Aimee Hart	20783

<b>Name</b>	<b>Zip code</b>
M M Zang	20782
Mark Hill	30740
STEPHEN ROTH	20763
Clara Irazabal	20740
Susan Whitney	20740
amy truly	20904
Carol Bonkosky	20783
Dixie Meadows	20782-1413
Bernice Bridegum	20782
Margerie Snider	20782
Matthew Hansen	20901
Rob Sprinkle	20742
Mary Wolfe	20708
Marjory Donn	20770
holly poole- kavana	20011
marie pichaske	20782
Adedokun Ojo- Ade	20908
Constance Belfiore	20782
Nina Agrawal	20841
Denise Brown	20710
Ann Johnson	20782
Deborah Levenson	20740
Lora Katz	20737
Mary Burns	20740
Deborah Snider	20782
Afriasia Bermúdez- Crespín	20706
marsha salzberg	20715
Linda Rieger	20854
Chris Justice	20742

<b>Name</b>	<b>Zip code</b>
Sandra Roberts	20770
Kathy Bartolomeo	20770
Sarah Jasinski	20782
Arlene Montemarano	20901
Robert Gammon	20782
Anna Mikkelsen	20783
Catherine Miranda	20912
Carl Smith	21045
Marcia Meyer	20740
Jeffery Sauer	55356
Mary Ann Allison	20782
Ekaterina Cathey	20783
Jamal Rollins	20774
Elissa Dallimore	21774
Amy Pickens	21409
John Brown	20740
Katie Mel	20782
Deborah Hayes	20782
Dianne Salzberg	20783
Turpin Colleen	21055
Steve Snider	20782
Jeri Boliek	20740
Rejanne Le Bivic	20742
Cathy Burch	20783
Robert Baer	20740
LAIXIANG SUN	20782
Peggy Eskow	20770
Xinyuan Li	20740
Nathalie Bely	20740
David Fishlowitz	20740
Marc Imlay	20616

<b>Name</b>	<b>Zip code</b>
Jean LaGue	20782
Kathryn Izon	20782
Doug Bowles	20722
Liz Ruth-Brinegar	20740
Catherine Fisanich	20770
Merlyn Drummond	20782
Jacqueline Baldini	21032
Kurt Schwarz	21046
Leah Wolf	20781
Joyce Quandt	20740
Jeffrey Quandt	20740
Jonathan Lebolt PhD LCSW-C	20770
Joseph Dien	20782-1149
Lawrence Paulson	20782-2100
Maria Tonellato	20010
Rebecca Traldi	20782
Quan Shen	20770
Petr Potapov	20905
Jonathan Resop	20832
Julie Silva	20910
Erin Jacobs	20742
Tatiana Loboda	20742
Kathy Keller-Baer	20740
Andrew Bely	20740
Sergii Skakun	21704
zhen song	20740
Catherine Nakalembe	20740
Allison Lewis	20854
Mary Mitkish	20742
Emily Bruns	20742

<b>Name</b>	<b>Zip code</b>
Melissa Sites	20770
SUSAN MCCUTCHEN	20710-1526
Steven P.	20901
Rya Inman	20737
Sarah Morse	20781
Meredith Massey	20781
Roy Alvarez	20782
Jean Lombardo	20770
James Menasian	20782
DJ Owens	20742
Jeffery Davis	20740
Greg Smith	20781
Mary Dancy	20782
Xin Xu	20740
Amanda Hall	20716
sarah combs	20741
Maureen Rault	20781
Tina Batten	20740
Jonaki Sanyal	20781
Emilie Murphy	21076
MEREDITH GORE	20817
Andrew Irving	20770
Daniel Vega	21771
Alexi Sanchez de Boado	20782
Sarah Eisen	20781
Erin Nortrup	20712
Janet Carpenter	20782
Jennie Reinhardt	20781
Christopher Mendelson	20781
carol nezzo	20740
Jennifer Goltz	20781

<b>Name</b>	<b>Zip code</b>
Carolyn Larkin	20770
laura collins	20782
Camilla Clough	20781
RD Macpherson	20740
Iris McTaggart	20781
Alice Ewen	20737
Christopher Currie	20781
Marla McIntosh	21042
Joseph Goltz	20781
Jeff Hall	21043
David Cox	20782
Allison Lansverk	20782
Emily Fritz	20782
Julia Miller	20011
Angus Macpherson	20740
Brian Gibbons	44126
Esme Macpherson	20740
Irene Marsh	20781
Randolph Nace	20740
Jing Lin	20903
Sarah Eppley	20770
John Turpin	21054
Miriam Phillips	20781
Sharon Chua	20783-1930
Troy Gharibani	20740
DWIGHT HOLMES	20737-1918
Maria Hult	20770
Christine Bloecker	20770
Dennis Wingle	19555-1517
Sharon Salmon	20782
Anke Meyer	20782

<b>Name</b>	<b>Zip code</b>
Jan Kennedy	44904
Justin B	21108
Blake Sloane	20781
Annette McCormick	44843
Randi Pokladnik	44683
Virginia Lawson	20770
Allison Hughes	20740
Ellen Iscoe	20781
Anya Trudeau	20781
Teresa Smithson	20770
Evelyn Fraser	20018
Karen Hogan	20782
Rita Santelli	20781
Kate Culzoni	20712
Tara Burke	20781
Angela Oddone	20770
Louise Neu	20781
Glynnis Rea	18049
Eli Webster	20782
Mark Long	20879
Joanne Fitterer	20710
Rene Beesley	20781
Hannah Kerner	21230
Denisse Ortega	20783
Camille Levine	20740
Mary Levy	20782
Melissa Sedwick	20782
Michael Goldman	20782
Jaemin Eun	20782
Zoe Leckron	20740
Patricia Jackman	20784

<b>Name</b>	<b>Zip code</b>
Catherine Plaisant	20770
Christine O'Brien	20740
Rebekah Paulson	24060
Lizzy Hilmoe	20782
Grace Walsh-Little	21212
Janet Meenehan	19971
Janet Pasiuk	20781
Sally Bely	20740
Anne Gardner	20770
Loretta Vitale Saks	20904-5887
Elizabeth Ryan	20782
Bob Schnabel	20740
Jeff Butler	20782
Kelly Hilovsky	20782
Jennifer Kennedy	21223
Elizabeth Linstrom	20782
Larry Burch	20782
Cameron Carroll	20782
James Soulé	20770
John Taylor	21035
John Klinovsky	20770
James Farquhar	20782
Kristi Janzen	20782
Trevor Joyce	20782
Elizabeth Thilmany	20740
Yiming Zhang	20770
Eric Sussman	20740
Jon Prince	20782
Carolina Ortiz	20782
Charles Shryock	20712

<b>Name</b>	<b>Zip code</b>
Adam Flesher	21236
OREN EISNER	20781
Melanie Foley	07670
Francisca Rangel	20740
james sammon	20851
Mariah Beyers	21045
Kristen Bergery	20634
Pamela Winston	20912
Lis Maring	20740
Joshua McGill	20740
Jacqueline Mueck	21046
Alexandra Tyukavina	20740
Tianrun Xiong	20742
Viviana Zales	20737
Audrey Rappaport	20716
John Lea-Cox	20740
Naomi Lichtenstein	21208
Emily Morrison	20740
Janet Simons	20912-7038
Victor Yakovenko	20740
Michael Pecht	20782
Austin Hicks	20740
Lasair Ni Chochlain	20782
Antoine Baggett	20009
Kurt Willson	20854
Sue Hoffman- Wade	27886
Arun Ivatury	20740
Michele Touchet	20721
Lutz Rastaetter	20721
IRINA YAKOVENKO	20740

<b>Name</b>	<b>Zip code</b>
Sally Wood	20740
Johnna Schmidt	20781
Nan Roche	20740
Lindsey Sparkman	21713
JENNIFER LIBBEE	20770
sheila Thrift	20772
Zach Eisner	20854
Katie Quinn	20772
Jessica Kraus	20740
Sylvia Sanchez	21784
Rachele Franceschi	21784
jenny witt	20740
Kelly Deschaine	20740
Madoka Minagawa	21075
Grace Warznak	08534
Briana Thomas	15213
Katherin Sandoval	21212
Victoria Dubin	20740
Riya Sharma	21075
Dylan Nguyen	20740
J F	20742
Caleb Hanes	21060
ella buskirk	21204
Hannah Johnstone	21811
Greeshma Anand	20759
Audrey Lin	21036
Apoorva Ajith	21042
Meher Bhamra	21042
Marla Mcintosh	21042
Sahana K	20742

<b>Name</b>	<b>Zip code</b>
Sarah Nelson	21030
Kaelyn Roney	08520
Reshma Jasmin	20740
Kendall Elliott	20740
Ellie Pitner	20910
shivani sidh	21136
Jessica Levenson	20742
Annabel Rudgard	07922
stephanie i.	21784
Big WAV	20902
Beatriz Fanzeres	20850
Alexander Williams	20782
Amanda Weimer	20784
Esther Feron	20910
Nicole Giglio	21029
Corey Best	20018
Anaya Steward	21244
Elena Fox-Bland	20015
Jay Capitelli	20850
Maria Cooksey	28681
Natalia Rincon	20770
Jeremy Foy	21663
Ross Geredien	20740
Urvi Patel	20794
Meredith Murphy	20740
Stephanie Greer	20742
Geena Michaelides	20772
Clara Cuonzo	20742
Victoria Adler	20740
Kiefer Cure	21212
Julia Groen	20740

<b>Name</b>	<b>Zip code</b>
Caleb Yoshida	11375
Natalie Mc	21046
Jibreel Ali	21114
Alana Isaac	07866
Jeff Condron	20782
Sarah Gray	21030
Cameron Badrak	20782
Ariela Haber	20740
Addison Selna	20910
Garrett Cooksey	20740
Jenna Davidson	20860
sidra isenberg	20740
Lili Suescum	20003
Ryan Ritzes	20742
Asim Ali	20878
Holly Brewer	20782
Audrey Engdahl	20781
Jordan Thevenow-Harrison	20740
Amy Law	21229
Lauren Horvath	20740
Thomas Hill III	20740
Jennifer Sheppard	20781
Christina Williams	21230
Jennifer Bosworth	20781
Stephanie McLaughlin	20740
Danielle Kelly	98403
Alan Hew	20740
Pam McRae McRae	20781
Corinne Martin	21146
Jeffrey Louie	20782
Janice Farnham	20782

<b>Name</b>	<b>Zip code</b>
Margaret Ramos	20740
Gareth Hinds	20781
Kristen da Cruz	20782
Alec Lynde	20740
Siv Lie	20782
Ted Jacobson	20912
Donald Perlis	20770
Alyssa Ruffing	27886
Charlotte Macko	27613
Subhatra Sivam	21797
ellie Whalen	20740
Katelyn Kopp	21012
Hester Baer	20901
Angelina Mussini	21014
avery rice	20740
Chase Madden	21043
Alison Snider	20782
Maura C.	20737
Stuart Adams	20740
Arielle Gottlieb	20740

**Brown, Donna J.**

---



**From:** noreply@granicusideas.com  
**Sent:** Monday, January 17, 2022 2:46 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



## New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Steven Hurtt submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 30**

eComment: 1) After Jan 18 County Council + Planning Board should add hearings before final Sector plan approval in Fall 2022, expanding Sector boundaries & engage local community thereby to: 2) Align with College Park (CP) City Council unanimous support of CP professional planning staff recommendations (also supported by all Hyattsville Council Members), thereby including: 3) The entire Guilford Run Watershed at UM Global Campus, UMCP Lot 1; 4) Expanding 'Conservation Area C' to preserve Guilford Woods as a Woodland and Wildlife Habitat, stormwater & climate change mediator beyond required stream & steep slope protections; while 5) Optimizing development in the transit stop 1/4 mile walk radius & both sides of Campus Drive (RMF 48); 6) Minimize impacts along Mowatt & Guilford (Combine RMF 20, ROS, & expanded 'Conservation Area C'); 7) Consider school impacts; 8) Target housing to designated grad student populations & general affordability. 9) Fully engage UM, local churches, and communities.

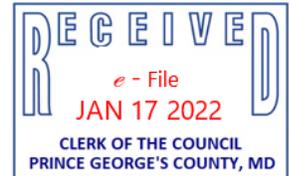
[View and Analyze eComments](#)

This email was sent from <https://qranicusideas.com>.

[Unsubscribe](#) from future mailings



**From:** [Steven W. Hurtt](#)  
**To:** [Clerk of the Council](#)  
**Subject:** Submittal for Adelphi-Purple Line Comments  
**Date:** Monday, January 17, 2022 1:52:31 PM  
**Attachments:** [College Park Rec on GW & Development 01\\_17\\_2022.pdf](#)



**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Attempting to set up an account I was timed out again and again the morning of January 17 with a deadline this afternoon, I submit these to you. My 1000 character statement directly below; and the PDF prepared as an attachment.

Thank you

Steven Hurtt

4400 Tuckerman Street

University Park, 20782

301 412 0595

- 1) After Jan 18 County Council + Planning Board should add hearings before final Sector plan approval in Fall 2022, expanding Sector boundaries & engage local community thereby to:
- 2) Align with College Park (CP) City Council unanimous support of CP professional planning staff recommendations (also supported by all Hyattsville Council Members), thereby including:
- 3) The entire Guilford Run Watershed at UM Global Campus, UMCP Lot 1;
- 4) Expanding 'Conservation Area C' to preserve Guilford Woods as a Woodland and Wildlife Habitat, stormwater & climate change mediator beyond required stream & steep slope protections; while
- 5) Optimizing development in the transit stop 1/4 mile walk radius & both sides of Campus Drive (RMF 48);
- 6) Minimize impacts along Mowatt & Guilford (Combine RMF 20, ROS, & expanded 'Conservation Area C'):
- 7) Consider school impacts;
- 8) Target housing to designated grad student populations & general affordability.
- 9) Fully engage UM, local churches, and communities.



Date: January 17, 2022

RE: Comment Submittal on Adelphi-Road Global Campus Purple Line Sector Plan Zoning.  
College Park Review of Guilford Woods & Adelphi-Purple Line Sector Plan Zoning  
From: Steve Hurtt, University Park resident

**Below find.**

- A) My 1000 character statement. Following statement.
- B) My background and expertise in planning, architecture and advising the UM upper administration and College Park primarily 1990-2009 but subsequently as well.
- C) An endorsement and explanation of the recommendations made by the College Park Department of Planning professional staff. Those recommendations were unanimously supported by the College Park City Park City Council and later by the members of the Hyattsville City Council. Within that text *italics indicate supplemental and/or more optimal recommendations.*

**One thousand (1000) character statement for submittal on Jan. 17, 2022.**

- 1) After Jan. 18, County Council and Planning Board, should schedule more hearings prior to final Sector plan approval in Fall, 2022, expanding the Sector boundaries and/or affected local communities thereby to:
- 2) Align with College Park (CP) City Council unanimous vote to support the CP professional planning staff recommendations (also supported by all Hyattsville Council Members); and thereby including:
- 3) The entire Guilford Run Watershed including the UM Global Campus, UMCP Lot 1;
- 4) Expanding 'Conservation Area C' to preserve and protect "Guilford Woods" as a 'Woodland and Wildlife Habitat' and storm water and climate change mediator beyond minimal 25' protections given to water and steep slopes; while
- 5) Optimizing development within the 1/4 mile walk radius of the transit stop and both sides of Campus Drive (RMF 48);
- 6) Minimize impacts along Mowatt Lane, Guilford Lane, and Guilford Run: (Combine RMF 20, ROS, and expanded 'Conservation Area C');
- 7) Consider impacts on schools now over subscribed;
- 8) Target housing to designated populations of graduate students and general affordability.
- 9) Fully engage the University, local churches, and communities.

**My 1990-2022 Background, Expertise, and Engagement in this process**

I, Steven Hurtt, have been a resident of University Park for 31 years and UM faculty emeritus. More importantly, I served as dean of the School of Architecture, Planning, and Preservation (1990-2004), and became heavily engaged in campus planning including some advising to College Park 1990-2009 and beyond. I have known of all the properties from 1990 to the present. I remain interested and engaged.

I have recently been further educated by scientist at UM, who have been part of the Save Guilford Woods effort. They have convinced me that the Woods is a significant local

environmental asset in addressing a wide range of Climate Change locally including storm water retention and management, carbon sequestering, nutrient uptake, oxygen generation, heat island offsets, and wildlife habitat preservation as well as supporting environmental studies.

I have thoroughly studied the Preliminary Sector Plan proposal. I went to the public interaction event at the College Park Airport. I find that the 'preliminary' proposal only maximizing development opportunity with no real regard for either environmental issues or best planning processes. It is not based logically on the Watershed area. Neither is it based logically on the ¼ mile walk radius of the Adelphi Road Purple Line stop.

I have studied the recommendations made by College Park's professional planning staff: Their recommendations are far more sensible, timely, and balanced. *The could easily be more optimal while also enhancing development opportunity and land value.*

I have listened to the County Planning staff presentations twice: to College Park City Council and to Hyattsville City Council, and in both cases, listened to Council questions and criticisms.

I observed and am encouraged that College Park City Council voted unanimously in favor of the recommendations of its professional staff: College Park City Council is opposed to the 'preliminary' PG County Sector Plan proposal. And that Hyattsville City Council responded similarly: Each member endorsed College Park's position and rebuked numerous faults of the PG County staff Sector plan proposal.

For the sake of our several communities, for the sake of our short term and long term Climate Change issues and Green Infrastructure Goals, the only logical thing to do here is to 'Pause' this plan; and Re-start it, or for the Planning Commission and Planning Board to schedule additional hearings to provide expanded, meaningful community engagement and achieve full community support resulting from a far superior plan and zoning document.

**My explanation of the Recommendations made by College Park, Dept. of Planning professional staff *and a few additional comments in italics.***

The professional planning staff of College Park (CP) just released (Dec. 30) its report and recommendations prepared for the College Park City Council discussion of the "Preliminary Adelphi Road Sector Plan and Proposed Sectional Map Amendment (SMA), to be presented by MNCPPC staff on Tues. Jan. 4, and voted on Tues. Jan. 11. (What we know as the Adelphi–Purple Line Sector Plan).

I carefully reviewed the CP Dept. of Planning professional staff recommendations: They represent a giant positive step forward in coming much, much, closer to achieving our (Coalition to Save Guilford Woods) most recently stated goals in a petition that: supports concentrated development in the approximate ¼ mile walk radius of the Purple Line stop: supports higher development along both sides of Campus Drive, but balances those increases with decreases to lower development along Mowatt Lane and Guilford Drive. And they recommend preservation of Guilford Woods and Guilford Run, particularly as a 'Woodland and Wildlife Habitat' (not a zoning

category per se, therefore the lowest zoning category is used—ROS for Reserve Open Space along with a recommendation for an evaluation process), More specific recommendations are also made with regard to the preservation of the woods. To see our Guilford Woods Coalition here. (<https://sites.google.com/view/guilford-woods>). To compare our recent petition’s goals to my assessment of the CP professional staff recommendations go to here: <https://sign.moveon.org/petitions/pause-the-adelphi-rd-sector-plan>.

To Assist Understanding the document and recommendations:

Because zoning is applied to property, the CP professionals must recommend zoning categories to each property. These properties are designated by number in a table in the document, 1 through 35. For example, the portion of Guilford Woods owned by the State of Maryland and/or UM, is #29. Below, I describe the zoning categories recommended by the College Park professional staff related to these property numbers but also by ownerships names familiar in our community such as the Methodist Church (18, 19, 22). See, Map 30 and the table that includes property #, tax ID, Owner and Ownership. It is in the Sector Plan booklet, Appendix A-5.

Guilford Woods and adjacent properties: recommended zoning: ROS (lowest density: good)

The ROS, Reserve Open Space designation is recommended for Guilford Woods (29), Latter Day Saints (31) and the contingent Axt property (30). This designation is for “legacy” property and intended to support and preserve very low developmental use zoned at ½ dwelling unit (.5) per acre. *Optimally Guilford Woods (29) would be combined with the Conservation Area C and the already minimally protected 25’ fringe along Guilford Run.*

Purple Line Stop, approximate walk ¼ mile radius. RMF 48 (increases density: good)

The CP planning staff appropriately recommends a slightly higher development designation than that of the Adelphi-Purple Line Sector Plan. It recommends RMF 48, a residential multi-family category encouraging 48 dwelling units (du) per acres, allowing a height up to 110 feet (similar to much of Washington DC), and allowing some commercial space. This designation is recommended for the cluster of small properties south of the Purple Line Station (3,4,5,6,7,8,9), the properties along Campus Drive inclusive of the Baptist Church (13), the UMD Regents (14), the Methodist Church (17, 18, 19, 22), and the Graduate Hills Gardens (2) at Adelphi Road and University Boulevard. The CP planning staff recommendations include providing the opportunity for engagement with the University of Maryland thereby to develop a coherent plan for both sides of Campus Drive. These recommendations are consistent with our Coalition to Save Guilford Woods goals *except for lack of a recognition of identifying the storm water culvert portion of Guilford Run such that it might be restored to daylight in this area, and as an expanded natural area contribute to a higher land value on adjacent development sites.*

All other properties along Adelphi, Mowatt, and Guilford). RMF 20 (eliminates commercial: good)

RMF 20 allows residential development up to 20 dwelling units per acre and a height of up to 50 feet, but not commercial development associated with these properties. As with other residential zone, it allows for institutional uses such as churches. That is good, and generally consistent with our goals. The Domain property at the corner of Campus Drive and Mowatt Lane is given this designation, perhaps as one possible high land coverage and height example of this

zoning development type. 20 units per acre can be achieved with town homes or single-family houses on modest lots as well. This zoning is applied to Gilbane (23), and next to Gilbane, the Axt properties (24, 26) and the PEPCO utility sub-station (25). It is also applied to Hillel (27). This is reasonable as all these properties can be associated with the Purple Line ¼ mile walk radius and Campus Drive development, but at a reduced height level. The large St. Mark's (21), Catholic Student Center (34), and Hope Lutheran (35) properties are also proposed as RMF 20: these might be continued as they are. However:

*More ideally and optimally, St. Marks (21) lies entirely within the ¼ mile walk radius and would logically be zoned RMF 48 to apartment housing possibilities and options, but with restricted commercial.*

*And more ideally, those properties well outside the ¼ mile walk radius (at ¾ mile and beyond), the All Saints (31 ), Catholic Student Center (34) and Hope Lutheran (35) would be zoned ROS optimizing the possible retention of these student service institutions and providing greater opportunity for an expanded natural area along Guilford Run.*

#### Summary to here

*We might question some of these specifics and see more optimal up zoning at the Purple Line stop including the ¼ mile radius on the UM Campus and at St. Marks, but again, it is valuable to recognize the CP professional staff recommendations as a giant step forward and far superior to those in the MNCPPC staff 'preliminary' Adelphi – Purple Line Sector Plan, an promise a far better result.*

#### Specific CP professional recommendations cited FYI

"Recommendation:

"Consider adding Lot 1 or a portion of Lot 1 that fronts on Campus Drive to the plan boundary."

The CP professionals raise questions on numerous points associated with market studies, etc.: while recognizing the importance of "the demand for student housing in the area, this needs to be more fully examined especially how the need for affordable graduate student housing might be met."

Stating that vision, the CP professionals question its dubious relationship to the 'preliminary' proposed zoning. From this logic, they develop their more logical CP proposed changes. "This vision conflicts with the higher-intensity vision of the plan and stated sustainability goals for the preservation and enhancement of natural resources." The specific associated recommendations are:

"Recommendations:

1. Revise Map 6 to show existing parks and open space (Guilford Woods).
2. Revise Map 7 to remove DSP 08001 (Mosaic at Turtle Creek) as an approved development application.

3. Revise Map 9 to remove the core/edge designations, prioritize mixed-use ground floor retail along Campus Drive, and increase the area designated for parks and open space.
4. Revise Map 13 to remove Mowatt Lane as a commercial main street.”

Under “Transportation and Utility,” the CP professionals challenge the assumptions and specifics of the proposed “Complete Streets” for the area as out of scale for the intended character and further remarks as follows: “Street improvement, as proposed, if not included in a Capital Improvement Program would be designed and constructed as development occurs. This reduces the likelihood of achieving a street network as shown in the plan....”

I copy the last several paragraphs in their entirety:

### Natural Environment

The existing environmental features in the plan area include woodlands, streams, steep slopes, and a small amount of floodplain and known wetlands. The County’s 2017 Green Infrastructure Plan shows most of the plan area south of Campus Drive as an Evaluation Area and Guilford Run and its wooded stream buffer as a regulated area. Evaluation areas are intended as high priorities for on-site woodland and wildlife habitat conservation and Regulated Areas are protected environmental features if approved as part of a Natural Resources Inventory (NRI). Impacts to these areas are permitted by county policy and the plan recommends preserving the 9.11 acres of regulated area along the southern boundary while calling impacts to the Evaluation Area as unavoidable. There are 39.21 acres of existing total tree canopy coverage, but 5.48 acres is approved for removal pursuant to the Type 2 Tree Conservation plan approved with the now defunct Mosaic at Turtle Creek project in 2008.

Comment: The Western Gateway project, a partnership between UMD and Gilbane Development, is not specifically mentioned in the plan but, if approved, would include land previously part of the Mosaic at Turtle Creek project and build out a large portion of the southern plan area. Due to significant community opposition on and off campus evidenced by letters, petitions and protests, the project has been put on hold. This presents an opportunity for the plan to guide the direction of the project and for all stakeholders to have a productive dialog. While many of the plan policies regarding impervious surfaces, stormwater management and climate change are well stated, the policies and strategies regarding green infrastructure are the most critical to this plan area and should align carefully with existing plans and ordinances. A recent discovery of a 006 1 Purple Line Sector Plan Staff Report. Docx 4 new species of carnivorous worm in Guilford Run by a UMD lab study group could be important and demonstrates the value of Guilford Woods for research and biodiversity studies.

### Recommendation:

1. Prepare an NRI for the area known as Guilford Woods and include a map in the plan.
2. Require onsite preservation of trees to satisfy the Woodland and Wildlife Habitat Ordinance.
3. Protect the green infrastructure network by placing additional properties in the Guilford Run Stream Valley Park (Conservation Area C) including, as appropriate, all or part of Guilford Woods.

### Implementation/Zoning

The plan contains short, mid, and long-term strategies that will require implementation by the public and private sector. These include the construction of parks and public facilities, land acquisition, property consolidation and development. The plan also has a concurrent Sectional Map Amendment (SMA) that contains recommendations for the rezoning of every property in the plan area to implement the future land use vision. The existing zoning in the recently approved CMA is NAC (Neighborhood Activity Center) for Graduate Hills and Domain, which accommodates lower density, small-scale centers, and RSF-65 (Residential Single Family) for all remaining properties. The SMA proposes to rezone all but 3.94 acres to the LTO zone with 45.17 acres placed in the core and 28.31 acres in the edge classification. The remaining 3.94 acres are zoned ROS (Reserved Open Space) and represent Conservation Area C. The new LTO Zone is intended for moderate intensity, vibrant and transit-rich mixed-use centers with a mix of uses that serve community-wide needs. The core generally refers to a ¼ mile radius around a transit station with the highest intensity development while the edge surrounding it has less intense development. The core zoning allows 80 dwelling units per acre and a maximum height of 80 feet and the edge zoning allows 40 units/acre and a maximum height of 70 feet.

Comment: The proposed rezoning of almost the entire plan area to the mixed-use LTO zone seems too aggressive and not in keeping with the intent of Plan 2035 or sensitive to the natural environmental features of the area. A key plan recommendation is to use low-density zoning and conservation methods to protect sensitive areas but this not being done. The LTO zone is the same zone used for the Route 1 corridor. The location of the Purple Line station on the western edge of the plan boundary is not conducive to the use of the core/edge concept. Instead, it seems more logical to use the RMF-48 (Residential Multifamily, 48 units/acre) zone for the properties that front on Campus Drive and the RMF-20 (Residential Multifamily, 20 units/acre) zone for the rest of the plan area apart from areas of protected open space. These zones allow for heights of 110 feet and 50 feet, respectively, and permit cultural, community and commercial uses. The ROS zone, which allows .5 units/acre, should be expanded to protect Guilford Woods while allowing existing single-family residences and the Catholic Student Center to remain without becoming nonconforming.

#### Recommendation:

1. Rezone parcel #'s 2, 3, 4, 5, 6, 7, 8, 9, 13, 14, 17, 18, 19 and 22 to RMF-48.
2. Rezone parcel #'s 21, 23, 24, 25, 26, 27, 34 and 35 to RMF-20.
3. Rezone parcel #'s 29, 30 and 31 to ROS.

#### **Council Options:**

1. Request a delay in adoption of the Sector Plan to allow for further discussion and consensus building.
2. Support the sector plan with staff recommendations.
3. Support the sector plan with different recommendations.
4. Do not support the plan.

#### **Staff Recommendation: Option #1 and #2**

The Jan 4 College Park Council Mtg Agenda items and College Park professional planning staff report can be found here:

[https://collegetparkmd.gov/AgendaCenter/ViewFile/Agenda/\\_01042022-1302](https://collegetparkmd.gov/AgendaCenter/ViewFile/Agenda/_01042022-1302)

**End.**

**Brown, Donna J.**



**From:** noreply@granicusideas.com  
**Sent:** Monday, January 17, 2022 1:52 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



## New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Nina Jeffries submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 31**

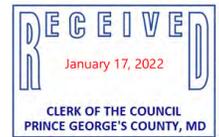
eComment: My testimony is attached. Thank you for your time and consideration.

[View and Analyze eComments](#)

This email was sent from <https://granicusideas.com>.

[Unsubscribe](#) from future mailings





## Adelphi Sector Road Plan (ASRP) Testimony

I am a senior at the University of Maryland, College Park and a two-year resident of Prince George's County. I am the Director of Sustainability of the Student Government Association, the Coalition-building coordinator for MaryPIRG Student Climate Action Coalition, undergraduate representative on the University Sustainability Council, and Secretary of Minorities in Agriculture, Natural Resources, and Related Sciences. These roles allow me to engage in the intersection of environmental policies with politics, economics, and social inequities. As a student leader and activist, I have come to oppose the plan for several reasons.

Before that, I want to preface by saying as an environmental economics student, I am not against the Purple Line. I am not against transit-oriented development. I understand the value of concentrating housing and businesses around transit areas. Nonetheless I am opposed to the plan for following reasons:

The development of the plan was inadequate:

1. The plan did not address an outpouring of community desire to protect Guilford Woods
  - a. Hundreds of comments has been made to the Council, the Planning Board, the College Park City Council, and the Hyattsville City Council
2. The County does not have adequate housing protections to ensure that the high-quality housing will not further drive up rent prices and continue to drive out long-standing residents of College Park
3. The plan's boundaries were not adequately discussed and debated
4. The University of Maryland Golf Course and Lot 1 were not included in the plan despite being within ½ mile of the Purple Line Station

There are multiple ethical concerns with the plan as it stands:

5. Torti Gallas, an architecture firm, worked on both the Western Gateway Project (WGP) and the Adelphi Sector Road Plan
  - a. Evidence Torti Gallas in Sector plan: Timothy Zork, Senior Associate Tortti Gallas + Partners  
[https://arsp.konveio.com/system/files/pdf/replaced\\_ARSP%20Vision%20Workshop2%20Presentation%206.03.21\\_FINAL\\_final.pdf](https://arsp.konveio.com/system/files/pdf/replaced_ARSP%20Vision%20Workshop2%20Presentation%206.03.21_FINAL_final.pdf)
  - b. Evidence Torti Gallas in Western Gateway Project: Matt Bender from Torti Gallas & Partners in 2019 presentation on WGP with Gilbane and UMD Real Estate Office:  
[https://www.collegeparkmd.gov/AgendaCenter/ViewFile/Minutes/\\_02192019-742](https://www.collegeparkmd.gov/AgendaCenter/ViewFile/Minutes/_02192019-742)
6. Councilmember Dannielle Glaros has history with Gilbane and played a role in deciding the plan boundaries
7. The boundaries of the plan were not subject to public debate or approval

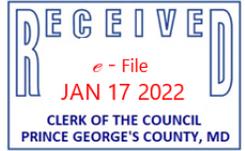
I discovered the plan through my advocacy to protect Guilford Woods to protect human health and wellness. I walk through Guilford Woods on campus and it is a place of solace. Guilford Woods also provides important public and environmental health benefits for students, nearby residents, and folks that live further down the watershed.

If Guilford Woods remains forested, it can be an excellent addition to the communities that will be built around the apartments, townhomes, and storefronts that will be built around the Purple Line station.

When I attended the Adelphi Road Sector Plan In-Person Open House and Information Session I was told that the County Council was the place to air these concerns. I hope that my comments will be addressed.

Thank you for your time and consideration.

**From:** [vivingston@primary.net](mailto:vivingston@primary.net)  
**To:** [Clerk of the Council](#)  
**Subject:** Comments re Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan  
**Date:** Monday, January 17, 2022 2:50:53 PM



CAUTION: This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

For the sake of the air we breathe & water we drink & in accordance with the Climate Action Plan & sustainability goals, a Pause should be placed on this project until it is reworked for purposes of Preserving & Protecting: Guilford Woods as woodland & wildlife habitat & the entirety of Guilford Run & its watershed & Mowatt Lane; Roads UC-200, UC-201, UC-202, UC-203 must be eliminated; All existing trees in the entire Plan area must be preserved; communities & churches & environmental groups must be engaged in the planning process. Respectfully submitted, Becky Livingston, 6814 Pineway, University Park, MD 20782

**Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
EXHIBIT 32**

**Brown, Donna J.**



**From:** noreply@granicusideas.com  
**Sent:** Monday, January 17, 2022 2:53 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



# New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Daniel Oates submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 33**

eComment: On behalf of the Calvert Hills Citizens Association (CHCA) in the City of College Park, I strongly encourage you to ensure that the Guilford Woods ecosystem is preserved in any future Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan. Please see full letter attached.

[View and Analyze eComments](#)

This email was sent from <https://granicusideas.com>.

[Unsubscribe](#) from future mailings

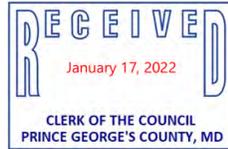


# Calvert Hills Citizens Association

[CalvertHillsCitizensAssn@gmail.com](mailto:CalvertHillsCitizensAssn@gmail.com)

<https://calverthills.weebly.com>

College Park, Maryland



Dear members of the Prince George's County Planning Board and County Council:

On behalf of the Calvert Hills Citizens Association (CHCA) in the City of College Park, I strongly encourage you to ensure that the Guilford Woods ecosystem is preserved in the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan.

In March 2021 the CHCA took a formal position to strongly support the preservation of this forested public land - known as Guilford Woods - as a nature preserve for public use. Situated at the bottom of the Guilford Run watershed, runoff from impervious surfaces in parts of the Adelphi Road Sector Plan floods homes and streets in our neighborhood. The Guilford Woods ecosystem helps slow and absorb some of that runoff, providing important storm protection for our neighborhood. Development of Guilford Woods, as proposed in the preliminary Adelphi Road Sector Plan, threatens the safety and stability of our community.

While we welcomed the pause that the University of Maryland recently announced on the proposed Western Gateway project, we are concerned that the current Adelphi Road Sector Plan does not take into account the public comments that many members of the community made during the sector plan process which strongly and clearly communicated the continued desire to preserve this public space.

I encourage you to delay the current plan from moving forward until changes can be incorporated to better reflect the needs and input of the community. You should aim to ensure a proper dialogue is taking place and that the sector plan that is released from this process is something we can all support.

The Calvert Hills community stands against the proposed destruction of the natural environment in the unique Guilford Woods ecosystem that provides direct benefits to the surrounding communities, including much-needed stormwater benefits to Calvert Hills. At the same time we support affordable transit-oriented development, including on existing built environment in and adjacent to the sector plan area.

I hope that you will support the preservation of the natural environment in a way that it is accessible to our residents for future generations.

Thank you for your engagement on this matter, and please feel free to be in touch should you have any questions.

All the best,

Dan Oates

President, Calvert Hills Citizens Association

**Brown, Donna J.**

---



**From:** noreply@granicusideas.com  
**Sent:** Monday, January 17, 2022 2:43 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



# New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Fran Riley submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 34**

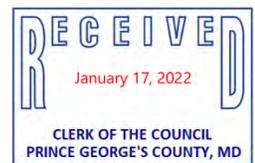
eComment: Please see attached document for my comment

[View and Analyze eComments](#)

This email was sent from <https://granicusideas.com>.

[Unsubscribe](#) from future mailings





Hello, my name is Fran Riley and I am a Freshman Environmental Science and Policy Major at UMD and a member of the SGA's sustainability committee. I was involved in organizing against the Western Gateway project, and I attended the Adelphi Road Sector Plan information session to learn more about and discuss the plan back in November. Although I take issue with almost every aspect of the Adelphi Road Sector Plan and the process used to write it, I will be focusing on the boundaries of the plan: the spaces it chooses to develop and others it completely ignores.

The boundaries for the plan were drawn by county council member Danielle Glaros, rather than the PG County Planning Board. Council member Glaros omitted two significant areas within a five to ten minute walk from the station: Lot 1 on Campus Drive and the UMD golf at the intersection of University Boulevard and Adelphi Road. Instead, the plan includes almost exclusively areas southeast of the station, below Campus Drive. Specifically, it rezones 15 acres of Guilford Woods for "mixed use development." The decision to include Guilford Woods and exclude Lot 1, which is closer to the station than Guilford Woods, and the golf course, which is about as far from the station as Guilford Woods is, makes no sense and exemplifies the faulty planning of this proposal. Lot 1 is a nearly 20 acre parking lot less than half a mile from the station. As an already paved area, it should be developed in place of Guilford Woods, which supports thriving ecosystems upon which we depend for essential services such as storm water management. A half mile from the station is the 150 acre UMD golf course - 50 acres of which is "maintained grasses for golf." Again, the golf course - specifically these 50 acres - is an ideal alternative to developing Guilford Woods. The Adelphi Road Sector Plan should include Lot 1 and / or the Golf Course, whose development would pose far less of a threat to the natural environment and dwindling forest canopy.

I am calling on the county council and the planning board to zone all of Guilford Woods as "parks and open spaces" and to pause and reimagine the Adelphi Road sector plan to address environmental and social concerns of the plan as written.

**Brown, Donna J.**

---

**From:** noreply@granicusideas.com  
**Sent:** Monday, January 17, 2022 2:27 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



## New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Stuart Adams submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 35**

eComment: The key policies of the Adelphi Road Sector Plan are excellent; however, the current version of ASRP & SMA do NOT substantially align with the policies and lack meaningful integration of community input. The Planning Board and County Council should update to the current ARSP draft to reflect strong and continued community input collected via these comments and testimony on Jan 18th, College Park City Council input, upcoming UMD Master Plan update, upcoming College Park flooding and watershed study, and CPCUP Graduate Student housing review. Once these critical inputs are meaningfully incorporated into ASRP & SMA, then restart the final steps. Also review adequate public facilities (school capacity) and stormwater needs, remove interior streets UC-201 and UC-200 (which partially violate regulated green infrastructure network, and are based & biased by the paused Western Gateway Project), and consider a E-W hiker-biker greenway from Rt 1 @ Guilford to Adelphi Road Purple Line Station.

[View and Analyze eComments](#)

This email was sent from <https://qranicusideas.com>.

[Unsubscribe](#) from future mailings



**Brown, Donna J.**

---

**From:** noreply@granicusideas.com  
**Sent:** Monday, January 17, 2022 2:07 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



## New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Rachel Golden Kroner submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 36**

eComment: I am a local resident, and alum of the University of Maryland (MS in Sustainable Development and Conservation Biology). I also hold a PhD in Environmental Science and Policy. I am writing in opposition to the preliminary Adelphi Road sector plan as both a resident and a subject matter expert. The plan does not uphold principles of sustainable development, as it proposes to cause deforestation of a mature forest (Guilford Woods) and affects an important watershed (headwaters of Guilford Run). The entire forested area should be preserved (as Woodland and Wildlife Habitat), given its local and global benefits for biodiversity, carbon sequestration, and storm water management. Any plan to "offset" this deforestation by planting saplings is not providing equivalent ecosystem services. In addition, more emphasis should be given to affordable housing in the plan, including for graduate students. The plan should be reconsidered with sufficient additional opportunities for public input.

[View and Analyze eComments](#)

This email was sent from <https://qranicusideas.com>.

[Unsubscribe](#) from future mailings



**Brown, Donna J.**

---

**From:** noreply@granicusideas.com  
**Sent:** Monday, January 17, 2022 2:41 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



## New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

AIMEE E. HART submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 37**

eComment: I oppose all options provided in the preliminary Sector Plan for this area, which includes my neighborhood and my home. We are happy about the Purple Line coming in close proximity to where we live. My neighbors and I have been tracking the progress of the Purple Line construction project since its earliest days and I volunteered to be a CAT member for the Chatham Road neighborhood, which lies diagonally across the Adelphi Rd-University Blvd. intersection from the station. Developing a large "vibrant" (meaning "loud") development across the intersection would only add noise, traffic and kill the green space/park space that could exist for our community. We need healthy micro-climates which means sizable tree canopy to maintain a healthy living environment. We, as a community, do NOT want to be urban. We do NOT want all buildings and no place for nature. Please put a pause on this sector/development plan. We only want a station. We promise the demand for the metro will be high.

[View and Analyze eComments](#)

This email was sent from <https://qranicusideas.com>.

[Unsubscribe](#) from future mailings



**Brown, Donna J.**



**From:** noreply@granicusideas.com  
**Sent:** Monday, January 17, 2022 11:22 AM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



## New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

David Hickam submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 38**

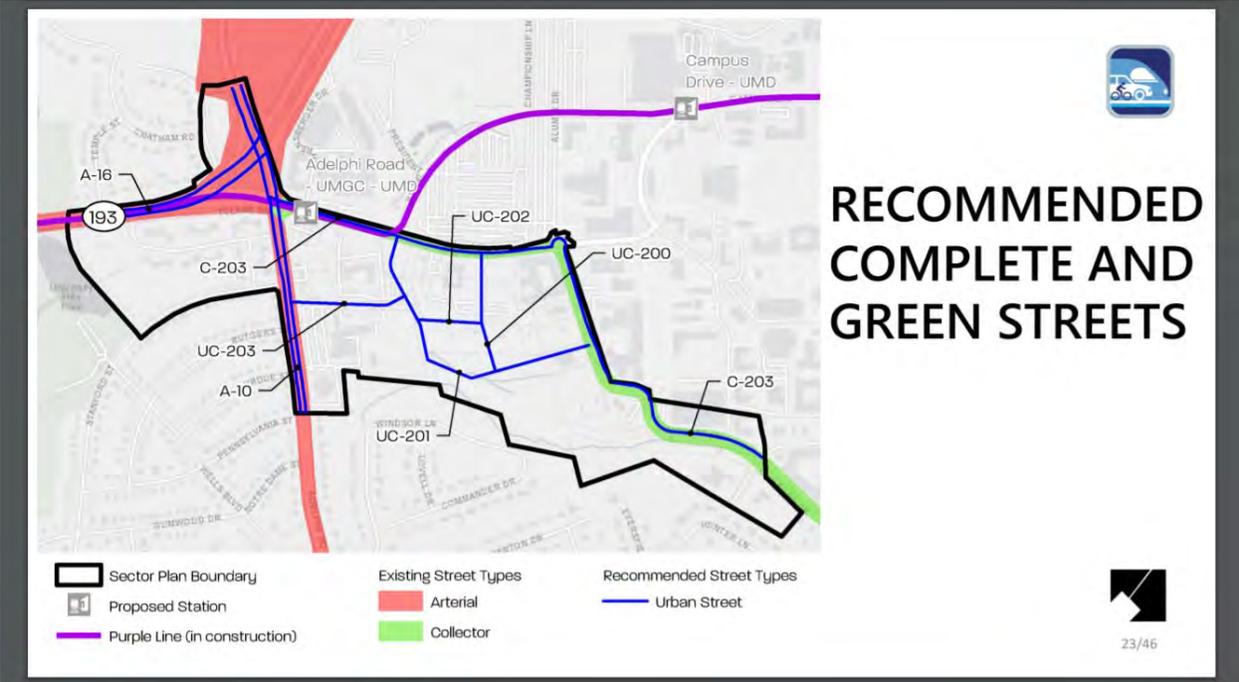
eComment: The draft Adelphi Rd. Sector Plan has major flaws and needs considerable changes. The current plan proposes to develop new mid-rise multiple family housing on only the south side of the existing major street (Campus Drive), while the north side would have no new buildings and retention of a large existing surface parking lot. The plan then proposes two new urban streets with heavy development of dense housing. These streets are the "Continuation of Presidential Drive" (street UC-201 on map) and a parallel street (UC-200). Both UC-201 and UC-200 extend directly into an important existing natural area (Guilford Woods) that would be destroyed (see attachment). Many University and community stakeholder groups support preservation of Guilford Woods. The solution to this problem is to change the boundaries for the Sector Plan area, with new development slated for both sides of Campus Drive and the east side of the existing alignment of Presidential Drive.

[View and Analyze eComments](#)

This email was sent from <https://qranicusideas.com>.

[Unsubscribe](#) from future mailings





**Brown, Donna J.**



**From:** noreply@granicusideas.com  
**Sent:** Monday, January 17, 2022 2:52 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



## New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Helen Kaiser submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 39**

eComment: I am a retired scientist living in College Heights Estates and writing to state my very strong opposition to the current Sector Plan. It needs to be paused for major revisions to add appropriate input from stakeholders, to include considerations of traffic and parking, community schools and water management, better design of housing for graduate students and broader community members. As expressed in recent Council meetings in Hyattsville, College Park and University Park, the current ARSPlan is not consistent with the sustainability needs and the optimal usage of the 102-acre terrain around the Purple Line Station. I implore the PGCo Council and the UMD to reconsider additional land north of Campus Dr. (including Lot 1) which can be used both for housing, water management and parking. The owners of church/synagogue parcels in the current plan and residences bordering the current ARSP map must be consulted adequately in order to minimize the most negative impacts of the current Plan.

[View and Analyze eComments](#)

This email was sent from <https://qranicusideas.com>.

[Unsubscribe](#) from future mailings



**Brown, Donna J.**

---

**From:** noreply@granicusideas.com  
**Sent:** Monday, January 17, 2022 2:16 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



## New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Meg Oates submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 40**

eComment: I urge the county to preserve Guilford Woods in the Adelphi Road Sector Plan (ARSP). Guilford Woods is critical to smart development in our area and protects existing communities. One of the ASRP goals is to be a "walkable, sustainable transit-oriented neighborhood." Yet, this plan does more to preserve parking lots than forests. By developing Guilford Woods before less sustainable existing land uses, the Plan incentivizes deforestation over true smart growth. In fact, this plan up-zones Guilford Woods, while completely ignoring an equally-sized parking lot (Lot 1). Preserving Guilford Woods through this plan provides a unique opportunity to reduce flooding. Impervious surfaces around the Purple Line station cause flooding during significant rain events. Currently, Guilford Woods and Guilford Run filter and slow that runoff providing important stormwater protection. This is especially important as climate change threatens more frequent and intense precipitation.

[View and Analyze eComments](#)

This email was sent from <https://qranicusideas.com>.

[Unsubscribe](#) from future mailings



**Brown, Donna J.**

---

**From:** noreply@granicusideas.com  
**Sent:** Monday, January 17, 2022 9:35 AM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



## New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Jon Robinson submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 41**

eComment: The currently wooded areas of Guilford Woods, Cool Spring Forest and other wooded areas need to be protected from development. They provide huge benefits to our quality of life, provide habitat for wildlife and sequester carbon. It is time to acknowledge the limits to growth if we want to maintain any quality of life. Don't sacrifice our quality of life for developer profits. Schools, roads and other public facilities are already overcrowded. Creating more housing just exacerbates the problem.

[View and Analyze eComments](#)

This email was sent from <https://granicusideas.com>.

[Unsubscribe](#) from future mailings



**Brown, Donna J.**



**From:** noreply@granicusideas.com  
**Sent:** Monday, January 17, 2022 1:35 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



## New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Amy Sapkota submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 42**

eComment: I am a UMD Prof. of Environ. Health and live in College Heights. The Sector Plan and Draft Resolution need to be paused/changed to meet the climate urgency of our time, meet best planning practices and include stakeholder input. Why? The ARSP boundary was not made by planners and is incomplete. It should include areas N. of Campus Dr. (UMD Lot 1) to be a holistic plan with an effective stormwater management approach. Guilford Woods should be preserved not up-zoned to protect our community from heat island effects and extreme precipitation, and to be in line with the Climate Action Plan. It is critical to expand our urban tree canopy, not destroy it. The Guilford Run watershed should be protected as a critical part of our green infrastructure. Public facilities (e.g., schools) should be addressed. Stakeholder input should be included. A better plan is one proposed by UMD Arch. students that preserves the Woods and locates dense housing next to the Purple Line Station, including Lot 1.

[View and Analyze eComments](#)

This email was sent from <https://qranicusideas.com>.

[Unsubscribe](#) from future mailings



**Brown, Donna J.**



**From:** noreply@granicusideas.com  
**Sent:** Monday, January 17, 2022 2:30 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



## New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

John Tabori submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 43**

eComment: In light of a number of unsettled and problematic issues with the proposed Adelphi Road-UMGC-UMD-Purple Line Station Area Plan, which are and will be pointed out by numerous speakers at this hearing and in the accompanying memos and reports, I would request that the Planning Board and County Council remand the sector plan to the MNCPPC planning staff with instructions to hold additional hearings, gather additional information, and that the County Council and Planning Board hold at least one additional joint hearing thereafter to hear and discuss an expanded, modified and more complete plan. I believe the additional listening forums, hearings, and a reformulation of the plan can be accomplished by the end of July of this year, giving the Planning Board and Council ample time to finalize it and pass it before the end of September. I plan contribute to the substantive discussion by submitting more detailed comments by February 2. Respectfully, John Rogard Tabori, University Park, MD

[View and Analyze eComments](#)

This email was sent from <https://qranicusideas.com>.

[Unsubscribe](#) from future mailings



**Brown, Donna J.**



**From:** noreply@granicusideas.com  
**Sent:** Monday, January 17, 2022 2:59 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



## New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Marilyn Y. submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 44**

eComment: Dannielle Glaros, As a UMD student, resident of College Park, and a leader of the Students for Guilford Woods Campaign, I hope you will listen to me and the hundreds of other constituents who have banded together to Save Guilford Woods. The Sector Plan paves the way for the deforestation of Guilford Woods for "high-quality" commercial and housing use that ignores smart development practices and severely lacks affordable housing considerations for an area already plagued by issues such as flooding and gentrification. We support transit oriented development, but done in a smart and equitable manner. There are alternatives, such as including Lot 1 within the plan boundaries for infill development and expanding parks and open spaces to include the area encompassing Guilford Woods. Pause the plan to truly listen to the public!

[View and Analyze eComments](#)

This email was sent from <https://qranicusideas.com>.

[Unsubscribe](#) from future mailings



**Brown, Donna J.**

---

**From:** Alexi Boado <apboado@yahoo.com>  
**Sent:** Tuesday, January 18, 2022 8:11 PM  
**To:** Clerk of the Council  
**Subject:** JT 01182022b Adelphi Rd Sector Plan



**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

My written comments:

I oppose the plan and demand a 1-year pause in the planning process to allow time for necessary changes to be made to the plan.

Is MNCPPC aware that UMD has a tree canopy preservation goal and that Guilford Woods represents 28% of the existing tree canopy of the campus? If they are aware of this, why would they dare propose cutting down a good portion of the existing canopy? A canopy, by the way, which makes up a 15 acre forest patch which is protecting, buffering, a 1st order stream which drains to the Anacostia River. Do you not understand how valuable this forest patch is to the stream?

This sector plan is intellectually lazy and a shameful product for MNCPPC to release, and even more shameful for a "world class University" to advocate for. With so many existing brownfields and underutilized parking lots, your best approach is to cut the forest around a 1st order stream?

The current plan does not include both sides of Campus Drive, unaccountably omitting UMD Lot 1, a large impervious area that contributes to extensive stormwater runoff.

The Plan radically increases the zoning density of the entire area without regard to the preservation of Guilford Woods.

It is discordant with the emerging Prince George's County Climate Action Plan as it preserves only ~4 out of 102 acres as reserved open space at a time when it is critically important to preserve and expand our urban forests to help adapt to ongoing climate change.

It does not adequately acknowledge the Guilford Run watershed as a critical part of the Countywide Green Infrastructure Network.

It ignores the recent University of Maryland "pause" of the Western Gateway Project.

Illustrated interior road network in the Draft Plan is substantially based on the paused Western Gateway plans, violates the Green Infrastructure Network and bisects the current Hillel Building.

It does not plan for adequate public facilities (e.g., school capacity).

It completely ignores community input.

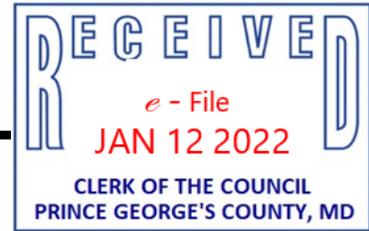
Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 45**

A far better approach would be to incorporate the proposed changes from the College Park City Council and the sensible planning design from the UMD architecture students.

Thank you,

Alexi Boado  
3110 Lancer Dr.  
Hyattsville MD 20782

**Brown, Donna J.**



**From:** noreply@granicusideas.com  
**Sent:** Wednesday, January 12, 2022 3:51 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for PUBLIC NOTICE on 2022-01-18 5:00 PM - Joint Public Hearings - Historic Designation Edward and Maggie Smith House (Documented Property 68-074-03) and Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



## New eComment for PUBLIC NOTICE on 2022-01-18 5:00 PM - Joint Public Hearings - Historic Designation Edward and Maggie Smith House (Documented Property 68-074-03) and Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan

Cheryl Cort submitted a new eComment.

Meeting: PUBLIC NOTICE on 2022-01-18 5:00 PM - Joint Public Hearings - Historic Designation Edward and Maggie Smith House (Documented Property 68-074-03) and Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

eComment: Support with revisions. Testimony to be submitted at the hearing.

[View and Analyze eComments](#)

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 46**

This email was sent from <https://granicusideas.com>.

[Unsubscribe](#) from future mailings



**Brown, Donna J.**

---

**From:** Cheryl Cort <cheryl@smartergrowth.net>  
**Sent:** Tuesday, January 18, 2022 6:55 PM  
**To:** Clerk of the Council  
**Subject:** Testimony on Adelphi Sector Plan  
**Attachments:** CSG testimony on Adelphi Rd Sector Plan\_1-18-2022.pdf



**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Please accept this testimony on behalf of the Coalition for Smarter Growth regarding the Adelphi Sector Plan.

Thank you.

---

**Cheryl Cort** (she/her)  
Policy Director  
**Coalition for Smarter Growth**  
Mobile: 202-251-7516  
(e) [cheryl@smartergrowth.net](mailto:cheryl@smartergrowth.net) | [www.smartergrowth.net](http://www.smartergrowth.net)  
Twitter [@betterDCregion](https://twitter.com/betterDCregion) | [@cherylcort](https://twitter.com/cherylcort)

*Your gift helps keep CSG's advocacy going! [Donate today!](#)*

January 18, 2022

The Hon. Calvin S. Hawkins, II  
Prince George's County District Council Chair



Elizabeth M. Hewlett  
Chairman of the Prince George's County Planning Board  
County Administration Building  
14741 Governor Oden Bowie Drive Upper Marlboro, Maryland 20772  
Email: [clerkofthecouncil@co.pg.md.us](mailto:clerkofthecouncil@co.pg.md.us)

RE: Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and Proposed Sectional Map Amendment (SMA) (CR-123-2020)

Dear County Council Chair Hawkins and Planning Board Chair Hewlett:

Thank you for the opportunity to provide testimony regarding the [Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan](#) and [Proposed Sectional Map Amendment \(SMA\)](#), or the "Adelphi Sector Plan."

Please accept these comments on behalf of the Coalition for Smarter Growth, the leading non-profit organization in the D.C. region advocating for walkable, bikeable, inclusive, transit-oriented communities as the most sustainable and equitable way for the DC region to grow and provide opportunities for all. CSG has been working in Prince George's County for many years. We have been working with community members and organizations to win great places around transit, better transit service, and walkable/bikeable, connected and inclusive communities in Prince George's County. These qualities build better lives for Prince George's families and a stronger tax base for the county. We are currently collaborating with Prince George's residents and allies in a group called RISE Prince George's, which recently issued an issues platform (available [here](#)).

The following testimony reflects the views of the Coalition for Smarter Growth.

We wish to express our overall support for the vision and key policies for the Adelphi Sector Plan. This plan will reshape this Purple Line station area into a mixed-use westside University of Maryland campus center. We are excited that the Purple Line, despite many bumps, is on its way, and are eager to make the most of this by ensuring all stations provide increased access to jobs, services and homes, in a way that minimizes automobile trips and reduces greenhouse gas emissions from transportation.

We agree with the overall vision of this sector plan and find it succinctly stated in the land use element:

- Create a high-intensity, mixed-use, pedestrian-oriented, and university- and transit-supportive neighborhood at the Adelphi Road-UMGC-UMD Purple Line Station Area (UMD West Campus Center). Discourage non-transit-supportive or automobile-oriented uses.
- Preserve key publicly owned natural areas to preserve environmental assets and create buffers between the Core and adjacent neighborhoods. ([ARSP Preliminary Plan Final](#), Page 12)

Some nearby residents have expressed objections to this station area/Western Campus Center as a site for medium density mixed-use housing, with proposed rezoning to the Local Transit Oriented (LTO) zone. However, we believe that the overall approach by the plan is the correct one for such an important, emerging transit station area and Western Campus Center. We agree with staff that the LTO zone is more appropriate than the Neighborhood Activity Center (NAC) zone or low density residential, or the higher density Regional Transit-Oriented zone (RTO).

Nearby residents and members of the university community have also expressed concerns about preservation of Guilford Woods, Guilford Run, and flooding in the areas. However, we believe that a compromise can be found by shifting some of the new housing away from an enlarged forested conservation area, ensuring a good riparian buffer, and using best management practices for stormwater, while retaining a similar number of new housing units.

The new housing opportunities, and supporting retail, are the leading environmental feature of the plan. These new housing opportunities mean that potentially thousands of staff and students can live close to their offices and avoid long commutes and polluting vehicle trips. The attractive combination of walking distance to the University of Maryland campus, and access to the Purple Line, along with local serving retail, makes this plan area an ideal site for substantial amounts of new housing. Given the constrained amount of affordable, quality graduate student housing, we view this area as especially important for university-supported affordable housing for students.

Making the most of this plan area with sufficient amounts of new housing is also an important contribution to reducing greenhouse gas (GHG) emissions of county residents. We calculate that Purple Line/(Local Transit Center) Metro station areas have 19% lower GHG emissions per household than the County average and 30% lower emissions than outlying town centers. So enabling more people to live here dramatically reduces their carbon footprint.

Below, we provide more detailed comments.

## **Housing**

We support the policy goals to “construct a range of housing units affordable to students, employees, and seniors at transit-supportive densities,” (ARSP, Page 93)

We support the housing demand assessment, given that the MWCOG household projections for the area are “overly conservative,” (ARSP Market Study Report, Page 17). We agree that the market demand number of overall units – 2,600 residential units -- is a good benchmark, and

should be planned around the physical fit of the new multifamily homes, given the constraints from expanding the riparian buffer and preserving more of Guilford Woods. While the 2,600 units might be projected for the larger market area, what's clear is that this small plan area is the premium location for new housing, and should be prioritized.

More specifically, we recommend that zoning capacity for the planned and proposed housing units (Mosaic at Turtle Creek and Western Gateway) be shifted from the southern portion of University-owned parcel 29 to expand the preservation of Guilford Woods, and widen the buffer area along the stream. This is likely to require greater flexibility in building height for the rest of the site and area closer to the station and the commercial main streets (Campus Dr. and Mowatt Lane) in order to reduce the footprint of new housing that would otherwise encroach on the expanded conservation area.

**Expanded housing options with accessory dwellings** -- While largely outside the boundaries of this small sector plan area, we suggest that the plan recommend development of accessory dwelling unit zoning regulations for the surrounding single family zones. Given the many adjacent large lot single family properties, an accessory rental unit could easily be accommodated on the property and further increase and diversify the housing options so close to campus.

**Expand the plan area boundaries** – The small size of the sector plan is surprising given the significance of the arrival of a Purple Line station. At minimum, the plan should consider Lot 1 surface parking lot and the University of Maryland Global Campus. These sites form the major northern parcels of the Purple Line station area. Lot 1 in particular is ripe for redevelopment since it is a surface lot, and could be contributing to runoff problems in the plan area. Both these university sites should be integrated into a plan that is attempting to comprehensively lay out the uses around the new Purple Line station.

## **Transportation**

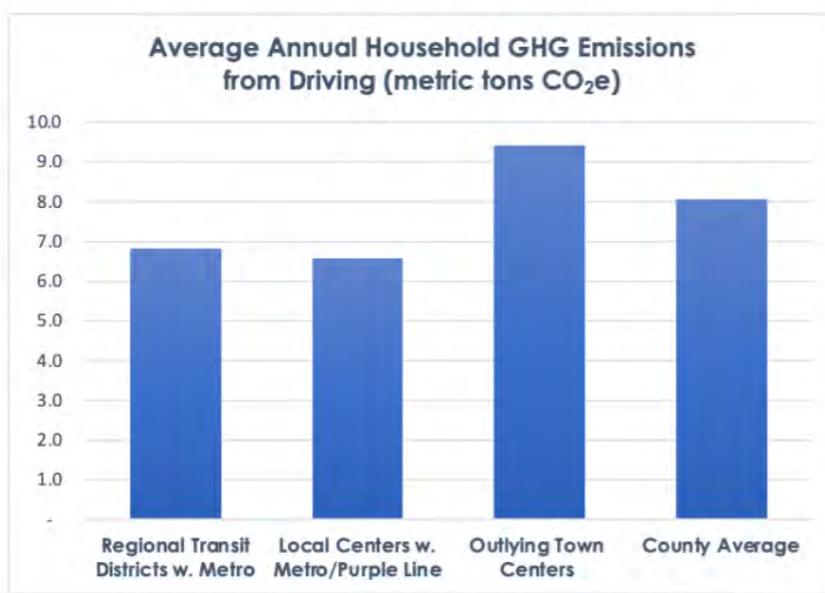
**Intersection of Adelphi Road, University Blvd. and Campus Drive** – while the plan recognizes that this intersection is problematic, the plan should call for urgent attention to fixing this intersection in order to create safe walk/bike access to the new light rail station and University of Maryland. The plan should recommend both short term and long term changes to the intersection. Quick-build interventions to narrow cross sections are needed, but longer term solutions such as one or more roundabouts, are needed to make the area safer and accessible.

### **Parking & Transportation Demand Management (TDM)**

Given the significance of this area – as both a Purple Line station area, and a node housing for to meet strong demand from the University of Maryland (the county's largest employer) – the plan should call for a stronger Transportation Demand Management (TDM) planning approach that includes further reducing vehicle parking, and encouraging the sharing of existing parking spaces on campus for any university-related uses. The location currently has a phenomenal 22% walk to work rate reflecting the benefit of more housing close to jobs and classes. With further

encouragement through stronger parking reductions, and vehicle trip reduction strategies, walk and bike to work rates could be even higher. This would benefit residents who are seeking to live close to campus in exchange for avoiding long car commutes and the costs of car ownership. A strong parking reduction and TDM program would also greatly reduce greenhouse gas emissions (see CSG’s analyses of significant reductions in greenhouse gas emissions from transit-oriented developments and plans [here](#), [here](#) and [here](#)).

Our recent [analysis](#) comparing greenhouse gas emissions from driving for households located in Purple Line station areas and inside the beltway Metro station areas (Local Transit Centers), versus households in outer town centers, showed that these transit station areas offer households the most reduction to GHG emissions.<sup>1</sup> They have 19% lower GHG emissions per household than the county average and 30% lower emissions than outlying town centers.



Note: "Outlying Town Centers" includes Konterra, Bowie Town Center, Westphalia, and Brandywine.  
 Source: Vehicle miles traveled estimates from [H+T Affordability Index](#), accessed April 2021. VMT-GHG emission factor from [USEPA Greenhouse Gases Equivalencies Calculator](#), 2019.

Source: Coalition for Smarter Growth, April 2021. [Prince George’s County Climate Action Plan Recommended Transportation & Land Use GHG Mitigation Strategies](#).

**Street connectivity** – we support the plan’s vision for an interconnected network of complete and green streets. This network is essential to reducing driving trips, and encouraging more walk and bicycle trips. An effective low-speed local street network also enables shorter vehicle trips that are more compatible with a transit-oriented and active transportation environment. The interconnected network is an important emissions reduction component that reduces vehicle trips, length of vehicle trips, and greenhouse gas emissions.

<sup>1</sup> We have asked MNCPPC staff to provide this kind of VMT/GHG analysis for the Adelphi Sector Plan area. We have also requested, but have not received, the data needed to do the analysis from the University of Maryland Sustainable Transportation program.

Improved connectivity throughout the plan area will also help the campus community and users of the plan area have access to the larger network of nearby parks and open space.

### **Natural Environment**

We recommend strengthening the green infrastructure components by widening the riparian buffer along Guilford Run, and increasing the area of the Guilford Woods set aside for conservation. Fuller assessments regarding current and future potential flooding should also be added to this section. Expanding these natural areas also serves to buffer the transit-scaled development from nearby low density residential properties. While this plan area is a premium location for climate-friendly, transit-accessible housing at the western gateway of the county's largest employer, the enhanced stream protections, and greater tree canopy preservation, and further assessment of flood mitigation provide important local benefits to the natural and built environment.

We recommend including Lot 1 in assessments of stormwater management and flooding concerns in the area. Lot 1 would ideally be included in scenarios that would both add mixed-used development and contribute to improved stormwater runoff controls that would better address local flooding impacts.

We request that any discussion about county actions to mitigate climate change recognize the importance of increasing housing opportunities and a mix of uses around major transit and employment hubs. Our research demonstrates that providing more homes around Purple Line stations allows nearby households to reduce their carbon footprint compared to the county's average GHG emissions per household. Given the specific sector plan location – where even now, 22% of workers walk to work – we expect even greater reductions in GHG emissions reductions per household at this location. This should be recognized as a key benefit of this plan.

### **Conclusion:**

We believe that this sector plan can be amended to increase and strengthen the forest and riparian buffer protection, while providing for more critically needed housing, and that the medium-density plan with LTO zoning is the best approach. This Purple Line station next to the University of Maryland's flagship campus offers a key opportunity to increase the quality of life for residents, students, and employees, while simultaneously shrinking their carbon footprint.

Thank you for your consideration.

Sincerely,



Cheryl Cort  
Policy Director

**Brown, Donna J.**

---

**From:** Riya Sharma <28riya@gmail.com>  
**Sent:** Tuesday, January 18, 2022 8:14 PM  
**To:** Clerk of the Council  
**Subject:** Riya Sharma's Testimony



**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Hello, my name is Riya Sharma and I am a third-year student at the University of Maryland. I am studying Mechanical Engineering and Anthropology, and I'm also the co-president of an environmental justice organization called 17 For Peace and Justice. As a community member, student, and friend of Guilford Woods, I am incredibly disappointed with this plan. Last fall, I worked with many of my peers, who are here today, to protest the deforestation of Guilford Woods. We worked tirelessly throughout the semester to play our part and Save Guilford Woods, just for it to potentially go to waste. Whether our efforts are sustained or not depends on you all.

Page 26 of the plan says "Do not increase development if it comes at the cost of losing trees." Obviously, this is not being taken into account at all and seems to be an empty promise. When I, along with fellow peers and community members, attended the Open House and Information Sessions, we voiced our concerns over and over. We are aware that Lot 1, which is already developed land, has been sitting empty for quite some time. Rather than zoning 15 acres of forested area for development, one could easily redevelop Lot 1. Why deforest the trees, destroy the plant and animal life that is already there, and completely ruin a part of the Anacostia Watershed when Lot 1 is sitting there? It only makes sense to redevelop that land and make sustainable, environmentally-conscious decisions. We asked the Planning Board why Guilford Woods was zoned to be developed, while Lot 1 was completely left out of the plan. After all, it's development would be sustainable, and it's location is advantageous. We were told that the Planning Board could do nothing about the zoning and that it was ultimately up to the University of Maryland to set Lot 1 aside for development. This represents a massive failure to use your power for good. Diverting blame to the university does not solve anything. If the Adelphi Road Sector Plan already zones an area for housing and commercial use, it makes it more difficult to encourage the University to responsibly use their land. Rather than pointing fingers, the Planning Board should set an example and do everything in their power to protect Guilford Woods. We cannot depend on others to do good in order to do good ourselves. My peers have mentioned the loss of an ecosystem. They addressed gentrification. They talked about the black and brown communities that live near the heavily polluted Anacostia River. All of us have been repeating the same thing, the same goal. We are encouraging you not to zone Guilford Woods for future development, protect it and preserve it as a reserved open space or park, turn to Lot 1 as an alternative, and set a better example for the University of Maryland.

Thank you.

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 47**

**Brown, Donna J.**

**From:** Taylor Robey <trobey@hyattsville.org>  
**Sent:** Monday, January 24, 2022 9:43 AM  
**To:** Clerk of the Council  
**Cc:** Jim Chandler  
**Subject:** Hyattsville Correspondence regarding the preliminary Adelphi Road Sector Plan  
**Attachments:** Preliminary Adelphi Road Sector Plan - Hyattsville Correspondence - KW Signature.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged



**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Clerk Brown,

I hope this email finds you well. The Hyattsville City Council discussed the preliminary Adelphi Road Sector Plan during our January 18<sup>th</sup> Council Meeting. The Council voted in favor of the preliminary Sector Plan conditional on several recommendations which are detailed in the attached letter. We also passed this correspondence along to Scott Rowe with M-NCPPC.

Please disregard the incorrect header information, we were informed that this should go to County Council and not Planning Board after it was already signed.

Thanks,  
Taylor



**TAYLOR ROBEY**  
City Planner  
Department of Community & Economic Development  
City of Hyattsville

(301) 388-5946 Ext 1701  
trobey@hyattsville.org  
www.hyattsville.org  
Follow us:    

4310 Gallatin Street, Hyattsville, Maryland, 20781, United States



Disclaimer: The information contained in this communication may be confidential, is intended only for use of the recipient named above, and may be legally privileged. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication, or any of its contents, is strictly prohibited. If you have received this communication in error, please re-send this communication to the sender and delete the original message and any copy of it from your computer system. Thank you.

**DISCLAIMER:** The information contained in this communication may be confidential, is intended only for the use of the recipient named above, and may be legally privileged. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication, or any of its contents is strictly prohibited. If you have received this communication in error, please re-send this communication to the sender and delete the original message and any copy of it from your computer system. Thank you.

**Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
EXHIBIT 48**

Kevin Ward  
Mayor



Tracey E. Douglas  
City Administrator



January 20, 2022

Honorable Elizabeth Hewlett  
Chairman  
Prince George's County Planning Board  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772

RE: Preliminary Adelphi Road-UMGC-UMD Purple Line Station Sector Plan

Dear Chairman Hewlett,

On Monday, January 18, 2022, the Hyattsville City Council reviewed the preliminary Adelphi Road-UMGC-UMD Purple Line Station Sector Plan.

The City Council voted unanimously in support of the Preliminary Adelphi Road Sector Plan, conditional upon the following:

1. The City supports an intensification in land-use in non-wooded areas. Hyattsville has, and continues to support, residential housing opportunities in and around transit to facilitate multi-modal travel opportunities and meet the housing needs of the region.
2. Commercial products should be limited to neighborhood-scale establishments and de-emphasize large or big-box commercial uses as part of Policy EP 1.
3. Policy HN 1 lacks tangible policies and strategies that ensure long-term affordability for housing opportunities. The City recommends HN 1 incorporate specific land-use policies that would enable affordable housing opportunities within the subject area.
4. The City supports the plan's prioritization of transit-oriented development given proximity to a forthcoming Purple Line Station. Transportation policies within the Sector Plan are consistent with the City of Hyattsville's Transportation Plan.
5. The City supports the recommendation for a road diet on Adelphi Road and a permanent redesign to include reduction of travel lanes, wide sidewalks, and protected and separated bicycle infrastructure in both directions. However, Stanford,

Purdue, and Rutgers streets and their intersection with Adelphi Road should be reevaluated to determine cyclist safety, vehicular egress and visibility, and crosswalk adequacy and if additional striping or pedestrian signalization is warranted as part of Policy TM 4.

6. Ensure coordination between stakeholders and plans to ensure connectivity and consistency of design with other trails and infrastructure outside the sector plan area.
7. The City does not support the elimination of the sidewalk on Stanford Street. The proposed mixed-use path (T-201) should be in addition to the existing sidewalk.
8. Significant development in this area and the surrounding community is a concern for existing school capacity. Additional coordination with PGCPs is necessary to minimize and mitigate the effects on public schools as part of Policy PF 1.
9. Policy PF 1 should identify a location within the Sector Plan to provide for a public school site.
10. The City supports the plan's preservation of green space and request the Commission evaluate opportunities for expansion of the Parks and Open Space land use designation within the Sector Plan, including the preservation of all of Guilford Woods, that is publicly owned within Policy NE 1.

It is our opinion that these conditions balance community concerns with the vision and goals outlined in the Sector Plan.

Additionally, we encourage the Maryland-National Capital Park & Planning Commission to reopen the public comment period for 60-90 days and expand the methods of community stakeholder input so as not to restrict input to digital format and allow for submission of oral and written comment.

We thank the Planning Board in advance for consideration of the recommendations and look forward to further engagement with this process.

Sincerely,

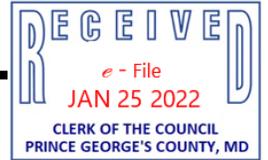
A handwritten signature in black ink, appearing to read 'Kevin Ward', with a stylized flourish at the end.

Kevin Ward  
Mayor

cc: City Council

**Brown, Donna J.**

---



**From:** Lindsjo, Melissa <melissa.lindsjo@ncpc.gov>  
**Sent:** Tuesday, January 25, 2022 1:23 PM  
**To:** Clerk of the Council  
**Subject:** NCPC Comment Letter for the Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan  
**Attachments:** Comment Letter Adelphi road-UMGC-UMD Purple Line Station Area Sector Plan.pdf  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Hi,

Please see NCPC's comment letter for the Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan attached.

Thank you,  
Melissa

Melissa Lindsjo, AICP, CNU-A  
Urban Planner | Policy and Research Division  
**National Capital Planning Commission**  
401 9<sup>th</sup> Street, NW | Suite 500N | Washington, DC 20004  
(o) 202.482.7237  
[www.ncpc.gov](http://www.ncpc.gov) | [Facebook](#) | [Twitter](#) | [Instagram](#)



*The Federal Planning Agency for America's Capital*

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 49**

IN REPLY REFER TO:  
NCPC File No. 8345

January 25, 2021

Mr. Derick Berlage  
Acting Deputy Director,  
The Maryland-National Capital Park and Planning Commission  
Prince George's County Planning Department  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772

**RE: Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan**

Dear Mr. Berlage:

Thank you for the opportunity to comment on the Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan. The comments provided below focus on the National Capital Planning Commission's (NCPC or "the Commission") role as the central planning agency for the federal government in the National Capital Region (NCR). The Commission coordinates all federal planning activities in the region and has several planning functions: comprehensive planning; project planning; federal project and master plan reviews; and multi-year federal capital improvements planning. Among its major responsibilities are preparing long-range plans and special studies to ensure the effective functioning of the federal government in the NCR; preparing jointly with the District of Columbia government the *Comprehensive Plan for the National Capital*; approving federal master plans and construction proposals in the District of Columbia, as well as reviewing master plans and area plans proposed by state, regional and local agencies for their effect on the federal establishment. We invite you to visit our website, [www.ncpc.gov](http://www.ncpc.gov), for additional information.

We find the recommendations in the Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan to be consistent with the planning principles and policies of the *Comprehensive Plan of the National Capital: Federal Elements*.

NCPC finds the plan vision "In 2047, the Adelphi Road-UMGC-UMD Purple Line Station is the center of a unique, vibrant, welcoming, inclusive, and accessible neighborhood that serves as a gateway to the University of Maryland. Residents live in a range of housing options in walking distance to jobs, classes, recreational opportunities, and exceptional public transit that connects to jobs throughout the broader region. This sustainable community focuses on providing safe access to local amenities and regional destinations through and a network of open spaces to relax, gather, and recreate," thoughtful and has the potential to advance equity for all. NCPC supports the Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan themes (Work,



Live, and Sustain) and the policies and strategies throughout the eight Elements, especially around transit connectivity, active transportation, park and open space connectivity, and green infrastructure align well with our comprehensive plan policies. These recommendations align well with our comprehensive plan policies and will impact adjacent federal facilities and the Capper-Cramton land (Northwest Branch Stream Valley Park) positively within the plan area.

Thank you for the opportunity to review and comment on the Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan. We look forward to working with you to continue advancing our shared regional goals in the future.

Please contact me (202-482-7254) or Project Officer Melissa Lindsjo (202-482-7237) or [melissa.lindsjo@ncpc.gov](mailto:melissa.lindsjo@ncpc.gov), if you have any questions.

Sincerely,

*Michael A. Sherman*

Michael A. Sherman, AICP  
Director, Policy and Research  
National Capital Planning Commission

**Brown, Donna J.**

---

**From:** Yvette Allen <yallen@collegeparkmd.gov>  
**Sent:** Friday, January 28, 2022 1:30 PM  
**To:** Clerk of the Council  
**Subject:** College Park Comments and Recommendations: Sector Plan  
**Attachments:** Preliminary Adelphi Road UMGC-UMD Purple Line Station Area Sector Plan.pdf



**Importance:** High

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Dear Clerk of the Council Ms. Donna Brown,

Attached, is a letter from the City of College Park City Council regarding the Preliminary Adelphi Road UMGC-UMD Purple Line Station Area Sector Plan.

Will you please provide the County Council and staff with a copy of the attached letter. If you have any questions, please feel free to contact our office at 240-487-3501.

Sincerely,

Yvette

**Yvette T. Allen, CMC**  
**Assistant City Clerk**

**Office: 240-487-3501**

**Extension: 3505**

[yallen@collegeparkmd.gov](mailto:yallen@collegeparkmd.gov)



**CITY OF**  
**COLLEGE PARK**

**7401 Baltimore Avenue, Suite 201, College Park MD 20740**

[collegeparkmd.gov](http://collegeparkmd.gov)

[Facebook](#) | [Twitter](#) | [Instagram](#)

**City Mission**

The City provides excellent services, transparent and inclusive governance, and advocates for our residents to enhance the quality of life for our diverse community.

**Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
EXHIBIT 50**



# CITY OF COLLEGE PARK

OFFICE OF THE MAYOR & CITY COUNCIL

7401 BALTIMORE AVENUE SUITE 201 COLLEGE PARK MD 20740 | COLLEGE PARKMD.GOV



January 26, 2022

## MAYOR

Patrick L. Wojahn

pwojahn@collegeparkmd.gov  
240.988.7763

## DISTRICT 1

Fazlul Kabir

fkabir@collegeparkmd.gov  
301.659.6295

Kate Kennedy

kkennedy@collegeparkmd.gov  
202.400.1501

## DISTRICT 2

Llatetra Brown Esters

lbesters@collegeparkmd.gov  
240.636.3584

Susan Whitney

swhitney@collegeparkmd.gov  
202.603.3634

## DISTRICT 3

Stuart Adams

sadams@collegeparkmd.gov  
301.364.4576

John B. Rigg

jrigg@collegeparkmd.gov  
443.646.3503

## DISTRICT 4

Maria E. Mackie

mmackie@collegeparkmd.gov  
240.472.0681

Denise Mitchell

dmitchell@collegeparkmd.gov  
301.852.8126

Prince George's County Council  
14741 Governor Oden Bowie Drive  
Room 2198  
Upper Marlboro, MD 20772

Via email: [clerkofthecouncil@co.pg.md.us](mailto:clerkofthecouncil@co.pg.md.us)

Re: Preliminary Adelphi Road UMGC-UMD Purple Line Station Area Sector Plan

Dear Prince George's County Council,

On January 25, 2022, the City Council of the City of College Park, Maryland voted unanimously to provide the following comments and recommendations on the subject Plan. The Council has received public testimony, written commentary, and a petition all of which included significant criticism of the Plan.

First and foremost, the City Council urges the Planning Board and District Council to defer action on the Plan. The Plan is based on a vision that is inconsistent with Plan 2035 (County General Plan), inadequately addresses environmental, transportation and public facility issues, and recommends zoning changes that are not justified. With more time, these shortcomings could be addressed through additional study and collaboration with stakeholders. Then, Plan amendments could be drafted and introduced for a second joint public hearing. While the City supports a plan to facilitate reasonable transit-oriented development in the area, it needs to be a plan that respects its unique environmental context, recognizes the benefits of the natural areas within it, and has realistic recommendations that clearly align with plan goals and countywide policies. Please consider the following information and specific requests as you deliberate on a course of action.

**Land Use Vision and Policies:** Plan 2035 establishes the framework for development countywide and sector plans are expected to conform to this guidance. Plan 2035 designated a hierarchy of places where more intensity of development is desired. The highest density development is called for in Regional Transit Centers around Metro Stations. It also names 26 Local Centers for increased development but at lower intensities. These are classified as Neighborhood, Town, or Campus Centers. The subject Purple Line station area is named UMD West Campus Center and is recommended for low to medium density, mixed-use development oriented toward supporting university research, community retail and housing needs. The Plan errs by calling for this area to be a high-intensity, mixed-use neighborhood to meet University of Maryland-related residential market demand (LU 1). It relies on a Market Study Report which covers a

much larger area (including US Route 1 where higher density residential zoning already exists and more housing can be absorbed), contains several errors and omissions, and doesn't fully examine the need for student housing especially affordable graduate student housing.

This mistaken vision leads to other inappropriate land use and zoning recommendations. The entire plan area, with a few small exceptions, is proposed for vertical mixed-use and the Local Transit-Oriented (LTO) zone (LU 1.2 and LU 1.3). The core and edge designations of this zone are not well-suited to the size or shape of the plan area. The core, where development is allowed to be 80 dwelling units per acre and up to 80 feet in height, is typically limited to a ¼ mile radius around the station. In this Plan, the core boundary extends way beyond this distance, resulting in proposed development that is unsuitable for its location. It also fails to adequately acknowledge the extensive natural resources in the plan area. There is only one land use policy that addresses the environment (LU 2). This policy preserves 3.94 acres in Reserved Open Space (ROS) which is a surprisingly small amount and the only environmentally sensitive area recommended for open space in the land use map.

Requests:

1. Change the land use vision and strategies to medium-intensity, mixed-use development along Campus Drive and lower-intensity residential development and open space for other plan areas with a priority on protecting and enhancing the existing natural environment.
2. Update the Future Land Use Map (Map 9) to align with the new vision and strategies.
3. Revise Map 6 to show existing parks and open spaces including Guilford Woods.
4. Update the Approved Development Applications in Plan Area Map (Map 7) to remove DSP-08001, Mosaic at Turtle Creek, which is no longer valid.

**Economic Prosperity**

The information provided in this section is sparse and could be enhanced by including relevant information from the Market Study Report as well as the demographics of the plan area. Tables 3 and 4 show student population and faculty and staff trends at the University of Maryland to be static or declining which contradicts conclusions elsewhere in the Plan about University-based market demand. The "Who We Are" information on page 19 is confusing as it is based on Washington Council of Government Transportation Analysis Zones (TAZ's) which are unfamiliar and go beyond the boundaries of the plan area.

Requests:

1. Add demographic and additional Market Study Report information to this chapter and provide analysis to justify plan recommendations regarding market demand.
2. Provide a map showing the TAZ's that are the basis of demographic data.
3. Provide a table showing existing demographics within the plan boundary.
4. Correct the Market Study Report as follows: Include Calvert Hills in the City of College Park (p.13); Include Attick Towers in the inventory of senior housing; Add the Aspen, Hub and Standard projects to the inventory of student housing under construction in the primary market area.
5. Include a section in the Market Study Report focused on affordable undergraduate and graduate student housing.
6. Revise Map 13 to delete the Mowatt Lane Commercial Main Street.

**Transportation and Mobility**

As this plan is prompted by the construction of a new Purple Line station on Campus Drive, it would be helpful for the plan to include proposed ridership information and design details for the station. The intersection of MD 193, Adelphi Road and Campus Drive separates the plan area and presents huge

challenges for pedestrian and bicycle connectivity and improvements will need coordination and financial commitments from the County and State. It does not appear that a transportation or traffic impact analysis was prepared, and the Plan does not demonstrate how proposed new development will impact traffic conditions. The network of proposed new streets is dependent on how development occurs and is subject to change. Proposed street UC 201, as shown, runs through an environmentally sensitive area and should be reconsidered. The recommended rights-of-way and street sections are also too large (over designed) for anticipated development.

Requests:

1. Revise Maps 19 and 20 to relocate street UC 201 from the Regulated Area to a location with less environmental impact and convert the portion of UC-201 south of UC-202 to a park trail and shared-use path. Add a park trail and shared-use path from the intersection of Guilford Drive and Knox Road to connect to the intersection of park trails T-202, T-203 and T-204.
2. Revise Table 7 to reclassify internal streets UC-200, UC-201 and UC-203 from Neighborhood Connector to Neighborhood Residential and add Mowatt Lane (a private road) as a separate facility from Campus Drive and classify as Neighborhood Residential.
3. Show the Mowatt Lane connection to Guilford Drive clearly on all plan maps.
4. Require all new streets to be public, not private roads.
5. Add an exhibit showing a plan and section for the proposed Purple Line stop.
6. Include a traffic impact analysis of proposed new development and other transportation modeling information about the impact of the Purple Line.

### **Natural Environment**

The natural environment of the plan area is its defining characteristic. It contains woodlands, streams, steep slopes, some floodplain and known wetlands. It is County policy to preserve, enhance and restore these ecosystems yet this is where the plan recommendations fall short and why the Plan has generated so much controversy. Only 9.11 acres are within the Regulated Area of the Green Infrastructure Network and are protected through easements. A preponderance of the plan area is within the Evaluation Area (a high priority for on- site woodland and wildlife habitat conservation and restoration of lost connectivity), but it is zoned for mixed-use development. There are also 39.21 acres of total tree canopy coverage. Much of this area is known locally as Guilford Woods and has been the subject of a high-profile community campaign to protect it for its health, recreational and environmental value. The Plan says that impacts to the Evaluation Areas are unavoidable, however, the recent expiration of DSP 08001 and pause of the planned UMD/Gilbane project, offers the opportunity to reassess this position. Updated Natural Resource Inventories (NRI's) are now available for a large portion of this area and should be carefully evaluated to determine what resources are present and need protection. The extensive research and documentation of Guilford Woods by community members, scientists and environmental groups needs to be reviewed to assess the costs and benefits of urbanization of the ecological habitat of Guilford Run.

Requests:

1. Further evaluate the environmental envelope of the plan area to include information from updated and expanded NRI's and other documented research and include this information in the Plan.
2. Recognize the Guilford Run Watershed and opportunities in the plan area to address serious downstream flooding.
3. Investigate the discovery of a new species of carnivorous worm in Guilford Run and its relevance.
4. Determine if removal of trees in Guilford Woods will create a network gap in the Green Infrastructure Network.

5. Expand conservation areas, increase the size of the proposed Guilford Run Stream Valley Park, and modify zoning recommendations to protect these sensitive areas.
6. Require onsite preservation of trees to satisfy the Woodland and Wildlife Habitat Ordinance.

### **Public Facilities**

The adequacy of public-school facilities is a major concern and not sufficiently addressed in the Plan. Significant new residential development is proposed but an analysis of school capacity is not included. Under the proposed Transit-Oriented/Activity Center base zone recommended in the Plan, LTO, new development would be exempt from the Adequate Public Facilities (APF) Ordinance for schools.

Requests:

1. Include an APF analysis for schools in the Plan.
2. Do not exempt new development in the plan area from APF requirements. This can be accomplished by utilizing the zoning categories requested below.

### **Comprehensive Zoning (Sectional Map Amendment)**

The proposed rezoning of the plan area ignores the Plan 2035 guidance and is not sensitive to the natural environmental features in the plan area. Rethinking the zoning to reflect realistic market demands and protect natural resources is required.

Requests:

1. Rezone parcel #'s 2, 3, 4, 5, 6, 7, 8, 9, 13, 14, 17, 18, 19 and 22 to RMF-48.
2. Rezone parcel #'s 21, 23, 24, 25, 26, 27, 34 and 35 to RMF-20.
3. Rezone parcel # 29 to R-O-S.
4. Retain RSF-65 zoning on parcels # 30 & 31.

### **Other**

An element of the Plan vision is to create a landmark gateway to UMD and main street along Campus Drive. To realize this vision, it is necessary to address both sides of Campus Drive and concentrate retail in this location. The north side of Campus Drive, just south of the Purple Line alignment, includes Lot 1, a UMD surface parking lot with significant potential for infill development.

Requests:

1. Revise the plan boundary to include Lot 1 south of the Purple Line.

In conclusion, the City of College Park Mayor and Council oppose the Plan as drafted. Please give serious consideration to our request to defer action on the plan to allow for an extended time for additional analysis and deliberation.

Sincerely,



Patrick J. Wojahn  
Mayor

**Brown, Donna J.**

---

**From:** Dixie Meadows <dixiemeadows1@gmail.com>  
**Sent:** Sunday, January 30, 2022 12:38 PM  
**To:** Clerk of the Council  
**Subject:** Guilford Woods



**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

**It is critical to have wooded spaces. And once there's gone, there's no return. Why destroy this one when there are alternate spaces for the University's perceived need. Please be a responsible caretaker of the Earth and leave the Woods as they are.**

**Dixie Meadows  
4010 Van Buren Street, University Park, MD 20782-1413**

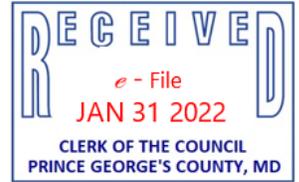
**Associate Broker  
RE/Max Professionals  
Cell 301-996-1262  
Broker's Office 301-474-2400**

**Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
EXHIBIT 51**

**Brown, Donna J.**

---

**From:** Nancy Barrett <nbarret1@terpmail.umd.edu>  
**Sent:** Monday, January 31, 2022 3:16 PM  
**To:** Clerk of the Council  
**Subject:** ARSP Testimony  
**Attachments:** ARSP Testimony.pdf



**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Hello,

I hope this email finds you well. I have attached a transcript of the testimony I gave at the Joint Public Hearing on January 18th regarding the Adelphi Road Sector Plan. I hope to submit it as my personal testimony, to be included in the written record.

Thank you.

Best,  
Nancy Barrett  
UMD '23



Hello, my name is Nancy Barrett and I am a life-long resident of Hyattsville, Maryland as well as an Environmental Science and Policy student at the University of Maryland. I am here today to voice my opposition to the Adelphi Road Sector Plan as it currently stands.

The ARSP will inevitably lead to the deforestation of Guilford Woods, a 15-acre forest canopy which accounts for 28% of the remaining forest cover on UMD's campus. This forest has clear value to the local community - in October, over 300 students, faculty and local residents came out to protest a proposed deforestation, and over 2,500 individuals have signed a petition demanding its protection in perpetuity.

Consistently, as questions arise regarding the need to deforest Guilford Woods, officials point to automobile emissions and high-density housing along the Purple Line. But in the wake of the increasingly dire destruction occurring as a result of climate change, the fact that we are being forced to choose between smart growth and the natural environment is a fate I cannot accept. In my time studying Environmental Science & Policy at UMD, I have learned that we must turn to the natural world for answers. We will not successfully address climate change while destroying one of the few ecosystems we have left.

As students, we are fully in support of high-density construction that will lessen the need for personal transport to and from campus. But the disconnect I keep finding is the assumption that Guilford Woods must be deforested to reach these goals. Lot 1 and the golf course, both within a half mile of the station, have been completely ignored in the boundary lines of this proposal, despite the fact that in-fill development is a cheaper and more sustainable alternative. In our current social and environmental context, I must stand up to demand both smart development and environmental protections guide our decision-making process. We cannot truly have one without the other.

I challenge those appointed to represent me to consider who it is that they are advocating for in proposals such as this one. If your voting benefits corporations rather than the residents of the very community who will be affected by the ARSP, the morality of the members of the PG County Council will be called into question.

I request that the council extend the record of public hearing testimony until midnight on February 3rd to allow UMD's Student Government Association to submit official public comment regarding the Adelphi Road Sector Plan. I implore you to give the next generation the opportunity to influence what kind of world you will leave behind, as it is us who will be inheriting it.

And I urge the PG County Council to zone the entirety of Guilford Woods as reserved open space, while incorporating housing affordability for all as parameters for future development. Until the Council is able to properly address the extensive social and environmental concerns within the current draft, the Adelphi Road Sector Plan should be paused. Thank you.

**Brown, Donna J.**

---

**From:** John Burns <johnburnsubc@gmail.com>  
**Sent:** Monday, January 31, 2022 2:06 PM  
**To:** Clerk of the Council  
**Subject:** Adelphi Road Purple Line Sector Plan



**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Dear Clerk, I am Rev. John Burns, pastor of the University Baptist Church at 3515 Campus Drive, College Park, Maryland 20740. Our property exists in the Adelphi Road Purple Line Sector Plan's area. We are concerned that we have not had sufficient input in this plan. We are deeply convinced that there is not sufficient storm water management in this plan. Already since the Purple Line Construction has begun, we have had the basement of our building (fellowship hall, kitchen, bathrooms, storage and HVAC room flooded by storm water that was diverted down out drive and consequently into our building. We have never had that problem until the Purple Line. We want more consideration given to our church in the sector plan and a greater chance for input. Please pause this plan until you can show us that storm water will be managed without sending it all our direction. Thanks, Rev. John Burns Phone: 301-422-1430

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 53**



**Brown, Donna J.**

---

**From:** Franklin, Judith <Judith.Franklin@ppd.mncppc.org>  
**Sent:** Monday, January 31, 2022 4:05 PM  
**To:** Brown, Donna J.; Clerk of the Council  
**Cc:** Punase, Shubha; Calomese, Michael; Rowe, Brandon (Scott); Benton, Sarah; Henderson, Tamika  
**Subject:** Planning Department Testimony on Adelphi Road Sector Plan  
**Attachments:** ARSP\_Letter of Testimony\_Center Designation\_DRAFT\_1[257977] Signed.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Madam Clerk,

Find attached testimony from the Planning Department on the Adelphi Road UMGC-UMD Purple Line Station Area Sector Plan and Proposed Sectional Map Amendment. For additional info contact Shubha Punase, shubha.punase@ppd.mncppc.org.

Thanks,

**Judith S. Franklin**

*Administrative Assistant III/ Community Planning Division*



14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

Direct: 301-952-4225 | Teams Mobile 240-573-2450

Email: [judith.franklin@ppd.mncppc.org](mailto:judith.franklin@ppd.mncppc.org)



Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 54**

February 1, 2022

The Honorable Calvin S. Hawkins, II  
Chairman  
Prince George's County Council  
14741 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772

**RE: Testimony of the Prince George's County Planning Department on the Proposed Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and Proposed Sectional Map Amendment**

Dear Chairman Hawkins:

In order for the Planning Board to consider amending the Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and Proposed Sectional Map Amendment (SMA), the Planning Department is submitting additional testimony into the public record to clarify the intent of the language in the preliminary plan.

Plan Prince George's 2035 (Plan 2035), Prince George's County's General Plan, identifies the area around the Adelphi Road-UMGC-UMD Purple Line Station as the UMD West Campus Center. This transit center is anchored by a major institution (UMD), and part of the Purple Line light rail system, a major infrastructure transportation project that will promote access to jobs and housing in the region. During the careful deliberation over and drafting of the [Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan](#) and [Proposed Sectional Map Amendment \(SMA\)](#), Planning Department staff recommended reclassification of properties within this Center to the Local Transit-Oriented (LTO) Zones, reflecting the anticipated size, density, and amount of housing necessary to support the expected market adjacent to the Purple Line and the UMD campus.

Following release of the Preliminary Sector Plan and Proposed SMA, staff received feedback indicating some confusion over the Plan 2035 center designation for the UMD West Center. In reviewing Plan 2035 and the requirements for the LTO zones, the Local Transit Center designation better reflects the type of housing, walkability, and transit access anticipated to be available at this location and is consistent with the zoning needed to implement the preliminary sector plan's recommendations for walkable, transit-oriented development in this sector plan area.

Hence, staff will be recommending an amendment to the preliminary plan to amend the center classification from a Campus Center to a Local Transit Center and will also recommend amending Plan 2035, including the text, tables, and maps, to change the UMD West Center designation from a Campus Center to a Local Transit Center, at the upcoming Planning Board work session scheduled for April 2022.

If you have questions, please contact the Project Manager, Shubha Punase by email at [Shubha.Punase@ppd.mncppc.org](mailto:Shubha.Punase@ppd.mncppc.org) or 240-644-0625 (Teams Mobile).

Sincerely,

Andree Green Checkley, Esq.  
Planning Director

cc: Derick Berlage, AICP, Acting Deputy Planning Director  
Kipling Reynolds, AICP, Division Chief, Community Planning Division  
Sarah Benton, AICP, Planning Supervisor, Long Range Planning Section, Community Planning Division  
Scott Rowe, AICP, CNU-A, Planner IV, Master Plans and Studies, Community Planning Division  
Shubha Punase, AICP, LEED-GA, Planner III, Long Range Planning Section, Community Planning Division  
ARSP Project file

**Brown, Donna J.**

---

**From:** Mary King <granny20740@icloud.com>  
**Sent:** Monday, January 31, 2022 1:28 PM  
**To:** Clerk of the Council  
**Subject:** Adelphi Road Sector Plan



**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Dear County Council,

I am Mary King and I live in College Park.

I am very much opposed to the present form of the sector plan at Adelphi Road. I do not think this high density development is correct. Our community has been steadily growing for years with greater numbers of people and traffic and i feel the intense zoning proposed will overwhelm this area.

Another issue of concern is the need for parks and open spaces. Parks and open spaces are even more necessary when there is greater density of population. The current plan to have developers put in and maintain miniparks is not the right way to do this. Let's determine what is needed and have the developers support this.

Traffic! Yikes! It is already difficult to change lanes on Adelphi Road, and this can be anytime of day....not just in rush hour. Though the proposition is that dense development will alleviate vehicle traffic, it is obvious that when you add housing you will also add traffic and congestion. So, what is proposed will add to traffic woes, not relieve them.

The plans for Guilford Woods are a very thorny issue. The developers have been putting this together for a number of years and with that investment of time and money are certainly ready to go forward with this project. Concerns about trees, and the need for forested areas have gained supporters over the last years as well. And the point is well raised that once the forested area is gone there is a great loss to the environment.

I am dismayed to see the St.Mark's property shifted to a higher density zoning class. St.Mark's has a strong place in our community both as a spiritual home and with the many services it provides. Its food pantry last year served over 20,000 families during covid. It is very involved with the immigrant and latino community, youth programs, and more. To change this zoning, believing there should be more dense housing there is a mistake. Churches are a part of thriving communities. Perhaps churches are the heart of thriving communities.

Thank you for your consideration.

Kind regards,  
Mary King

**Brown, Donna J.**

---

**From:** Constance Belfiore <connie.belfiore@gmail.com>  
**Sent:** Tuesday, February 1, 2022 2:44 PM  
**To:** Clerk of the Council  
**Subject:** For your serious consideration...



**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

To the County Council and Planning Board:

I urge, nay beg, you **not** to allow the development of Guilford Woods. Guilford Woods provides essential tree canopy for our area. This is necessary for our flora and fauna, as well as people who live and breathe in the area. UM should be planting trees instead of razing them.

There are other viable options for development on campus, on what is now impermeable asphalt. Moreover, development on what currently is asphalt offers the opportunity to render the area permeable with plantings, trees, pavers, etc.

UM and our county purportedly promote environmental stewardship. To live up to this reputation, Guilford Woods must be saved.

I note also that Guilford Run already overflows its banks, and my hometown of University Park regularly suffers from excessive water backup during the increasingly frequent major rainstorms. Retaining Guilford Woods also is essential to controlling harmful stormwater runoff in this area.

Thank you for considering seriously this plea for leaving Guilford Woods alone. We now do not have enough wooded areas in College Park or its environs; and our quality of life depends on saving those we have, as well as planting more.

Please revise the plan and save Guilford Woods, to preserve this habitat for treasured trees, plants, and animals, and this nature-centered respite for all who live nearby, in an otherwise super-developed area.

Warm wishes,

Constance L. Belfiore, Esq.

4406 Holly Hill Road, University Park, MD 20782

[connie.belfiore@gmail.com](mailto:connie.belfiore@gmail.com)

240.687.2279

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 56**

**Brown, Donna J.**

---

**From:** Mark Brochman <brochmark@yahoo.com>  
**Sent:** Tuesday, February 1, 2022 11:27 AM  
**To:** Clerk of the Council  
**Subject:** Guilford Woods



**Follow Up Flag:** Follow up  
**Flag Status:** Completed

CAUTION: This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

I am writing you to request that you preserve Guilford Woods, as it is, and to not sell it off for development. I ask that you make a wiser decision, set aside any justification to develop the land for housing, and instead think of that lands value to the community as a whole, undisturbed and it's natural form.

We are losing a green spaces and this is exactly how it happens, when immediate financial payoff is chosen over what is better for all in the long run.

When I was a student at UMD, I frequently walked through these woods to get perspective on decisions I needed to make for my studies. It has value as it is, undisturbed in its natural form. Once you rip that out, you can never get that back.

Sincerely,

Mark Brochman

**Brown, Donna J.**

---

**From:** TC Hegeman <thegeman@upmd.org>  
**Sent:** Tuesday, February 1, 2022 3:54 PM  
**To:** Clerk of the Council  
**Cc:** Mayor Carey  
**Subject:** Adelphi Sector Plan  
**Attachments:** Adelphi Road Sector Plan Letter.pdf



**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Good afternoon,

I am sending the attached letter on behalf of the Mayor and Council of the Town of University Park.

Please do not hesitate to contact Mayor Carey at [mayorcarey@upmd.org](mailto:mayorcarey@upmd.org) if you have any questions.

Regards,  
TC Hegeman



**TC Hegeman**  
Town Clerk

Town of University Park  
6724 Baltimore Avenue  
University Park, MD 20782  
301-927-4262 ext. 101  
[www.upmd.org](http://www.upmd.org)

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 58**



# TOWN OF UNIVERSITY PARK



MAYOR  
Lenford C. Carey

COMMON COUNCIL  
Joel Biermann  
Mary Gathercole  
Laurie Morrissey  
Nathaniel Morgan  
David McGaughey  
Martha Wells  
Roland Stephen

TOWN ADMINISTRATOR  
David J. Deutsch

February 1, 2022

Donna J. Brown  
Clerk of the County Council  
14741 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772  
clerkofthecouncil@co.pg.md.us

Re: Preliminary Adelphi Road – UMGC – UMD  
Purple Line Station Area Sector Plan

Dear Ms. Brown:

At its meeting on January 3, 2022, the Mayor and Common Council of the Town of University Park reviewed the Adelphi Road-UMGC-UMD Purple Line Station Sector Plan as presented by the Maryland National Park and Planning Commission. We take this opportunity to provide the County Council, sitting as the District Council, with our comments.

It is appropriate that this area be subject to a new sector plan, in view of the construction of the Purple Line Station and the length of time that has passed since the last applicable sector plan was adopted in 1989. In addition, provision should be made for the development in the area that is recommended in County General Plan 2035. As a result, the Town conditionally supports the Sector Plan, subject to the following comments.

We continue to support higher density development around transit facilities that is appropriate for each area and consistent with Plan 2035. However, instead of the low to medium density, mixed-use development oriented toward supporting university research, community retail and housing needs that is recommended in Plan 2035 for this area, a Local Transit-Oriented (LTO) zone with a high-intensity, mixed-use neighborhood is proposed. We recognize and understand that the LTO core and edge development model that is proposed for this Sector Plan area is appropriate for a transit center such as that surrounding the Prince George's Plaza Metro Station. This development model is not appropriate for this Sector Plan area, for a number of reasons, including size and impact on natural resources, as more specifically described below. We also are highly concerned over climate change and strongly support development that minimizes the loss of tree cover and natural environment.

Further, the area of the Sector Plan is too narrowly defined, and thus does not provide enough scope to lessen many of the impacts of future development upon the neighboring communities. Therefore, our comments are focused on the impacts that we believe will adversely affect our Town that are not adequately identified, discussed, or resolved in the draft Plan.

1. **Traffic impacts:** The findings in the preliminary statement of the Plan are that the existing intersections of Adelphi Road with University Boulevard and Campus Drive are functioning at adequate levels of service and will continue to do so after the proposed addition of approximately 1500-2500 housing units and some commercial facilities along with the Purple Line Station. However, the Plan acknowledges but that “the intersection of Adelphi Road, Campus Drive, and MD 193 (University Boulevard) is challenging to navigate and problematic for walking and bicycling” and “existing bicycle and transit facilities are limited or minimal at best.” Further, the “high motor vehicle volumes during the peak travel periods, the speeds of motor vehicles, and the lack of bicyclist facilities puts motorists and bicyclists into conflict, and present safety issues for bicyclists.” The Plan recognizes that the public comments already received from residents highlight these drawbacks. The Plan, due to its small size, also does not acknowledge nearby traffic issues that will only increase.

We agree with the City of College Park that the intersection of MD 193, Adelphi Road and Campus Drive that separates the plan area “presents huge challenges for pedestrian and bicycle connectivity and improvements will need coordination and financial commitments from the County and State” and that “the Plan does not demonstrate how proposed new development will impact traffic conditions.”

Adelphi Road already has capacity and congestion issues in the area from Northwestern High School (just south of the Sector Plan boundary) to East-West Highway and The Mall at Prince Georges. The current level of congestion makes it difficult for our residents to get into and out of our neighborhood. The improvements cited in the Plan that would help resolve these issues appear to depend solely on individual developments as they occur piecemeal over time. As a result, it is unlikely that the improvements will be constructed as now proposed, in view of the myriad pressures that occur during the entitlement phase. There are no guaranteed positive outcomes. At minimum, all roads constructed in the Plan area should be required to be public roads, and the Plan should include a Transportation Study to show the traffic impacts of Purple Line ridership and higher density zoning, to better understand how to ameliorate the development that is proposed. Specific plans for the reconfiguration of the Adelphi -University Blvd. – Campus Drive intersections should be required prior to adoption of the Plan.

2. **Related Bicycle and Pedestrian Safety:** Additional traffic emanating from the development of the lands within the Sector Plan area will also decrease pedestrian safety for our residents who often walk to the Mall, new Hyattsville Public Library, M-NCPPC Recreation/Community Center, and the several churches along Adelphi Road in this area. While the policy guidance of the Sector Plan strongly supports better pedestrian and bicycle facilities within the boundaries of the Sector Plan, due to the small size of the sector, it does not address the increased traffic and decreased ability of our community to walk to shopping, community amenities and even to the

Metro. The same can be said for bicycle safety within this area, as the existing bike lanes are somewhat intermittent and often shared with vehicles.

3. **Natural Environment:** The issue of preserving the existing green spaces in the Plan area has already been raised in the community in response to the proposed Western Gateway Project. This development was intended to build out a large portion of the southern Plan area. While this development has been placed on hold, the discussion has highlighted the value of the area known as "Guilford Woods". In the County's 2017 Green Infrastructure Plan, most of the Plan area south of Campus Drive is an Evaluation Area and Guilford Run and its wooded stream buffer is a Regulated Area. Regulated Areas are protected environmental features if approved as part of a Natural Resources Inventory (NRI). Regulated Areas include "the vegetated buffer following Guilford Run creek in the southeast corner", with the remainder an Evaluation Area.

It is important that all applicable law be followed, including the Green Infrastructure Plan and the Woodland and Wildlife Habitat Ordinance. An NRI for the area known as Guilford Woods should be required for the Plan, which should also include a map designating the area. Onsite preservation of trees should be required to satisfy the Woodland and Wildlife Habitat Ordinance. Including additional acreage in the Guilford Run Stream Valley Park (Conservation Area C) should be considered, to encompass all or a large part of Guilford Woods.

4. **Public Facilities:** The Sector Plan recommends the creation of some very urban passive recreation areas (plazas, small seating areas, etc.) within the Sector boundary. It is likely that some of the residential buildings could provide some recreational facilities like exercise rooms and perhaps small swimming pools for their residents. Some, but likely not all, residents may be eligible by virtue of student or faculty engagement with the University of Maryland to use its recreational fields, gyms, and other more active facilities. However, there will be additional need for active outdoor recreation. Impact on capacity and use of existing nearby recreation and public facilities, such as libraries, has not been analyzed.
5. **Schools:** While we understand that it is not the Planning Board's responsibility to ensure adequate school facilities, the fact remains that a development of residential housing of the size proposed in the Sector Plan will have an effect on neighborhood schools, including University Park Elementary School. Since our school is already operating at or above capacity with numerous "temporary" classrooms, this is concerning to us.  
Under the proposed LTO, new development would be exempt from the Adequate Public Facilities (APF) Ordinance for schools. Again, we agree with the City of College Park that the Sector Plan should include an APF analysis for schools and that new development should not be exempted from APF requirements.

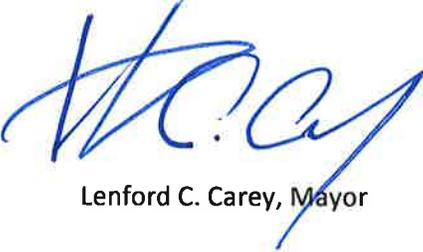
**Stormwater Management:** The Town has significant issues with stormwater management. The development of areas that drain into Guilford Run, the primary drainage basin within the Sector Plan Boundary, impacts municipalities downstream, including University Park and College Park. While we are aware of plans to mitigate existing stormwater issues through the Clean Water program of the County, it is yet unclear how these measures will alleviate flooding and other stormwater issues in the areas of University Park that are within this watershed. Specific provisions for development that improve

stormwater runoff quantity and quality coming from the new projects within the Sector Plan area could be strengthened in the Plan. We support the request from the City of College Park that the Sector Plan recognize the Guilford Run Watershed and provide opportunities in the plan area to address serious downstream flooding.

Overall, the Town has reviewed, considered and is generally in support of the recommendations of the City of College Park and the City of Hyattsville. In view of the considerable amount of public comment and unresolved concerns that have been expressed, both jurisdictions have recommended an additional period of time for community input and review and analysis of the proposed Sector Plan prior to adoption. We join in this request.

We hope that these comments are helpful and will result in a stronger plan that is a better neighbor to the surrounding communities by examining the impacts of proposed developments within the Sector on the Town of University Park and other municipalities that border it.

Sincerely,

A handwritten signature in blue ink, appearing to read "L. Carey", is written over a faint, illegible printed name.

Lenford C. Carey, Mayor

**Brown, Donna J.**

---

**From:** Edward John Maginnis <maginnis@umd.edu>  
**Sent:** Tuesday, February 1, 2022 11:22 AM  
**To:** Clerk of the Council  
**Subject:** University of Maryland Comments to Preliminary Adelphi Road Sector Plan  
**Attachments:** University of Maryland Adelphi Rd. Sector Plan Comments.pdf



**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Good morning:

Attached please find the University of Maryland's comments to the Preliminary Adelphi Road Sector Plan. Because there is a hard filing deadline for this submission (tomorrow at 5 pm), I would appreciate it if you could acknowledge receipt of this submission.

Thank you so much!

Ed

Edward J. Maginnis  
Assistant Vice President--Real Estate  
(301) 405-4939

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 59**



# UNIVERSITY OF MARYLAND

**DIVISION OF ADMINISTRATION & FINANCE**  
**OFFICE OF REAL ESTATE**

2101 Main Administration Building  
7901 Regents Drive  
College Park, Maryland 20742  
301.405.1105 TEL  
www.realestate.umd.edu



## VIA EMAIL

February 1, 2022

The Honorable Calvin S. Hawkins, II, Chair  
Prince George's County Council  
Wayne K. Curry Administration Building  
1301 McCormick Drive  
Largo, MD 20774

Elizabeth Hewlett, Chair  
Prince George's County Planning Board  
Maryland-National Capital Park & Planning Commission  
14741 Governor Oden Bowie Drive  
County Administration Building  
Upper Marlboro, Maryland 20772

Re: University of Maryland Comments to Preliminary Adelphi Road-  
UMGC-UMD Purple Line Station Area Sector Plan, October 2021

Dear Chair Hawkins and Chair Hewlett:

The University of Maryland is pleased to comment upon the Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan issued in October 2021 ("**Preliminary Sector Plan**"). As a general statement, the University supports both key policy elements of creating a high-intensity, mixed use, pedestrian-oriented neighborhood here while balancing that goal against a desire to preserve key publicly owned natural areas to create a buffer between the sector plan area and adjacent neighborhoods.

Letter to Chair Hawkins and Chair Hewlett  
February 1, 2022  
Page Two

As noted in the Preliminary Sector Plan the planning vision for this area is driven by the vision previously approved by the County in its Plan Prince George's 2035 Approved General Plan ("**Plan 2035**").

Plan 2035 is a detailed, comprehensive master plan, but it can be fairly distilled as a plan that protects the most by concentrating growth in the right places. Simply put, one concentrates development in areas close to jobs, transit and existing infrastructure, such as roads, water and sewer. This planning sector, of course, has a dual advantage of being both immediately adjacent to a future Purple Line station and being walkable to the University of Maryland. The University, in turn, is not only the State's flagship university and one of the nation's preeminent public research universities, serving over 40,000 undergraduate and graduate students, it is also the County's largest employer.

The Preliminary Sector Plan notes that this area is defined, in Plan 2035, as a "campus center," one appropriate for low- to medium-density, mixed-use development oriented toward supporting university research as well as community and student housing and retail needs." Of note, the Preliminary Sector Plan also observes that existing market demand for housing at the UMD West Campus Center already exceeds the Plan 2035 housing density recommendations (10-15 dwelling units per acre and FAR between .5 and 3). The University generally believes that this "local" or "campus" center is appropriate for higher densities because it has both a transit connection and because it is walkable to our campus.

Although, when read together, the Preliminary Sector Plan's land use discussion and its discussion of green infrastructure tell an integrated story, it is somewhat hard to follow. Map 9 shows a relatively small area proposed for "parks and open space" zoning, but Map 23 shows a larger existing, and proposed expansion, of the regulated area of the Green Infrastructure Network where existing environmental conditions dictate there should be minimal-to-no impact.

The University recommends, and requests, that a larger area of its land be zoned for "parks and open space."

Letter to Chair Hawkins and Chair Hewlett  
February 1, 2022  
Page Three

We understand that M-NCPPC staff would not recommend a “split zoning” that gives one parcel of land multiple zoning designations because creating different rules and allowable uses on a single parcel creates confusing market conditions. The University offers a proposal and approach that we believe will add to the area of land zoned “parks and open space” yet avoid a split zoning situation.

As a reference map for this discussion, attached as Exhibit A, please find the Plat of Subdivision recorded in the Land Records of Prince George’s County at Plat Map PM 231, page 17 (the “**Subdivision Plat**”). This plat was recorded as part of the approvals for the now lapsed Mosaic at Turtle Creek detailed site plan.

First, the University concurs with a proposed “parks and open space” zoning for all of Lot 3 (2.85525 acres). To the west of Lot 3, the Subdivision Plat shows property designated as conservation easement located on the southern part of Lot 4. Then, still on Lot 4, there is additional University land located in the flood plain.

The University proposes that it prepare a survey and legal description of that area roughly cross-hatched in blue on the map attached as Exhibit B (approximately 3.47 acres). Thereafter, the University will prepare and record a subdivision by deed creating, as a separate legal parcel, that highlighted southern portion of Lot 4 illustrated on Exhibit B. Combined, the area of Lot 3 (2.86 acres) plus the designated area on Lot 4 cross-hatched on Exhibit B total approximately 6.33 acres of University land that can and should be zoned for “park and open space” use.

With respect to the remainder of its property (approximately 6 acres), the University supports the proposed Mixed-use “Edge” zone described in Policy LU 1.7 as follows:

Construct buildings on [Lot 4] that support a vertical mix of uses with multifamily (student units, and/or apartments) on upper floors and flexible ground-floor spaces that allow for institutional, cultural, and recreational uses. Alternatively, townhomes may be constructed on these properties; townhouses should be located south of multifamily buildings, creating a step-down in building heights to adjacent neighborhoods, where feasible.

Letter to Chair Hawkins and Chair Hewlett  
February 1, 2022  
Page Four

Here, the University recognizes that some community members advocate for the preservation of all trees within this planning area. We emphasize that a Campus Center “Edge” mixed-use zoning on the University’s northern-most 6-acre parcel is not a license to clear-cut or develop that land without further consideration of environmental and sustainability concerns. As the Preliminary Sector Plan notes, this land will remain in a green infrastructure “evaluation area” and, accordingly, may be developed “in keeping with the underlying zoning and in conformance with the other regulations of applicable ordinances; however, consideration must be given to the resources that exist and their priority for preservation, restoration, and permanent conservation.” (Preliminary Sector Plan at 83).

The University restates its commitment that any development on Lot 4 will be done subject to the most stringent then-applicable stormwater management laws and regulations, be they State or County law.

The Preliminary Sector Plan is a long-range plan. We anticipate the County’s population to continue to grow over the next several decades. As population increases, we need thoughtful ideas, such as those already laid out in Plan 2035, as to the best way to handle growth sustainably. A random pattern of “sprawl,” sending persons to more undeveloped parts of the County is, with no doubt, the worst approach. That policy (or non-policy) is what costs the County 70,000 acres of its agricultural and forested land to development between 1973 and 2010. (Plan 2035 at 165). Geographically disbursed development requires greater infrastructure investment (longer roads, more water and sewer connections) and more expensive public services (fire, police and school services spread over larger geographic boundaries). (Plan 2035 at 79).

The Preliminary Sector Plan’s Policy NE1 appropriately establishes a goal of preserving “the maximum amount of existing natural resources practicable within the context of creating urban, walkable communities.” The focus on increased density in this planning sector is—itsself—one sound approach to sustainable growth as highlighted in the following studies:

- Nasri, A., et al., The Analysis of Transit-oriented Development (TOD) in Washington, D.C. and Baltimore Metropolitan Areas. *Transport Policy*, vol. 32, 172-179 (2014) (“Our results indicate that people living in TOD areas tend to drive less, reducing their [vehicle miles travelled] by around 38% in Washington, D.C. and 21% in Baltimore, compared to residents of the non-TOD areas even with similar land use patterns.”).
- National Academies of Sciences, Engineering, and Medicine 2008. *Effects of TOD on Housing, Parking, and Travel*. Washington, DC: The National Academies Press. (“For peak periods (that often govern the design of roads and highways), this research shows transit-oriented apartments average around one half the norm of vehicle trips per dwelling unit.”).
- Ali, L., et al., Dynamics of Transit Oriented Development, Role of Greenhouse Gases and Urban Environment: A Study for Management and Policy. *Sustainability*, 13, 2536 (2021). (“TOD can help in reducing greenhouse gas (GHG) emissions and building life-energy cycle consumption by 9-25%. The overall impact of GHG can be reduced by 36%, respiratory impacts by 8.4%, and smog by 25% through the proper planning of transportation and buildings.”).
- Haas, P., et al., A. Transit Oriented Development and the Potential for VMT-Related Greenhouse Gas Emissions Growth Reduction; Report of the Center for Neighborhood Technology for the Center for Transit Oriented Development: Chicago, IL, USA, 1–64, (2010) (“By simply living in a neighborhood that is within a half mile of public transportation, this study shows that in the Chicago Metropolitan Region such households have lower transportation-related greenhouse gas (GHG) emissions from auto use, 43 percent lower than households living in the average location in the Chicago Metropolitan Region. Households living in a downtown—which typically have the highest concentration of transit, jobs, housing, shopping and other destinations—have 78 percent lower emissions.”).

Letter to Chair Hawkins and Chair Hewlett  
February 1, 2022  
Page Six

- Odioso, M., et al., Cool Communities: identifying Climate-Friendly Developments in the Washington D.C. Region, A Coalition for Smarter Growth research report (April 12, 2010) (“Transit-oriented locations and walkable designs can reduce CO2 emissions by anywhere from 8 to over 40 percent.”).
- Cervero, R., et al., Transit-oriented development and joint development in the United States: A literature review. *Trcp Res. Results Dig.* 2002, 52, 1–144 (“TOD can lower annual household rates of driving 20-40 percent for those living, working, and/or shopping within transit station areas.”); (“By providing safe and easy pedestrian access to transit, TOD allows households to lower rates of air pollution and energy consumption. Also, TODs can help households reduce rates of greenhouse gas emissions by 2.5 to 3.7 tones per year.”).

Transit-oriented development—concentrating persons in areas served by transit and, here, also walkable to the County’s largest employer—is one important tool in the battle to reduce greenhouse gas emissions. With that in mind, the University supports the general approach of the Preliminary Sector Plan—higher densities closer to Campus Drive and away from Guilford Run—and encourages a flexible and realistic approach that matches density with the high market demand at this location that the Preliminary Sector Plan recognizes (see page 23).

To more clearly identify that land permanently preserved for parks and open space the University commits to the “subdivision by deed zoning” described above. We will work with M-NCPPC staff to accomplish this end.

Letter to Chair Hawkins and Chair Hewlett  
February 1, 2022  
Page Seven

Finally, the University recognizes the intense public scrutiny surrounding development in the Guilford Run watershed. Two things can be true at the same time: that transit-oriented development and development of walkable communities are each “Smart Growth” and, also, that tree cover and preservation of natural resources are sound environmental and public policy goals. The City of College Park has expressed its general support for “reasonable transit-oriented development in the area” but wants more time for a deeper study of the area’s environmental and stormwater management issues. Given the schedule delay associated with the Purple Line construction and the University’s decision to pause any development of its land near Guilford Run, the University does not object to a slower and more detailed study with a goal to finding the right mix of uses—be that development area or preservation area—that has a broader appeal and support.

Sincerely yours,

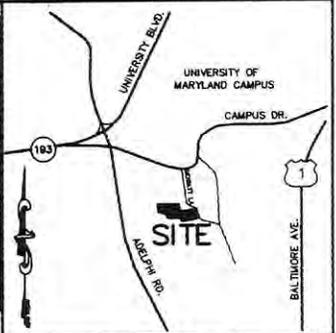
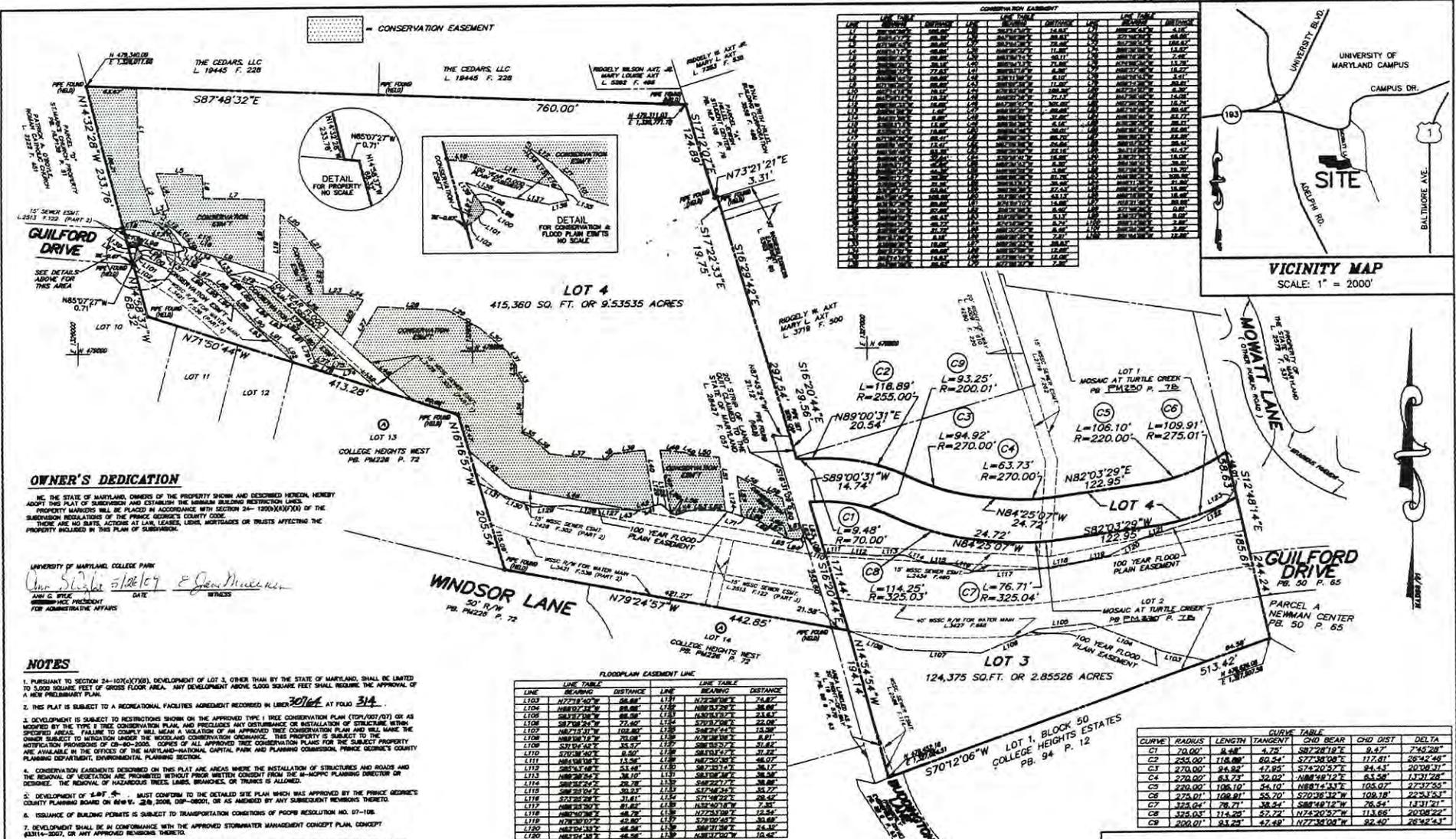
A handwritten signature in blue ink, appearing to read "E. Maginnis".

Edward J. Maginnis  
Assistant Vice President—Real Estate

**EXHIBIT A**  
**TO UNIVERSITY OF MARYLAND COMMENTS TO**  
**PRELIMINARY ADELPHI ROAD-UMGC-UMD**  
**PURPLE LINE STATION**  
**AREA SECTOR PLAN,**  
**OCTOBER 2021**

(Plat of Subdivision, Lots 3 and 4 Mosaic at Turtle Creek,  
Plat Book PM 231, page 17)

PM231017



**OWNER'S DEDICATION**

WE, THE STATE OF MARYLAND, OWNERS OF THE PROPERTY SHOWN AND DESCRIBED HEREON, HEREBY ADOPT A PLAN OF SUBDIVISION AND ESTABLISH THE BOUNDARY LINES OF THE PROPERTY SHOWN AND DESCRIBED HEREON IN ACCORDANCE WITH SECTION 24-109(A)(7)(B) OF THE SUBDIVISION PROVISIONS OF CHAPTER 200 OF THE PRINCE GEORGE'S COUNTY CODE. THERE ARE NO SAITS, ACTIONS AT LAW, LEASES, LIENS, MORTGAGES OR TRUSTS AFFECTING THE PROPERTY INCLUDED IN THIS PLAN OF SUBDIVISION.

UNIVERSITY OF MARYLAND, COLLEGE PARK  
*Ann C. Spivey* 5/26/09  
 ANN C. SPIVEY, PRESIDENT FOR ADMINISTRATIVE AFFAIRS  
 DATE: 5/26/09  
 WITNESS: *John M. ...*

- NOTES**
- PURSUANT TO SECTION 24-109(A)(7)(B), DEVELOPMENT OF LOT 3, OTHER THAN BY THE STATE OF MARYLAND, SHALL BE LIMITED TO 5,000 SQUARE FEET OF GROSS FLOOR AREA. ANY DEVELOPMENT ABOVE 5,000 SQUARE FEET SHALL REQUIRE THE APPROVAL OF A NEW PRELIMINARY PLAN.
  - THIS PLAN IS SUBJECT TO A RECREATIONAL FACILITIES AGREEMENT RECORDED IN LIBER 30164 AT FOLIO 314.
  - DEVELOPMENT IS SUBJECT TO RESTRICTIONS SHOWN ON THE APPROVED TYPE I TREE CONSERVATION PLAN (TOP/007/03) OR AS MODIFIED BY THE TYPE II TREE CONSERVATION PLAN, AND PRECLUDES ANY DEMOLITION OR INSTALLATION OF STRUCTURES WITHIN SPECIFIED AREAS. FAILURE TO COMPLY WITH ANY RESTRICTIONS OR VIOLATION OF AN APPROVED TREE CONSERVATION PLAN WILL MAKE THE OWNER SUBJECT TO WITHDRAWAL UNDER THE WOODLAND CONSERVATION ORDINANCE. THIS PROPERTY IS SUBJECT TO THE NOTIFICATION PROVISIONS OF CHAPTER 200-2000A OF ALL APPROVED TREE CONSERVATION PLANS FOR THE SUBJECT PROPERTY ARE AVAILABLE IN THE OFFICES OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION, PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT, ENVIRONMENTAL PLANNING SECTION.
  - CONSERVATION EASEMENTS DESCRIBED ON THIS PLAN ARE AREAS WHERE THE INSTALLATION OF STRUCTURES AND ROADS AND THE REMOVAL OF VEGETATION ARE PROHIBITED WITHOUT PRIOR WRITTEN CONSENT FROM THE M-NCP&PC PLANNING BOARD OR OTHERWISE. THE REMOVAL OF HAZARDOUS TREES, BRANCHES OR TRUNKS IS ALLOWED.
  - DEVELOPMENT OF LOT 4 MUST CONFORM TO THE DETAILED SITE PLAN WHICH WAS APPROVED BY THE PRINCE GEORGE'S COUNTY PLANNING BOARD ON 08/19/08, 08/28/08, 09/08/08, OR AS AMENDED BY ANY SUBSEQUENT MEMORANDUM THEREIN.
  - ISSUANCE OF BUILDING PERMITS IS SUBJECT TO THE APPROPRIATION CONDITIONS OF PROPOSED RESOLUTION NO. 07-108.
  - DEVELOPMENT SHALL BE IN CONFORMANCE WITH THE APPROVED STORMWATER MANAGEMENT CONCEPT PLAN, CONCEPT 4811-0001, OR ANY APPROVED REVISIONS THEREOF.
  - TOTAL DEVELOPMENT OF LOT 4 SHALL BE LIMITED TO USES WHICH GENERATE NO MORE THAN 210 AM AND 240 PM PEAK-HOUR VEHICLE TRIPS. ANY DEVELOPMENT OTHER THAN THAT IDENTIFIED HEREON ABOVE SHALL REQUIRE AN ADDITIONAL PRELIMINARY PLAN OF SUBDIVISION WITH A NEW DETERMINATION OF THE ADEQUACY OF TRANSPORTATION FACILITIES.
  - APPROVAL OF THIS PLAN IS BASED ON A REASONABLE EXPECTATION THAT PUBLIC WATER AND SEWER SERVICES WILL BE AVAILABLE WHEN NEEDED AND IS CONDITIONED ON FULFILLING ALL OF THE COMMITMENTS CONTAINED IN THE WASHINGTON SUBURBAN SANITARY COMMISSION PROJECT AUTHORIZATION # DA 4277-2-00. IF AN ON-SITE SYSTEM WILL BE UTILIZED ON THE PROPERTY, PLEASE PROVIDE THE APPROVED ON-SITE NUMBER FROM THE WASHINGTON SUBURBAN SANITARY COMMISSION.
  - THE RECONSTRUCTION OF LOT 3 IS BEING ACCOMPLISHED AS A LOT LINE ADJUSTMENT PER SECTION 24-108 (A) (3).
  - LOT 4 IS BEING PLATTED PURSUANT TO PRELIMINARY PLAN # 09-0138.
  - PRIOR TO THE ISSUANCE OF ANY PERMITS WHICH IMPACT WETLANDS, WETLAND BUFFERS, STREAMS OR WATERS OF THE U.S., THE APPLICANT SHALL SUBMIT TO THE M-NCP&PC PLANNING DEPARTMENT COVER BY ALL FEDERAL AND STATE WETLAND PERMITS. EVIDENCE THAT APPROVAL CONDITIONS HAVE BEEN COMPLIED WITH AND ASSOCIATED SURVEY PLANS.

**FLOODPLAIN EASEMENT LINE**

LINE	BEARING	DISTANCE	LINE	BEARING	DISTANCE
L1001	N22°04'40"E	28.88'	L1101	N22°04'40"E	28.88'
L1002	N81°04'10"E	68.98'	L1102	N81°04'10"E	68.98'
L1003	S81°04'10"W	68.98'	L1103	S81°04'10"W	68.98'
L1004	S87°48'32"W	77.00'	L1104	S87°48'32"W	77.00'
L1005	N71°50'44"W	108.88'	L1105	N71°50'44"W	108.88'
L1006	N89°00'31"E	20.54'	L1106	N89°00'31"E	20.54'
L1007	S89°00'31"W	14.74'	L1107	S89°00'31"W	14.74'
L1008	N84°25'07"W	24.72'	L1108	N84°25'07"W	24.72'
L1009	S82°03'29"E	122.95'	L1109	S82°03'29"E	122.95'
L1010	N82°03'29"E	122.95'	L1110	N82°03'29"E	122.95'
L1011	S82°03'29"W	122.95'	L1111	S82°03'29"W	122.95'
L1012	N84°25'07"W	24.72'	L1112	N84°25'07"W	24.72'
L1013	S82°03'29"E	122.95'	L1113	S82°03'29"E	122.95'
L1014	N84°25'07"W	24.72'	L1114	N84°25'07"W	24.72'
L1015	S82°03'29"E	122.95'	L1115	S82°03'29"E	122.95'
L1016	N84°25'07"W	24.72'	L1116	N84°25'07"W	24.72'
L1017	S82°03'29"E	122.95'	L1117	S82°03'29"E	122.95'
L1018	N84°25'07"W	24.72'	L1118	N84°25'07"W	24.72'
L1019	S82°03'29"E	122.95'	L1119	S82°03'29"E	122.95'
L1020	N84°25'07"W	24.72'	L1120	N84°25'07"W	24.72'
L1021	S82°03'29"E	122.95'	L1121	S82°03'29"E	122.95'
L1022	N84°25'07"W	24.72'	L1122	N84°25'07"W	24.72'
L1023	S82°03'29"E	122.95'	L1123	S82°03'29"E	122.95'
L1024	N84°25'07"W	24.72'	L1124	N84°25'07"W	24.72'
L1025	S82°03'29"E	122.95'	L1125	S82°03'29"E	122.95'
L1026	N84°25'07"W	24.72'	L1126	N84°25'07"W	24.72'
L1027	S82°03'29"E	122.95'	L1127	S82°03'29"E	122.95'
L1028	N84°25'07"W	24.72'	L1128	N84°25'07"W	24.72'
L1029	S82°03'29"E	122.95'	L1129	S82°03'29"E	122.95'
L1030	N84°25'07"W	24.72'	L1130	N84°25'07"W	24.72'

**FILED**

**SURVEYOR'S CERTIFICATE**

I HEREBY CERTIFY THAT THE PLAT SHOWN HEREON IS CORRECT, THAT IT IS A SUBDIVISION OF THE LAND CONVEYED IN THE FOLLOWING THREE CONVEYANCES: 1) BEING PART OF THE LAND CONVEYED FROM ARTHUR R. BRIDGEMAN AND ALMA S. BRIDGEMAN TO THE STATE OF MARYLAND, BY DEED DATED OCTOBER 9, 1988 AND RECORDED IN LIBER 8487 AT FOLIO 342; 2) BEING ALL OF THE LAND FOR A CATERLAIN TRAIL FROM THE CORPORATION OF THE PRINCE GEORGE'S COUNTY OF LATTER-DAY SAINTS TO THE STATE OF MARYLAND BY DEED DATED AUGUST 15, 2007 AND RECORDED IN LIBER 8974 AT FOLIO 108; 3) BEING ALL OF THE LAND CONVEYED FROM COLLEGE PARK BY DEED DATED AUGUST 15, 2007 AND RECORDED IN LIBER 8974 AT FOLIO 108. ALL OF THE LAND CONVEYED FROM COLLEGE PARK BY DEED DATED AUGUST 15, 2007 AND RECORDED IN LIBER 8974 AT FOLIO 108 IS BEING PLATTED FOR THE USE OF THE UNIVERSITY SYSTEM OF MARYLAND, COLLEGE PARK, BY DEED DATED AUGUST 15, 2007 AND RECORDED IN LIBER 8987 AT FOLIO 048. ALL AMONG THE LAND RECORDED IN PRINCE GEORGE'S COUNTY, MARYLAND, AND THAT THE TOTAL AREA INCLUDED IN THIS PLAN OF SUBDIVISION IS 506,736 SQUARE FEET OR 12,360+/- ACRES OF LAND.

THE MARYLAND NATIONAL CAPITAL PARK & PLANNING COMMISSION  
 PRINCE GEORGE'S COUNTY PLANNING BOARD

APPROVED: *Ann C. Spivey* July 30, 2009  
 ANN C. SPIVEY, CHAIRMAN

APPROVED: *John M. ...* July 30, 2009  
 JOHN M. ... ASSISTANT SECRETARY

DEPARTMENT OF ENVIRONMENTAL RESOURCES  
 PRINCE GEORGE'S COUNTY, MARYLAND

APPROVED ON: *June 5, 2009*  
 DAVID H. ... DIRECTOR OR DESIGNEE

DATE: 6-4-09  
 PLAT BOOK: PM231  
 PLAT NO.: 17

4-06138  
 R-10 & R-55

**LOTS 3 AND 4  
 MOSAIC AT  
 TURTLE CREEK**

21st ELECTION DISTRICT  
 PRINCE GEORGE'S COUNTY, MARYLAND  
 SCALE: 1" = 80' APRIL 2009

**VIA**

ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ GPS SERVICES

VIA INCORPORATED  
 20251 CENTURY BOULEVARD-FOURTH FLOOR ■ GERMANTOWN, MARYLAND 20874  
 PHONE: (301) 918-4100 ■ FAX: (301) 918-2282  
 GERMANTOWN, MD ■ MILEAN, VA

Pl106150 MSA S&A 1250 17826

**EXHIBIT B**  
TO UNIVERSITY OF MARYLAND COMMENTS TO  
PRELIMINARY ADELPHI ROAD-UMGC-UMD  
PURPLE LINE STATION  
AREA SECTOR PLAN,  
OCTOBER 2021

(General location map showing proposed  
area (in blue overlay) of suggested proposed park and open  
space zoning area—to be finalized  
by survey)



**Brown, Donna J.**

---

**From:** Michael Ross <maross@umd.edu>  
**Sent:** Tuesday, February 1, 2022 10:26 AM  
**To:** Clerk of the Council  
**Subject:** Preliminary Adelphi Road Sector Plan



**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

I was unable to attend the January 18 meeting and I would like to submit my comments on the Preliminary Adelphi Road Sector Plan:

I hope any plan would protect the Guilford Woods and the promised buffer zones and conservation areas between development and existing neighborhoods.

The plan announced by the University of Maryland and Gilbane Development to destroy the beloved Guilford Woods and to ignore conservation easements led to howls of protests from University faculty and students, and University Park and College Heights Estates residents.

No one wanted this development. Not the undergraduate or graduate students, not the neighborhood, not the University faculty. Only the developers and a few administrators favored it. Please hear the voices of the majority of stakeholders who will be affected by this plan.

Save Guilford Woods and the conservation easements and buffer zones.

Thank you.

Michael Ross  
UMD Faculty

--  
Michael Ross  
Professor of History  
University of Maryland  
2115 Francis Scott Key Hall  
College Park, MD 20742  
(301)405-4281

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 60**

**Brown, Donna J.**

---

**From:** Victor M. Yakovenko <yakovenk@umd.edu>  
**Sent:** Tuesday, February 1, 2022 5:25 PM  
**To:** Clerk of the Council  
**Subject:** Adelphi Road Sector Plan comments  
**Attachments:** Adelphi\_Road\_Sector\_Plan-comments\_Yakovenko.pdf



**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

CAUTION: This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Dear Prince George's County Council:

I am attaching my written comments regarding the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan.

Yours sincerely, Victor Yakovenko

Professor of Physics, University of Maryland

College Park resident



Victor M. Yakovenko, Ph. D.  
Professor of Physics  
Department of Physics  
University of Maryland  
College Park, MD 20742, USA



Fellow of American Physical Society  
Fellow of Joint Quantum Institute  
E-mail: yakovenk@umd.edu  
Office 2133, Physical Sciences Complex  
<http://physics.umd.edu/~yakovenk>

To Prince George's County Council:

February 1, 2022

### **Opposing Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan**

I am writing to express my strong opposition to the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan. In its current form, this plan does not represent a good vision for future development of our area.

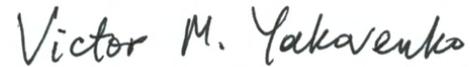
- Despite many references to sustainability, responsible development, and preservation of tree canopy, the draft resolution in its current form fails to achieve any of these goals.
- The current plan boundary preserves only 4 out of 102 acres as reserved open space. Virtually all of the area within the current plan boundary is significantly up-zoned. These zoning changes greenlight the development and destruction of Guilford Woods, an environmentally sensitive ecosystem that is part of the Anacostia watershed.
- Community input and stakeholder feedback was largely ignored in the planning process. The plan fails to acknowledge the outpouring of public opposition by area residents, elected officials, students and faculty members, which led the University of Maryland to pause the Western Gateway Project, which would have destroyed Guilford Woods.
- The current draft excludes areas immediately proximate to the Purple Line Station (north of Campus Drive, including UMGC and UMD's Parking Lot 1), even though development of both sides of a street is fundamental to good planning.
- The draft plan fails to address stormwater management. Given increased problems with flooding due to climate change, the conservation easement on the stream buffer should be expanded to a minimum of 300 feet. A 200-year design for stormwater management should also be required on the entirety of the Sector Plan area, regardless of ownership. Runoff from UMD's Parking Lot 1 is a major cause of flooding in the area, yet it has been entirely omitted from the Sector Plan area.

On personal note, I live in the Calvert Hill neighborhood of College Park, on the last block of Guilford Road terminating at the Metro Green Line and CSX railroad. In recent years, the neighborhood experienced major flooding events, with Guilford Road almost entirely covered by water. Luckily, flooding did not reach my (last) block of Guilford Road, but it did reach the adjacent (next to last) block. It is only a matter of time until next major flooding would reach my block and my house (4804 Guilford Road). The primary causes of the enhanced flooding is the increase in precipitation due to climate change and the increase

of runoff from impermeable surfaces due to UMD and other development upstream along the Guilford Run creek. Instead of addressing stormwater management by preserving Guilford Woods, the current plan would lead to exacerbation of flooding by destroying them.

In light of these and other major shortcomings, I urge the Prince George's County Council to pause the planning process in order to take community voices into account in developing a revised plan that preserves Guilford Woods and better reflects the needs of our area.

Yours sincerely,

A handwritten signature in black ink that reads "Victor M. Yakovenko". The signature is written in a cursive, slightly slanted style.

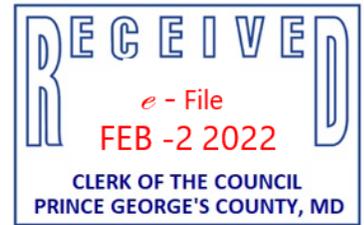
Victor M. Yakovenko

4804 Guilford Road, College Park,  
Prince George's County District 3

**Brown, Donna J.**

---

**From:** Stephen D. Prince <[sprince@umd.edu](mailto:sprince@umd.edu)>  
**Sent:** Wednesday, February 2, 2022 4:58 PM  
**To:** Clerk of the Council  
**Cc:** Stephen D. Prince  
**Subject:** Issues pursuant to the Adelphi-UMGC-UMD-Purple Line Sector plan  
**Attachments:** Map of road intersection.jpg



**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Hello Ms Brown,

I would like to give the Council and Commissioners three points regarding the Adelphi-UMGC-UMD-Purple Line Sector plan that seem important but are not addressed.

1. The Preliminary Sector Plan has a large amount of material about aspects of good planning but the Resolution fails to address many important issues that are stated very clearly in the Preliminary Plan. Reconciliation of these documents seems essential to me to propagate good planning practices from the Plan to the Resolution. Otherwise the Plan is irrelevant to this process. One of many samples is the proposal for a "pedestrian-friendly Plaza. Its location is shown on the attached map. It is proposed to be a minute patch, less than 100 yds wide, right on the edge of the major road intersection. Clearly this is totally inappropriate; the preliminary plan even acknowledges that but does not address it in the Resolution.
2. As the attached map shows, the road intersection of University Blvd-Campus Drive, Adelphi Rd and the forthcoming rail lines create a serious problem for future development, especially when such a large increase in residents is proposed. At the very least footbridges are needed to protect pedestrians and bicyclists, who are frequently said to be a key component of the Plan.
3. Guilford Run is the cause of serious downstream flooding, yet the Plan is silent on the topic, offering no solutions. Similarly for sewage.

Sincerely,  
Stephen Prince  
Resident

[sprince@umd.edu](mailto:sprince@umd.edu)

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 62**

shown in Sector  
and in  
presentations (smaller)

bridge needed

from road  
close for

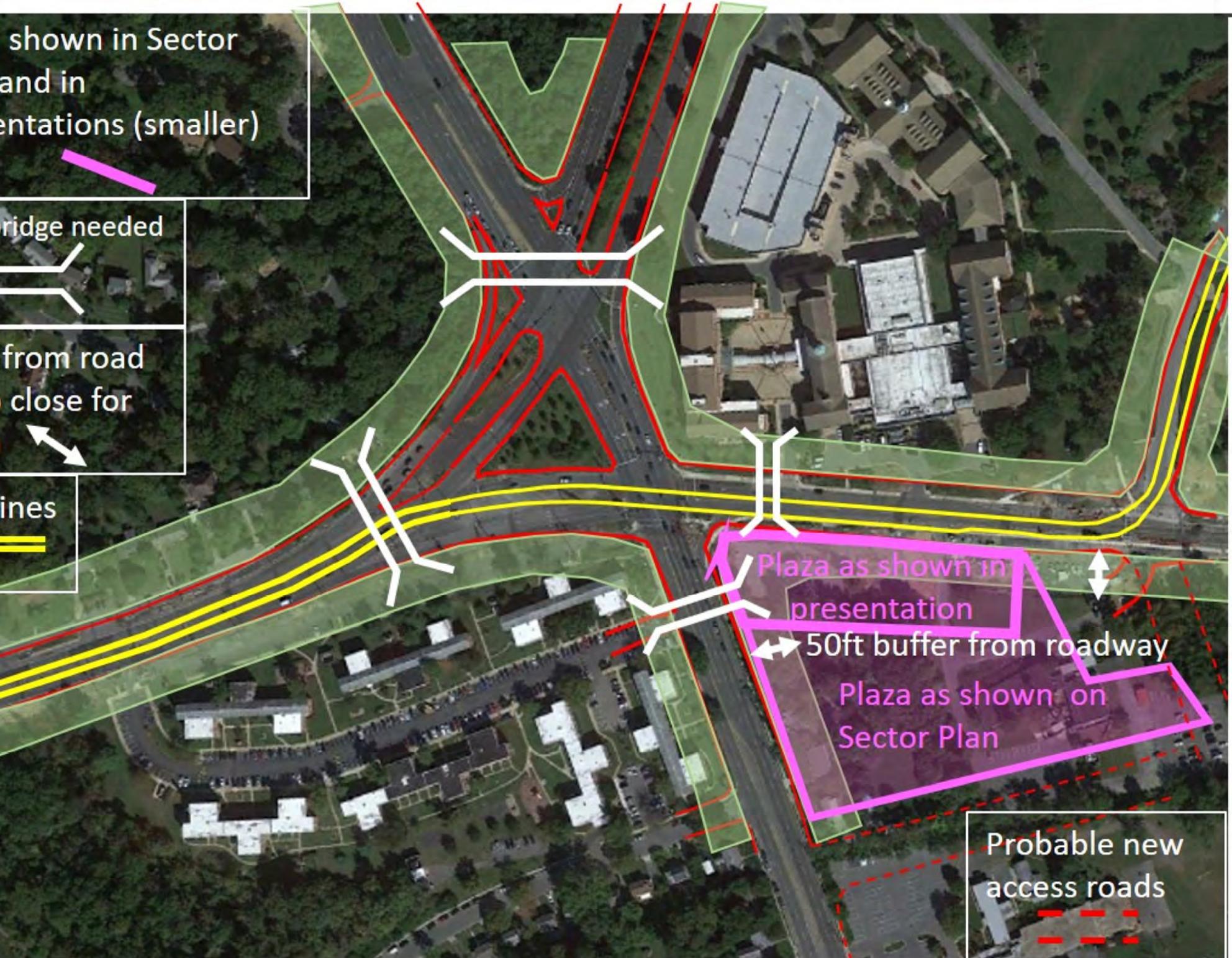
lines

Plaza as shown in  
presentation

50ft buffer from roadway

Plaza as shown on  
Sector Plan

Probable new  
access roads



**Brown, Donna J.**

---

**From:** nikjeff@umd.edu on behalf of SGA Director of Sustainability <sgasustainability@umd.edu>  
**Sent:** Wednesday, February 2, 2022 5:01 PM  
**To:** Clerk of the Council  
**Cc:** Nancy Ford Barrett; Olivo, Aimee, E.  
**Subject:** Draft Testimony on the Adelphi Sector Road Plan  
**Attachments:** Agenda 2.2.2022.pdf; SSC ARSP Public Comment (1).pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged



**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Good afternoon,

I hope that this message finds you in good health and spirits. I am reaching out to submit public comment on behalf of the University of Maryland's (UMD) Student Government Association's (SGA) Sustainability Committee (SSC).

Please find attached the SGA agenda, showing the bill that authorizes SSC to submit public comment will not be read until 6pm tonight, which is why we are submitting our comment as a draft now and confirming that it is official after the SGA vote this evening. Nancy Barrett (cc'd) discussed with Councilwoman Glaros' Chief of Staff, Aimee Olivo (cc'd) that we could try submitting our testimony before 5pm as a draft for the record, and then confirm after 5pm that our testimony is approved. I plan to do this by replying to this email and saying our public testimony is now official. I will reach out before midnight with the status of our testimony approval.

I have attached both the SGA agenda and our draft SSC testimony on the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan.

Please let me know if you have any concerns! Thank you so much for your time and assistance.

Best,

**Nina Jeffries**  
Director of Sustainability  
Student Government Association  
University of Maryland, College Park  
email: [nikjeff@umd.edu](mailto:nikjeff@umd.edu)  
cell: (240) 468-4598

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 63**

**Brown, Donna J.**

---

**From:** nikjeff@umd.edu on behalf of SGA Director of Sustainability <sgasustainability@umd.edu>  
**Sent:** Wednesday, February 2, 2022 6:53 PM  
**To:** Clerk of the Council  
**Cc:** Nancy Ford Barrett; Olivo, Aimee, E.  
**Subject:** Re: Draft Testimony on the Adelphi Sector Road Plan

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged



**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Good evening,

Our SGA just passed the bill that authorized us to submit public testimony. Please consider the submitted public comment official, and it can be added to the record as such. Please let me know if you have any question. Thank you for your time!

Best,

**Nina Jeffries**

Director of Sustainability  
Student Government Association  
University of Maryland, College Park  
email: [nikjeff@umd.edu](mailto:nikjeff@umd.edu)  
cell: (240) 468-4598

On Wed, Feb 2, 2022 at 5:00 PM SGA Director of Sustainability <[sgasustainability@umd.edu](mailto:sgasustainability@umd.edu)> wrote:

Good afternoon,

I hope that this message finds you in good health and spirits. I am reaching out to submit public comment on behalf of the University of Maryland's (UMD) Student Government Association's (SGA) Sustainability Committee (SSC).

Please find attached the SGA agenda, showing the bill that authorizes SSC to submit public comment will not be read until 6pm tonight, which is why we are submitting our comment as a draft now and confirming that it is official after the SGA vote this evening. Nancy Barrett (cc'd) discussed with Councilwoman Glaros' Chief of Staff, Aimee Olivo (cc'd) that we could try submitting our testimony before 5pm as a draft for the record, and then confirm after 5pm that our testimony is approved. I plan to do this by replying to this email and saying our public testimony is now official. I will reach out before midnight with the status of our testimony approval.

I have attached both the SGA agenda and our draft SSC testimony on the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan.

Please let me know if you have any concerns! Thank you so much for your time and assistance.

Best,

**Nina Jeffries**

Director of Sustainability

Student Government Association

University of Maryland, College Park

email: [nikjeff@umd.edu](mailto:nikjeff@umd.edu)

cell: (240) 468-4598



---

## 16<sup>th</sup> Meeting of the 2021-2022 Legislative Session

### Legislative Agenda

February 2nd, 2022 | 6:00PM EST

Charles Carroll, STAMP Student Union

---

1. Student Concerns and General Announcements
  - a. [Online Form - must be signed into @umd.edu or Terpmail account to access](#)
2. Roll Call
3. Call to Order
4. [Approval of the Minutes](#)
5. Finance Report
  - a. [Chief Financial Officer Report](#)
6. Speaker's Time
  - a. Cabinet Appointments
  - b. [Legislative Appointments](#)
7. First Reading Calendar
  - a. [S 22-2-2 A - An Act to Provide SGA Support to Help Solve the Issues Faced by BikeUMD](#)
  - b. [S 22-2-2 B - An Act for SGA to Co-Sponsor the College of Education's First Difficult Dialogue of the Spring Semester](#)
  - c. [S 22-2-2 C - An Act to Support the Passing of the FUTURE Act](#)
  - d. [S 22-2-2 D - A Resolution Condemning the College Park City Council](#)
  - e. [S 22-2-2 E - A Act to Create a Social Media Post Informing Students about Testing Resources](#)
8. Second Reading Calendar
  - a. [S 22-2-2 F - \*\*EMERGENCY\*\* - An Act to Submit Testimony on the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan](#)

- b. [S 22-2-2 G - EMERGENCY - An Act Funding Upcoming Valentine's Day Retention Activity](#)
  - c. [S 22-2-2 H - EMERGENCY - An Act to Sponsor Additional Costs of Winter Wonderland Event](#)
- 9. Tabled Bills
- 10. Follow-Up
- 11. Executive Updates
  - a. Student Body President
    - i. [Elections Commission Appointment](#)
  - b. Vice President
- 12. Cabinet Updates
  - a. [Director of Academic Affairs](#)
  - b. [Director of Communications](#)
  - c. [Director of Diversity, Equity, and Inclusion](#)
  - d. [Director of Health and Wellness](#)
  - e. [Directors of Governmental Affairs](#)
  - f. [Director of Civic Affairs](#)
  - g. [Director of Sexual Misconduct Prevention](#)
  - h. [Director of Student Groups](#)
  - i. [Director of Student Affairs](#)
  - j. [Director of Sustainability](#)
- 13. Comments for the Good of the Council
  - a. Ralph Time
- 14. Adjourn
- 15. Work Session



## University of Maryland Student Government Association Sustainability Committee (SSC)

SSC is the body of the University of Maryland's Student Government Association (SGA) responsible for representing the environmental interests, concerns, and ideas of the student body. Collectively, we are studying many of the disciplines and issues that intersect with the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan (ARSP).

The ARSP will guide future development of land belonging to the University of Maryland, along with areas directly adjacent to the University of Maryland in preparation for the upcoming Purple Line station. The ARSP will enact zoning changes that permit or prohibit development within this sector. While we anticipate the benefits the Purple Line will bring to our University and the surrounding communities, we want to ensure these processes are upheld to best-planning practices and reflect true sustainable transit-oriented development. In reviewing the proposal, SCC has identified a multitude of concerns with the ARSP as it currently stands.

Despite seeing little attempt at student involvement in the collection of feedback that occurred in the summer of 2021, UMD students, specifically members of SGA's Sustainability Committee, have been actively involved in the formulation of the ARSP. Students attended the Open House and Information Sessions held in November, and gave public testimony alongside dozens of concerned local residents at the Joint Public Hearing in January 2022. The ARSP is a plan that will influence the future social, spatial, cultural, environmental and economic make up of the University of Maryland community, which is of great concern to us as students, community members, and advocates for future generations.

**In formulating our official stance on the current form of the ARSP, the SGA Sustainability Committee (SSC) took great concern with the following issues:**

### **The ARSP necessitates the eventual deforestation of Guilford Woods.**

*Despite the plan touting its efforts to incorporate community input and preserve natural resources, nowhere in the ARSP is Guilford Woods mentioned or acknowledged as an existing forested space. Without including forest canopy in the inventory – and history – of the sector in the ARSP, readers are unable to conceptualize the true value that Guilford Woods provides. This 15 acre mature forest, widely known as Guilford Woods, makes up almost 15% of the sector, and yet it is hardly addressed within the planning document. The ARSP upzones nearly all of Guilford Woods for mixed-use development, except for less than three acres that are already under a forest conservation easement. Overall, out of the 102 acre plan, less than four acres are designated as parks and open spaces. We call upon the PG County Council to take stock of the*



environmental, economic and social benefits provided by Guilford Woods within the ARSP before zoning this ecosystem for inevitable deforestation.

*Deforestation is one of the most urgent emerging environmental threats today.* In Maryland, our most important forests are being lost. In 2020 alone, our state lost 2,580 hectares of natural forest, equivalent to 1.14 metric tons of carbon dioxide emissions. By protecting Guilford Woods, a local ecological gem will be preserved, allowing future generations to reap the extensive benefits that forests provide.<sup>1</sup>

*The deforestation of this ecosystem disregards its value to UMD students and residents of the local community.* Guilford Woods accounts for 28% of the remaining forest canopy surrounding campus, and functions as one of the community's sole opportunities to spend time in a thriving forest canopy. Guilford Woods is a social hub for community life within College Park. Its value to the community must be clear to the PG County Council, considering that over 300 students, faculty, and community members protested its potential deforestation on October 15th, 2021.<sup>2</sup> The ARSP's threat to the future of Guilford Woods highlights that our fight to preserve local ecosystems is far from over. The community that banded together this past fall continues to adamantly oppose the destruction of this area due to its ecological significance and the many benefits it provides to the community.

*The ecosystem services provided by Guilford Woods are being disregarded.* Guilford Woods provides a variety of ecosystem services, including stormwater management, air and water purification, and mitigation from the urban heat island effect. The loss of the woods would leave the surrounding community vulnerable to the negative impacts of environmental degradation and increasingly intense natural disasters occurring as a result of climate change. Additionally, spending time in nature is known to promote better mental and physical health outcomes and better quality of life. Preserving Guilford Woods presents the opportunity to promote recreation and education within it, while deforesting the area robs the College Park community of an invaluable natural space.<sup>3</sup>

*Removing an existing system of natural stormwater management is likely to exacerbate flooding concerns within the region.* College Park has a history of intense flooding events spanning the past two decades, and this will only increase in severity looking toward the future.<sup>4</sup> The ARSP recognizes stormwater problems exist and are likely to continue, and suggests stormwater management practices including planting trees, shrubs, and grasses to mitigate stormwater issues. However, the plan simultaneously calls for the deforestation of Guilford Woods. As an established forest canopy, Guilford Woods already functions to naturally manage stormwater concerns. The elimination of pre-existing vegetation will only exacerbate

---

<sup>1</sup> [Global Forest Watch](#)

<sup>2</sup> <https://www.marylandmatters.org/2021/10/16/umd-students-rally-against-proposed-townhouse-development-in-wounded-area/>

<sup>3</sup> <https://dbknews.com/2021/10/12/guilford-woods-pines-environment-defense-scientific/>

<sup>4</sup> <https://dbknews.com/2020/09/28/flooding-rainwater-college-park-history/>



precipitation events, which are projected to increase in intensity and frequency as a result of climate change.

**The ARSP will continue to drive up housing prices and long-standing residents out of College Park.**

The plan is tone deaf to the rapid gentrification and increasing lack of affordability in the area. The Adelphi Road Sector Plan, as currently proposed, was designed to attract “high-end” commercial establishments and housing developments. The ARSP market report acknowledges that within the Residential Market Area, “an estimated 42 percent of households spent 50 percent or more of their income for rent during the 2016-2018 period. These severely cost-burdened households could benefit from access to more affordable rental housing alternatives.”<sup>5</sup> However, it goes on to note that the “amount of affordable housing that can be feasibly built in the corridor will depend on the availability of financial resources.” There is no plan for marshaling these resources to create the necessary affordable units, with the Planning Department choosing to prioritize “market rate” (luxury) developers instead.

At the end of the market report the Department included “loss of affordable residential space” as a possible threat from the plan. The plan identifies “opportunities to develop affordable senior multifamily housing” as a goal for the project, while failing to identify affordability as a priority for all people. When this question arose in conversations with Shuba Punase, lead planner on the ARSP, she said that affordable housing could be explored in the future at the discretion of developers. We are appalled by the assertion that the M-NCPPC does not see affordable housing for all as a necessary recommendation within the ARSP. Housing affordability is already a huge concern in the College Park area, and the development that would arise from the current draft of the ARSP will not benefit local residents, many of which are paying more than 50% of their income on rent. Leaving the choice of incorporating affordable housing policies up to developers that already do not look out for lower income residents and renters is not an appropriate excuse, especially considering the extreme rent prices that currently exist in the area. We understand that the ARSP cannot create policy, but the plan should put emphasis on the need for affordable housing for all and make policy recommendations that ensure adequate housing protections.

As representatives of this community we call upon the PG County Council to center their decision-making around the needs of local residents rather than prioritizing lining the pockets of developers. We must actively work to combat threats to housing affordability.

**The ARSP does not take into account the severity of the impending climate crisis, or align with PG County’s climate and sustainability goals.**

---

<sup>5</sup> [https://www.mncppcapps.org/planning/publications/BookDetail.cfm?item\\_id=390&Category\\_id=2](https://www.mncppcapps.org/planning/publications/BookDetail.cfm?item_id=390&Category_id=2)



*Removing such a significant amount of tree cover will undeniably lead to the release of copious amounts of carbon dioxide into the atmosphere.* Planting sparse amounts of trees elsewhere will not make up for this loss because young trees take decades to sequester the same amount of carbon that mature trees do. This decision goes directly against the principles of sustainable land use as well as any intentions to fight against global warming. In a time of such a climate crisis, we should be doing all we can to preserve spaces which help to mitigate the effects of global warming.<sup>6</sup>

The consequences of climate change are already being felt by residents of Prince George's County as impacts from flooding, extreme heat events and natural disasters are felt more frequently, year after year. As environmental damages to air and water quality continue compounding, so too does the risk to public health. To enhance the quality of life for the next generation of Prince George's County residents, as well as humanity on a global scale, we must do our part to extensively reduce greenhouse gas (GHG) emissions and we can do this by preserving mature forest.<sup>7</sup>

**The ARSP uses greenwashing language claiming to preserve the natural environment, despite a clear disregard for existing natural resources in the outlined zoning.**

The Adelphi Road Sector Plan designates an entire section to the Natural Environment, stating that it intends to “[promote] sustainability by protecting valuable natural resources and incorporating and integrating existing natural features within the built environment.” Despite indisputable evidence that existing forest canopies serve as a valuable natural resource within the College Park community, the ARSP simultaneously upzones nearly all of the forested area within the plan boundaries for commercial and residential development. Only 2.86 acres of Guilford Woods are designated as parks and open spaces which is referenced on page 38 and displayed on Map 9: “Future Land Use Map”. This small strip of Guilford Woods already exists under a forest conservation easement and thus the plan made no additional efforts to conserve this forested resource other than what is legally required to. This is blatantly contradictory to the plan’s key policy to “preserve the tree canopy to support the conservation of the natural environment to create a pleasant environment for passive recreation and active transportation users environment for passive recreation and active transportation.”<sup>8</sup> Additionally, the environmental aspirations outlined within the ARSP do not align with the zoning decisions being made by the M-NCPPC planning board. To meet the goals of Plan 2035, which functions as a guiding document for the ARSP, the PG County Council must actually put in the work to “preserve, enhance, and restore our natural and built ecosystems” rather than using environmental language solely as lip service. The assertion that “floating parks” can function as a valuable environmental resource is

<sup>6</sup> [https://www.ncasi.org/wp-content/uploads/2021/01/NCASI22\\_Forest\\_Carbon\\_YoungVsOld\\_print.pdf](https://www.ncasi.org/wp-content/uploads/2021/01/NCASI22_Forest_Carbon_YoungVsOld_print.pdf)

<sup>7</sup> <https://docs.google.com/document/d/1YIkhE98IIFH4E-4b7GwvovvDSaUZszM3wgYQ229dLYO/edit>

<sup>8</sup> <https://www.mncppcapps.org/planning/publications/PDFs/394/ARSP%20Preliminary%20Plan%20Final.pdf> (page 12)



misleading, as green spaces dominated by grass have little ecosystem value in comparison to developed forest canopy.

**The ARSP's boundaries were not publicly debated and do not align with the goals of transit orientation outlined by M-NCPPC.**

*The boundaries of the plan were defined by the PG County Council without the opportunity for public input.* The Council omitted two significant areas within a half mile of the Adelphi Road - UMGC purple line station: Lot 1 on Campus Drive and the UMD golf course at the northern quadrant of the intersection of University Boulevard and Adelphi Road. The decision to rezone Guilford Woods without developing Lot 1 or the golf course exposes the flawed foundations of this proposal. As an already paved space, the nearly 20 acre Lot 1 would be an ideal area to develop instead of Guilford Woods. Similarly, the golf course's 50 acres of maintained grasses present an opportunity to repurpose land already tainted by pollutants and defiled by years of manicured landscaping. Finally, the current plan develops areas almost exclusively southeast of the station, failing to center the station itself. Developing Lot 1 and the golf course would center the plan around the Adelphi Road – UMGC Purple Line station, thus truly promoting transit oriented development.

*Planning experts agree that the plan's boundaries do not reflect best planning practices.*

When several students attended the Adelphi Road Sector Plan In-Person Open House and Information Sessions in November, we repeatedly inquired about Lot 1 and why this area was not considered for in-fill development while almost all of Guilford Woods was up-zoned (besides what is required to be preserved by law – existing conservation easement and the 25ft buffer where wetlands were discovered). Several M-NCPPC employees agreed with our concerns that including Lot 1 and omitting Guilford Woods would have been more aligned with best planning practices. Yet, M-NCPPC staff explained that the boundaries were decided by the PG County Council and they were simply tasked with creating the ARSP given these restrictions. M-NCPPC told us that if they had drawn the boundaries, they would have been different from what the County Council handed them.

**Attempts at involving the community in the formulation of the ARSP were inadequate, and the input that was received was not reflected in the draft.**

*The ARSP's community engagement was not sufficient.* These included a visioning workshop, a survey, stakeholder listening sessions, and a scenario planning workshop. Although these nominally provided a way for the Department to get “feedback”, in reality they were not reflective of the surrounding areas in either demographic or economic terms. During these online “feedback” events, participants were unable to unmute their microphones and were only given a narrow set of survey questions, none of which reflected the desire to preserve maximum forested space.



The Hyattsville and Adelphi census districts adjacent to the plan are more than 40% Spanish speaking, however not a single Spanish speaker was part of the community visioning workshop. The community survey was similarly unrepresentative, almost every demographic marker being inconsistent with the surrounding area. The respondents were over two thirds female (as opposed to around 50% in Hyattsville and Adelphi), 96% spoke only English (as opposed to 40%+ of Hyattsville and Adelphi speaking another language at home), and most of the respondents were over the age of 30 which is much older than the area. Economically, over 81% of respondents were homeowners as opposed to about 40% of Hyattsville and Adelphi residents renting their homes. The renter perspective was completely left out from the stakeholder listening session (here stakeholders were defined as local government, property owners, HOAs and developers). The outreach events were not conducive to options that prioritized preserving land and building sustainable communities. In almost every event, many participants desired more preservation of trees and the surrounding environment, but this was not reflected in the final draft of the ARSP.

#### **Ethical concerns arose in the formulation of the ARSP.**

*The DC-based architecture firm Torti Gallas was a consultant on the Adelphi Road Sector Plan and Purple Line planning and in the formulation and proposal of the Western Gateway Project.*<sup>9 10</sup> The Western Gateway Project was recently paused due to widespread opposition from UMD students, faculty, and community members concerned with the environmental implications of the project. Given that Torti Gallas was a consultant on both of these projects, which will lead to the deforestation of Guilford Woods and the development of the subsequent land, we find that their involvement raises questions regarding a potential conflict of interest. Considering the anticipated financial gains for Torti Gallas that would accompany a completed ARSP, their involvement in the planning process raises ethical concerns about the formulation of the plan itself.

---

<sup>9</sup>[https://www.collegeparkmd.gov/AgendaCenter/ViewFile/Minutes/\\_02192019-742](https://www.collegeparkmd.gov/AgendaCenter/ViewFile/Minutes/_02192019-742)

<sup>10</sup>[https://arsp.konveio.com/system/files/pdf/replaced\\_ARSP%20Vision%20Workshop2%20Presentation%206.03.21\\_FINAL\\_final.pdf](https://arsp.konveio.com/system/files/pdf/replaced_ARSP%20Vision%20Workshop2%20Presentation%206.03.21_FINAL_final.pdf)



**For the reasons articulated above, the SGA Sustainability Committee opposes the Adelphi Road Sector Plan in its current form. We call upon the Prince George’s County Council to heed the concerns of UMD students, who join the hundreds of local residents who have signed a petition calling for a pause on the proposed ARSP.<sup>11</sup> The rezoning of this sector creates an opportunity to find creative solutions<sup>12</sup> that meet the needs of all stakeholders in this fight, rather than just what will benefit developers and prioritize corporate greed. As stewards of the next generation, we must advocate for transit-oriented, sustainable development that goes hand in hand with true environmental protections and advocacy if we hope to come together to fight the climate crisis as a collective community.**

**Since the ARSP boundaries fall within District 3 and District 2, we specifically address this testimony to Councilmember Danielle Glaros (3rd District) and Deni Taveras (2nd District). As students at the University of Maryland, College Park and constituents of District 3 and District 2, we hope you will meaningfully consider the outpouring of community opposition to the Adelphi Road Sector Plan and take the initiative to implement the needed changes. As representatives appointed by and for the residents surrounding the proposed sector, we challenge the PG County Council to act as true advocates for the wellbeing of our community.**

**Thank you.**

**Sincerely,**

---

<sup>11</sup> <https://sign.moveon.org/petitions/pause-the-adelphi-rd-sector-plan>

<sup>12</sup> <https://arch.umd.edu/news-events/if-you-build-it-they-will-come-architecture-students-put-lot-1s-field-asphalt-crosshairs-proposed>



**Nina Jeffries**  
Environmental Economics  
Class of 2022

**Nancy Barrett**  
Environmental Science &  
Policy  
Class of 2023

**Marilyn Yang**  
Environmental Science &  
Policy  
Class of 2023

**Sushanth Gupta**  
Agricultural and Resource  
Economics  
Class of 2022

**Fran Riley**  
Environmental Science &  
Policy  
Class of 2025

**Camille Calure**  
Environmental Science &  
Technology  
Class of 2023

**Serena Newton**  
Agricultural and Resource  
Economics  
Class of 2025

**Audrey Rappaport**  
Mechanical Engineering  
Class of 2023

**Steven Berit**  
Government and  
Politics/Computer Science  
Class of 2024

**Meghana Kotraiah**  
Government and Politics /  
Agricultural and Resource  
Economics  
Class of 2024

**Isaac Rattey**  
Mechanical Engineering /  
Computer Science  
Class of 2022

**Jan-Michael Archer**  
PhD, Environmental  
Health Sciences  
Class of 2023

**Betsy Barrett**  
Animal Science Major  
Class of 2023

**Josie Danckaert**  
Environmental Science &  
Policy / Theatre  
Class of 2023

**Abigail Landesman**  
Government & Politics,  
Theater  
Class of 2023

**Jordan Resnick**  
Theatre, Rhetoric  
Class of 2022

**Natalia Corvoisier**  
Theatre  
Class of 2022

**Andrés del Campo**  
Mechanical Engineering  
Class of 2022

**Riya Sharma**  
Mechanical Engineering /  
Anthropology  
Class of 2023

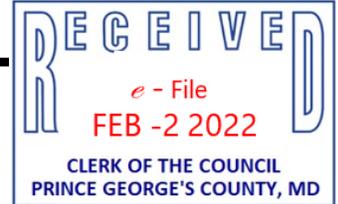
**Vera Gonzalez**  
Computer Science  
Class of 2022

**Deniz Nemli**  
Economics Major  
Class of 2023

**Lisa Meyerovich**  
Psychology, Theater  
Class of 2023

**Brown, Donna J.**

---



**From:** Stephen D. Prince <[sprince@umd.edu](mailto:sprince@umd.edu)>  
**Sent:** Wednesday, February 2, 2022 4:41 PM  
**To:** Clerk of the Council  
**Cc:** Stephen D. Prince  
**Subject:** Written testimony on the Adelphi Road-UMGC-UMD-Purple Line preliminary Sector Plan  
**Attachments:** Section 1 Introduction 2Feb22.docx; Section 4 Stormwater management 2Feb22.docx; Section 5 Non-material benefits of natural ecosystems 2February22.docx; Section 3 Environmental damage 2Feb22.docx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Dear Clerk of The Council,  
Please forward this email to the Council members and County Planning Board Commissioners  
Thank you  
Stephen D Prince

From: Dr. Stephen Prince  
7104 Eversfield Drive,  
Hyattsville, MD 20781  
Email [sprince@umd.edu](mailto:sprince@umd.edu)

February 2, 2022

To:  
Prince George's County Council  
Calvin S. Hawkins II, Chair  
Sydney J. Harrison, *Vice-Chair*  
Dannielle M. Glaros  
Deni Taveras  
Derrick Leon Davis  
Jolene Ivey  
Mel Franklin  
Rodney C. Streeter  
Thomas E. Dernoga

Donna J. Brown, *Clerk of the Council*

County Planning Board Commissioners  
Elizabeth M. Hewlett Chair  
Dorothy F. Bailey  
William M. Doerner  
Manuel R. Geraldo  
A. Shuanise Washington

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 64**

Dear Council and Planning Board Members,

Re: Comments of Experts on Adelphi Road-UMGC-UMD-Purple Line Sector Plan

I am sending you a collection of four documents that gather together responses of many members of Faculty at the University of Maryland College Park.

Several of these experts occupy senior positions in the University and have international recognition in their various fields of expertise. These include Architecture, Planning, Economics, Landscape Architecture, Geographical Sciences, Atmospheric Sciences, Public Health, Entomology, Ecology and others. Some of these are Distinguished University Professors, and several Members of National Academies – which is the highest honor short of a Nobel Prize.

At the outset, it should be noted that few, if any, are opposed to any development of the area concerned. Rather the corporate response is to take advantage of the unique opportunity of transit, a major University and the presence of a natural forest.

The Sector Plan wrongly states that the objections to parts of the Sector Plan concerned with the natural environment are local residents. This is manifestly not true. Some may be local residents but their contributions are valuable owing to their professional knowledge.

It is clear from the Sector Plan that MNCPPC have not taken advantage of the resources of the University. The result is a document that is out of touch with current thinking in important areas, and lacks a coherent vision of what could be created given this unprecedented opportunity afforded by the Purple Line.

I hope that the attached documents can be helpful in making a Sector Plan worthy of this opportunity.

Sincerely,

Dr. Stephen D. Prince

Professor Emeritus

University of Maryland College Park

Attached:

Section 1 Introduction

Section 3 Commentary: Environmental damage

Section 4 Commentary: Stormwater management

Section 5 Commentary: Non-material benefits of natural ecosystems

# The Facts: Adelphi Road-UMGC-UMD- Purple Line Station Area Sector Plan

## Sections

**Section 1 Introduction**

**Section 2 Extracts from the Sector Plan relevant to the natural environment**

**Section 3 Commentary: Environmental damage**

**Section 4 Commentary: Stormwater management**

**Section 5 Commentary: Non-material benefits of natural ecosystems**

---

## Section 1. Introduction

### Contents

Not opposed to redevelopment.....	3
The current Preliminary Plan has been poorly conceived .....	3
The Plan has not had adequate review by the public and has failed to engage all stakeholders.....	3
What is wrong with the current plan? .....	3
A way forward.....	4

The Prince George's County Planning Board and the Prince George's County Council are in the process of developing the [Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan](#). The Plan proposes a development of "a new neighborhood surrounding the Adelphi Road-UMGC-

UMD Purple Line Station.” This 102-acre area lies between the University Hills, College Heights Estates, other neighborhoods and the University of Maryland.

It will stretch from the Duck Pond to the Hope Lutheran Church along Campus Drive and Mowatt Lane. Guilford Woods, Guilford Run, properties on the south side of Campus Drive and west side of Mowatt Lane plus Graduate Hills apartments and a small area to the NW of the Adelphi Rd. – University Blvd. junction (Fig. 1).

The Sector Plan will be enabled by rezoning the types of development allowed throughout the Plan area. The planning authority (MNCPPC) is recommending to the County Council to rezone the area to “Local Transit-Oriented, Core and Edge” (vertical mixed-use development - height maximum 70-80ft), from the current “Neighborhood Activity Center” (lower density – height maximum 50ft) and “Residential, Single-family” (small lot single-family, detached).

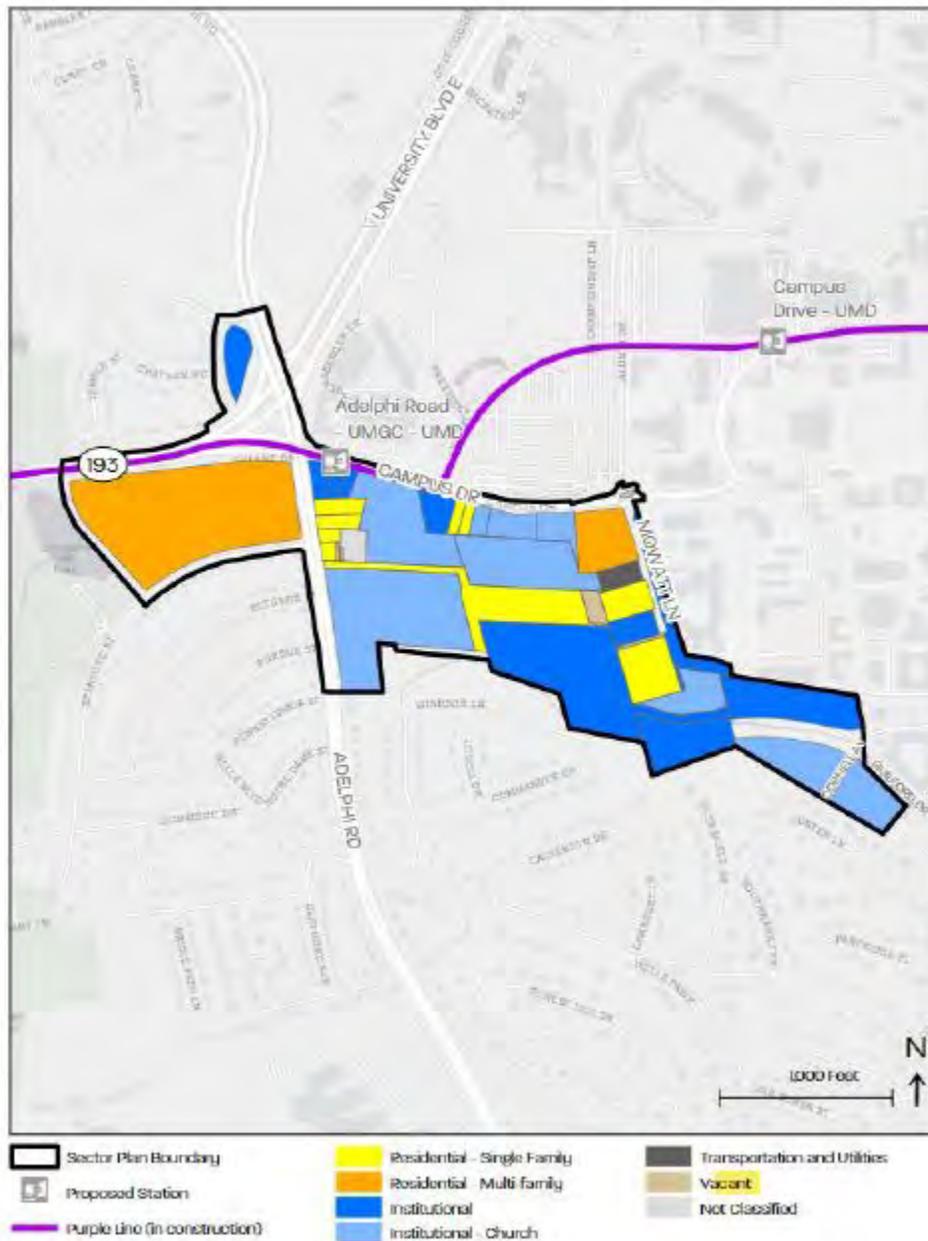


Figure 1. The Sector Plan area showing current land uses. (Map 6, p.33)

## **Not opposed to redevelopment**

A Sector Plan that takes advantage of the Purple Line station to be constructed on Campus Drive is clearly desirable. So long as it is appropriate to the permanent land uses and needs of the area, it is to be welcomed. The area to be served is unique among the other twenty Purple Line stations and, therefore, the development must itself be unique. This presents an exciting challenge – to take the opportunity to develop what could become a major and valuable component of the entire, new transit facility. This opportunity consists of both the creation of a splendid new locality of which the County can be proud, but also a model collaboration between the public, stakeholders and planners to achieve a truly admirable outcome

Two factors contribute to the uniqueness of this opportunity: 1) the presence of the University of Maryland College Park campus which can be an integral part of the Sector; and 2) Guilford Woods - a 29-acre natural forest (including wooded sections of neighboring properties). It is no exaggeration to envision a unique development - a gateway to a World-class University and incorporating a truly natural area. Not just a managed park, but a truly natural area in which a diversity of wildlife can continue to flourish.

## **The current Preliminary Plan has been poorly conceived**

The current, first version of the Sector Plan is, unfortunately, entirely out of step with 21<sup>st</sup> century sustainable planning that integrates environmental preservation with concentrated development associated with transit.

## **The Plan has not had adequate review by the public and has failed to engage all stakeholders.**

- Community input was sought virtually at the height of the ongoing pandemic (between 12/9/20 and 1/8/21 and on 4/15/21) when community members were largely unaware of this proposal to transform our community.
- The community input that was submitted has been completely ignored.
- Major stakeholders (e.g., UMD faculty, some of whom are professionals in planning and design, staff and students, and the six places of worship) have not been included, and outreach to the residents in the surrounding neighborhoods has been perfunctory..

## **What is wrong with the current plan?**

### *Environmental Concerns*

- The current Plan is discordant with the emerging Prince George's County Climate Action Plan. It preserves only 4 out of 102 acres as reserved open space. Instead, the Plan supports zoning that could result in the future destruction of Guilford Woods (>1,000 trees) at a time when it is critically important to preserve and expand our urban forests to help adapt to ongoing climate change.
- The current Plan does not adequately acknowledge the Guilford Run watershed as a critical part of the Countywide Green Infrastructure Network.
- The current Plan ignores the recent University of Maryland "pause" of the Western Gateway Project (which would have cleared Guilford Woods). This project was paused

due to an outpouring of community opposition that highlighted the environmental and human health benefits of this urban forest and stream.

### *Planning Concerns*

- The current Plan area unaccountably omits areas north of Campus Drive (including the University of Maryland Global Campus and UMD Lot 1) when intentioned development of both sides of a street is fundamental to good planning.
- The Plan radically increases the zoning density of the entire area without regard to the preservation of Guilford Woods. 72.75 acres of the total 102.12 acres within the Plan boundary are up-zoned (reclassified to allow for denser development and/or taller buildings). This represents 71% of the Plan area. The Plan would allow 4,716 dwelling units based upon the zoning designations proposed.
- A far more reasonable Plan would be to eliminate the up-zoning of parcels along Mowatt Lane and the State-owned land comprising Guilford Woods, and focus the up-zoning only on those parcels along Adelphi Road and along Campus Drive up to the Domain apartment complex (at the corner of Campus Drive and Mowatt Lane). This would result in a far more balanced location of higher density zoning and would preserve Guilford Woods. The resultant additional housing density would still be significant, and it would be appropriately located proximate to the Purple Line Station.
- Significant work on utilities would be needed to enable a development on the scale envisaged for the Sector, The Implementation Framework proposed makes no mention of these. It blandly states that capital Improvement programs are crucial in the plan's implementation, and some will require County or state agencies, or the MNCPPC, to construct. Owing to the topography of the area, provision of sewerage and stormwater management especially, would present significant challenges, none of which are considered in the Plan.

### *An outcome that is second-rate*

- Why should Prince George's County settle for second best in the metropolitan area?
- Why should DC and northern Virginia be the commercial and residential areas of

## **A way forward**

A realistic action would be to pause the current planning process for 1 year.

A pause will allow time for a truly stakeholder-driven process that results in the sustainable development of our community, preserving our existing forest canopy, creatively redeveloping land closest to the new Purple Line Station to provide for the diverse housing needs of our area and an impressive, new entrance to the University.

During that year, allow for a truly stakeholder-engaged approach that employs 21st century, sustainable planning, responds to the new urgency for a climate strategy, and addresses transit-oriented housing needs in a manner that everyone can support.

## Section 3. Commentary on Environmental damage

Discussion of the effects on the natural environment that would result from proposed clearance for development.....	2
The Sector includes a natural area known as Guilford Woods, together with a stream, Guilford Run. ..	2
Meaning of “Local Transit-oriented zoning (LTO)”:	2
1. Guilford Woods provides diverse forest habitats that support high biodiversity. ....	3
2. Clearance would eliminate important ecosystem services currently provided by the forest.....	4
2.1. Flood control. ....	4
2.2. Temperature moderation. ....	4
2.4. Tree canopy cover indicates Guilford Woods are more mature than elsewhere in the Sector Plan area. ....	8
2.5. Comparison of tree heights in Woods and parkland on the University Campus.....	8
2.6. The County is developing a comprehensive climate action plan to reach carbon neutrality. ....	9
3. Mitigation of deforestation of Guilford Woods is not possible .....	9
4. The location of the forest is important.....	9
5. People need the forest where it is, not in a distant reserve.....	11
6. The Sector Plan notes that natural areas are very important but proposes less than 10% (~9.6 acres) of the area.....	12

## Discussion of the effects on the natural environment that would result from proposed clearance for development.

**The Sector includes a natural area known as Guilford Woods, together with a stream, Guilford Run.**

The Woods occupy about 27 acres along the southern part of the Sector. At this time, approximately 13 acres are owned by the University and 4.5 acres by Gilbane Development Company. The Plan proposes to rezone the Woods to “Local Transit Oriented Edge” (LTO-e) in which buildings may be up to 70ft in height with a minimum lot size of 8 x 8 yds (Table 1). Although it is proposed to rezone the whole, the Plan calls for a narrow strip along Guilford Run to be preserved.

*Meaning of “Local Transit-oriented zoning (LTO)”:*

**LTO** provides for moderate intensity, vibrant, transit-rich mixed-use centers incorporating walkable urbanism and robust connectivity for pedestrians, bicyclists, transit-riders, and drivers. Often well-connected to regional transit. Vertical mixed-use development, with ground-floor retail service, office uses and residential above is strongly encouraged”(Table 1).

		<b>Core (LTO-c)</b>	<b>Edge (LTO-e)</b>
Minimum net lot area	In general: square feet	1,500	<b>3,000</b>
	Other dwellings: square feet	1,500	<b>5,000</b>
Dwelling units per net acre (all dwellings)	Minimum	20	<b>10</b>
	Maximum	80	<b>40</b>
Floor area ratio (nonresidential development)	Minimum	0.5	<b>0.25</b>
	Maximum	3	<b>2</b>
Principal structure height (maximum)		80 ft.	<b>70 ft.</b>

Table 1. Specifications of Local Transit-oriented zoning.

## 1. Guilford Woods provides diverse forest habitats that support high biodiversity.

There is a wide range of habitats in the Woods including closed tree canopy on both floodplain and upland forest, a variety of soils, dead and fallen trees, saturated soils, vernal pools, seeps, and small rivulets, as well as the main channel of Guilford Run, all of which provide multiple niches.

172 species have been found in the Woods so far ([https://www.inaturalist.org/observations?place\\_id=170700&subview=map](https://www.inaturalist.org/observations?place_id=170700&subview=map)), including birds (e.g., pileated woodpeckers, barred owls, red-shouldered hawks), mammals (e.g., bats, raccoons, deer, foxes), insects, reptiles and amphibians, plants, fungi, and at least 26 species of native trees (<https://friendsofguilfordwoods.weebly.com/>). The stream has fish, aquatic insects, crayfish, and other small invertebrates. Some of the tree species are listed in Table 6 and the locations of the larger “specimen<sup>1</sup>” trees are mapped in Fig. 8. The trend line of species discovery in the Woods is linear, the ceiling has not been reached, so the complete biodiversity is not, as yet, fully known. For instance, a recent survey by University of Maryland researchers discovered a species of small carnivorous worm in Guilford Run that is new to science.

Few species are invasive aliens, as defined in the Technical Manual “species with a tremendous capacity for reproduction and distribution which results in a negative impact on native plant species or environmental, economic, or public welfare priorities (see Section 2, p.2). Approximately 95% of the trees are native, both species and individuals. Simple management can control some more troublesome aliens such as English Ivy and Japanese honeysuckle

In any case, the presence of alien plant species does not mean they have no value. Many aliens have adapted to the woodland habitat and contribute to, or even replace, ecosystem services formerly provided by the native flora. Most of the nonnatives at this site can be found in protected natural areas around our region.

The Woods enhance biodiversity well beyond its boundaries. It is a refuge - home base - for species that are seen on the University campus and in the neighborhoods surrounding the Woods. For example, bats, red-shouldered hawks, and owls fly out from the Woods over the neighborhood. These and other species may be lost as their forest refuge is cleared.

Furthermore, forests such as Guilford Woods perform many of the ecological services provided by much older forests (for an explanation of the concept of “Ecological Services” see pages 6–14 in Millennial Ecosystem Assessment Volume 1, “Ecosystems and Human Well-Being”, 2005 )

Old forest makes GW particularly valuable. Some of the oldest trees are over 150 years old, dating back to around the time of the Civil War. Amongst many other large trees, there is a 90-year-old sweet gum, a 135-year-old white oak, and several 150-year-old tulip trees.

---

<sup>1</sup> A “specimen” tree is defined by Prince Georges County as one having a diameter of 30 inches or more (Sect 25-118. definition #65, Charter for Prince George’s County Maryland. 2019 Edition/2020 Supplement of the Prince George’s County Code, SUBTITLE 25. TREES AND VEGETATION). Using this definition, the NRI list in Table 6 shows 27 specimen trees.

## 2. Clearance would eliminate important ecosystem services currently provided by the forest.

*2.1. Flood control.* Creating impervious surfaces will increase the frequency and severity of downstream flooding (see Section 4 on stormwater).

*2.2. Temperature moderation.* Clearance of the forest would add to the University campus “heat island”, increasing air temperature above its already elevated and, frequently, unhealthy levels. The Mall at Prince George’s also suffers from the heat island effect. Fig. 1 shows that the temperature can be 102°F on the Campus and the Mall, while it is less than 90°F in the Woods. The type of development proposed will link the existing heat island over The Mall at Prince Georges with the Campus (Fig. 1). Extension of this heat island will lead to unhealthy conditions for humans as well as natural biota. The electricity use for building cooling will continue to rise.

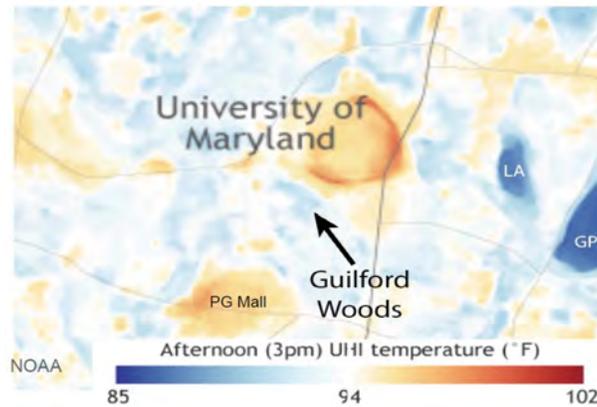


Figure 1. Map showing surface temperature around the University campus and, to the south, the Mall at Prince Georges. On this day the temperature was as high as 102°F while, in Guilford Woods, it was less than 90°F. Source: <https://www.climate.gov/news-features/features/detailed-maps-urban-heat-island-effects-washington-dc-and-baltimore>

*2.3.* The carbon sequestered in biomass will be released to the atmosphere and future sequestration lost.

The University campus green areas are referred to here as “parkland” to distinguish the Guilford forest from the type of green land cover proposed in the Sector Plan areas.

Recent advances in satellite remote sensing using LiDAR from the International Space Station have enabled estimates of current forest biomass, height and canopy cover. The results are the most accurate available with these new data and current techniques. An analysis of those data for Guilford Woods, the University main campus, and the University Golf course indicate the range of conditions currently in natural and parkland in the Sector Pan area. The estimates are shown in Tables 2 and 3, and Figs 2 and 3.

The total of 1,949Mg of stored carbon in the Woods would be released into the atmosphere. If saved from development, the Woods will sequester a net 716 t CO<sub>2</sub> equivalents annually in perpetuity (calculated from Hurtt et al. 2019, <https://doi.org/10.3334/ORNLDAAAC/1660>).

An estimate of the standing crop

	Guilford Woods UMD property	Guilford Woods Gilbane property	UMD main campus	UMD Golf course	UMD part of Guilford Woods as a % of <b>total</b> campus + Woods	UMD part of Guilford Woods as a % of UMD campus <b>only</b>
Total biomass (CO <sub>2</sub> equivalent in Mg)	1,292	657	31,636	33,814	4%	
Average tree cover (%)	94	66	23	49	6%	418%
Average tree height m (ft)	17.9 (59ft)	17.2 (57ft)	7.7 (25ft)	16.4 (54ft)	4%	

Table 2. Forest biomass, tree cover and height averages for Guilford Woods, UMD main campus, and golf course.

(Data sources: Biomass, height and cover: Dubayah, R.O., A. Swatantran, W. Huang, L. Duncanson, K. Johnson, H. Tang, J.O. Dunne, and G.C. Hurtt. 2018. LiDAR Derived Biomass, Canopy Height and Cover for Tri-State (MD, PA, DE) Region, V2. ORNL DAAC, Oak Ridge, Tennessee, USA.

<https://doi.org/10.3334/ORNLDAAC/1538>. Property boundaries: <https://imap.maryland.gov/Pages/data.aspx>, [https://gisdata.pgplanning.org/data/ShapeFile/Property\\_Py.zip](https://gisdata.pgplanning.org/data/ShapeFile/Property_Py.zip).)

		Campus		Guilford Woods	
		Number of grid cells	%	Number of grid cells	%
Tree canopy cover	>=60%	256	15	13	98
Tree height	>=10m		50	40	100
	>=20m	167	8	12	29
Biomass	>=75 Mg/ha	384	15	38	90
Total grid cells		1892		42	

Table 3. Biomass, cover and height of the larger trees. Grid cells 30 x 30m. For data sources see Table 2.

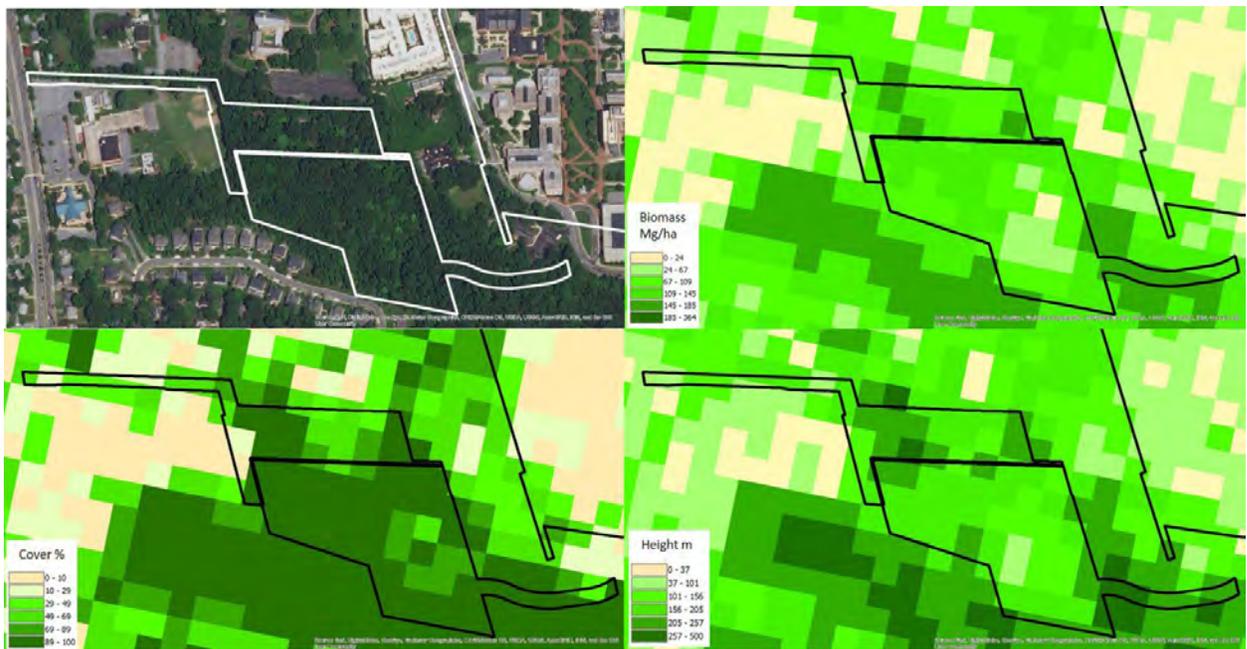


Figure 2. Forest biomass, tree canopy cover and average height in the part of the Woods owned by UMD and Gilbane Development. In 2011, the University section had 1,292 Mg of carbon and Gilbane’s property had 657Mg (in CO<sub>2</sub> equivalents (Table 2). These figures include above and below ground components, although the belowground figure is an approximation. However, not included is the large amounts of C stored in soil microorganisms. That too would be lost if the forest is cleared

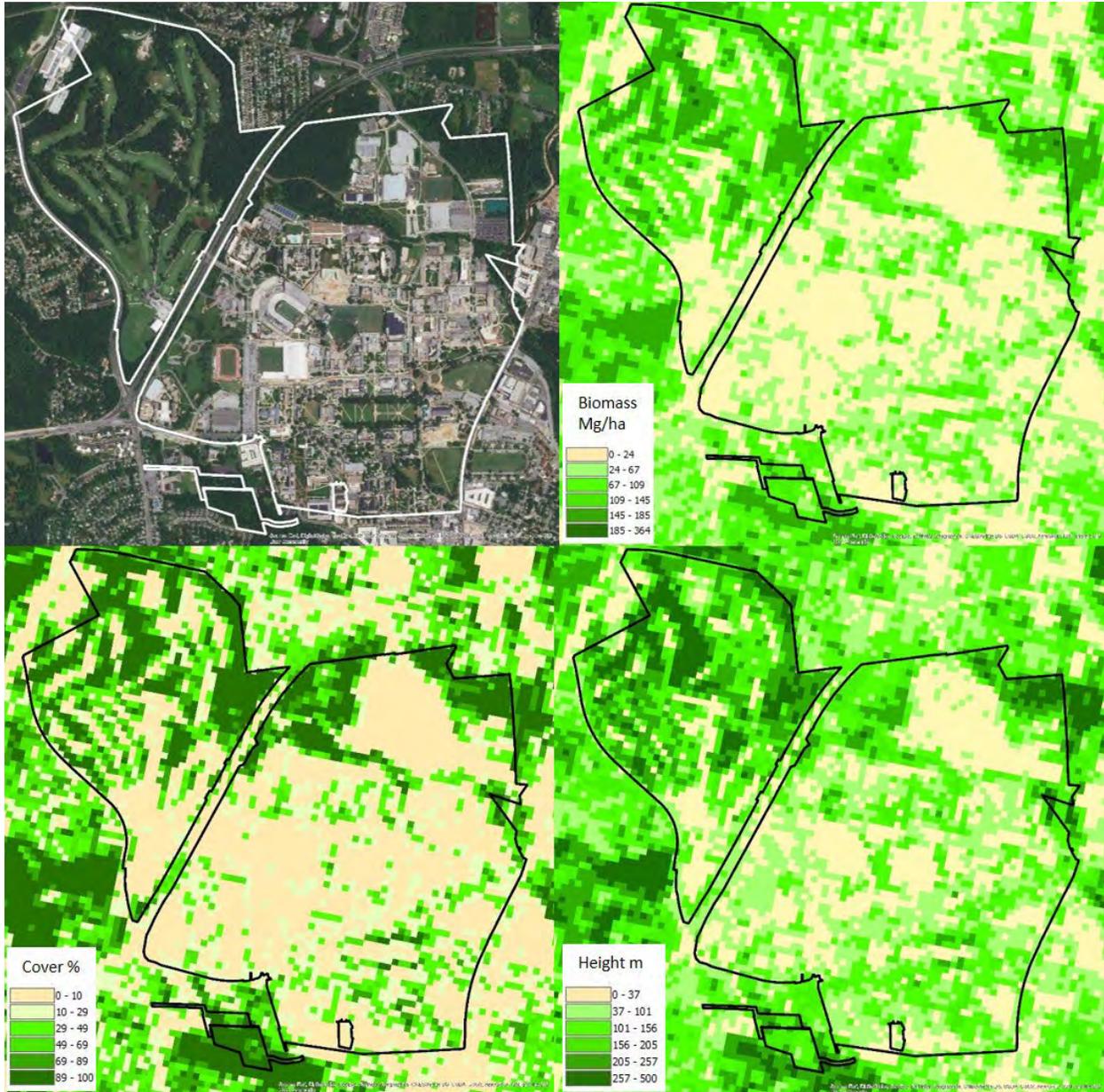


Figure 3. Forest biomass, tree canopy cover and average canopy cover on the main campus, Golf Course and Guilford Woods. In each panel the large polygon is UMD campus; smaller polygon to the left is the UMD Golf Course; smallest polygons at the bottom - Guilford Woods. Cell size 30m x 30m. For data sources see Table 2.

The level of maturity of the forest can be assessed by counting the number of grid cells in the forest in which the total of tree biomass exceeded 75 Mg/ha (Table 3). For the UMD part of the Woods there were 38 cells (90%) whereas, for the campus, the values were 384 cells (15%). Thus, on average, the trees in Guilford Woods have much greater biomass. The distribution of carbon in biomass is shown in Figures 2 and 3.

#### 2.4. Tree canopy cover indicates Guilford Woods are more mature than elsewhere in the Sector Plan area.

An analysis of tree canopy cover for Guilford Woods, the University main campus, and the University Golf course, as for biomass (Tables 2, 3), are indicative of the range of conditions in the natural vegetation and parkland in the Sector Pan area. The cover of tree canopies in the UMD part of Guilford Woods was 94% of the ground area. The value for the Gilbane property was 66% (Table 2). The University campus tree cover was 23% and the Golf Course, 49%. Clearly, Guilford Woods was almost entirely closed forest. The higher cover in the Woods indicates it is more mature than elsewhere in the Sector Plan area. Another way to find the relative maturity in the Woods compared with the rest of the area, is to count the number of grid cells in which the cover equals or exceeded a threshold (Table 3). Using a threshold of 60%, 13 grid cells (90% of the area of the Woods) were found in the UMD part and 256 cells (15%) for the Campus (Table 3). Again, the Woods were found to be proportionately much more dense than forest elsewhere in the Sector Plan area. The distribution of tree canopy cover is shown in Figs 2 and 3. Using a forest mapping technique, the loss of Guilford Woods would reduce the forest cover on the University campus by 28% (Figure 4).

In the 2021 legislative session, the State passed the “Tree Solutions Now Act”, calling for 5 million trees to be planted over an eight-year period, with 500,000 of them targeted to urban areas. Meanwhile the Sector Plan would allow the destruction of a mature forest of more than 1,000 trees.



Figure 4. Existing forest in Guilford Woods (outlined in yellow) and on the University campus. Guilford Woods is 28% of the total remaining forest on the campus.

#### 2.5. Comparison of tree heights in Woods and parkland on the University Campus.

Canopy height is related to the age of the forest. The average height of trees in the cells over the Woods in UMD’s part was 17.9m (59ft) and 17.2m (57ft) in Gilbane’s part. The Campus and golf course were, respectively, 7.7m (25ft) and 16.4m (54ft) (Table 2). In the Woods, 100% of the trees were taller than 10m (34ft) and 29% taller than 20m (66ft) (Table 3). These are very high values. The

equivalent values for the Campus were 50% and 8% respectively. The distribution of tree heights is shown in Figures 2 and 3.

Tree height is another proxy measure of maturity and, because average Guilford Woods heights are greater than Campus.

*2.6. The County is developing a comprehensive climate action plan to reach carbon neutrality.*

However, clearing the forest will counter many of the actions proposed.

### **3. Mitigation of deforestation of Guilford Woods is not possible**

While approximately 3.5 acres of Guilford Woods would be preserved (but see Section 6 below), at least 11 acres would be destroyed. The County ordinances allow remediation of trees by planting the same area elsewhere. However, this is a misunderstanding of the nature of a natural ecosystem. It would take a plantation at least 150 years to reach any sort of maturity and could never reproduce the unique conditions of the current forest.

Cannot be replaced with new plantations of trees elsewhere. Putting seeds or saplings in the ground will not have all the benefits of a healthy, established forest even within a decade. Old forests can only grow from newly planted trees if they are protected and left alone for the next century or two (see Department of Natural Resources, State of Maryland.)

In Maryland it is generally thought that it takes a minimum of around 150 years for a forest to reach then status of Old Growth. distinct from a plantation.

### **4. The location of the forest is important**

Guilford Woods are needed where they are, not an artificial plantation somewhere else. Even if the Woods could be magically transported to a new site, it would not mitigate the losses.

Some species need larger areas of suitable habitat than exist in a single patch (Table 4). A forest is not only important within its boundaries but can also be a corridor or “stepping-stones” between other isolated patches of nearby natural areas. Thus, any loss of part of a network of stepping-stones can lead to extirpation of those species from not only the forest, but also an entire region. These may be adequate for some species, but they are especially effective if they connect larger areas of habitat. *(For implications for planning see: Lynch, A. J. (2019). Creating Effective Urban Greenways and Stepping-stones: Four Critical Gaps in Habitat Connectivity Planning Research. Journal of Planning Literature, 34(2), 132–155. <https://doi.org/10.1177/0885412218798334>)*

Needs for larger patches that can be provided by stepping-stones between nearby natural areas
Dispersal
Search of new territory, habitats
Local movements, such as daily foraging
Venturing outside the home range in search of mates and suitable habitat
Migration - large scale movement

Table 4. Aspects of some species that require larger areas or networks of natural areas.

Guilford Woods is part of a 2-mile chain of patches of natural habitats (“stepping-stones”) stretching between the Northwest and Northeast Branches of the Anacostia River (Figure 5). This is recognized in the University’s Facilities Master Plan for 2011-2030. Maps in the Plan show Guilford Woods as an integral part of the Regional Open Space Framework (Master Plan pp 34 -35).

**Note:** *The Charter for Prince George’s County requires that Applications for a Conceptual Site Plan, a Comprehensive Design Plan, a Preliminary Plan of Subdivision, or other conceptual plans shall include a Type 1 Tree Conservation Plan (TCP1). (Sect 25-119, Charter for Prince George’s County Maryland. 2019 Edition/2020 Supplement of the Prince George’s County Code, SUBTITLE 25. TREES AND VEGETATION).*

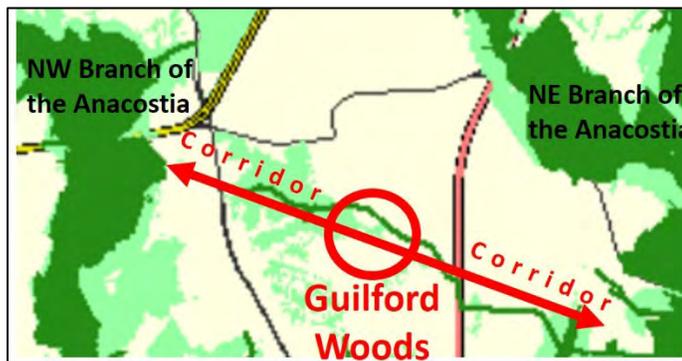


Figure 5. Natural habitat corridors are important in fragmented landscapes. They allow species to move between larger patches. If a segment is removed, at some point, the gap may exceed the threshold over which a species may be unable or unwilling to cross. (For an extensive discussion in the context of planning at: <https://doi.org/10.1177/0885412218798334>)

**5. People need the forest where it is, not in a distant reserve**

It is unrealistic to imagine a student or a neighborhood resident would travel, for example, 5 miles to Greenbelt Park for a casual walk.

On the other hand, a truly natural area, remaining undisturbed, would provide a unique natural area available to residents, the University community and even visitors from elsewhere who could reach the forest on the Purple Line.

The need for accessible natural areas is stated repeatedly in the Sector Plan (Table 5), but with no applications to the proposed rezoning. On the contrary, virtually all of the existing natural areas in the Sector are to be rezoned to Local Transit-Oriented core and edge (Fig. 6). A few acres in the extreme SE and NW of the Sector are to remain. Not only are these small patches totally inadequate for the needs expressed in Table 5, but their small areas will not support forest organisms, owing to “edge effects” (Figs 8, 9).

P. 12: Preserve the tree canopy to support the conservation of the natural environment to create a pleasant environment for passive recreation and active transportation users.
P. 26: Surrounding community prioritizes preservation of natural areas.
P 76: the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan area promotes sustainability by protecting valuable natural resources, incorporating, and integrating existing natural features within the built environment.
P. 76: Preserve, enhance, and restore our natural and built ecosystems to improve human health, strengthen our resilience to changing climate conditions, and facilitate sustainable economic development.
p. 104: encourages a healthy and active lifestyle for a variety of abilities with a range of opportunities to safely walk, bicycle, or ride transit to variety of fresh and healthy food sources, natural areas, and recreational opportunities.
P. 105: allow for not only active recreation, but passive enjoyment of natural settings for relaxation and recharge, opportunity for socialization, and an enjoyable outdoor experience for diverse population.

Table 5. Extracts from the Preliminary Sector Plan noting the importance of the natural environment.

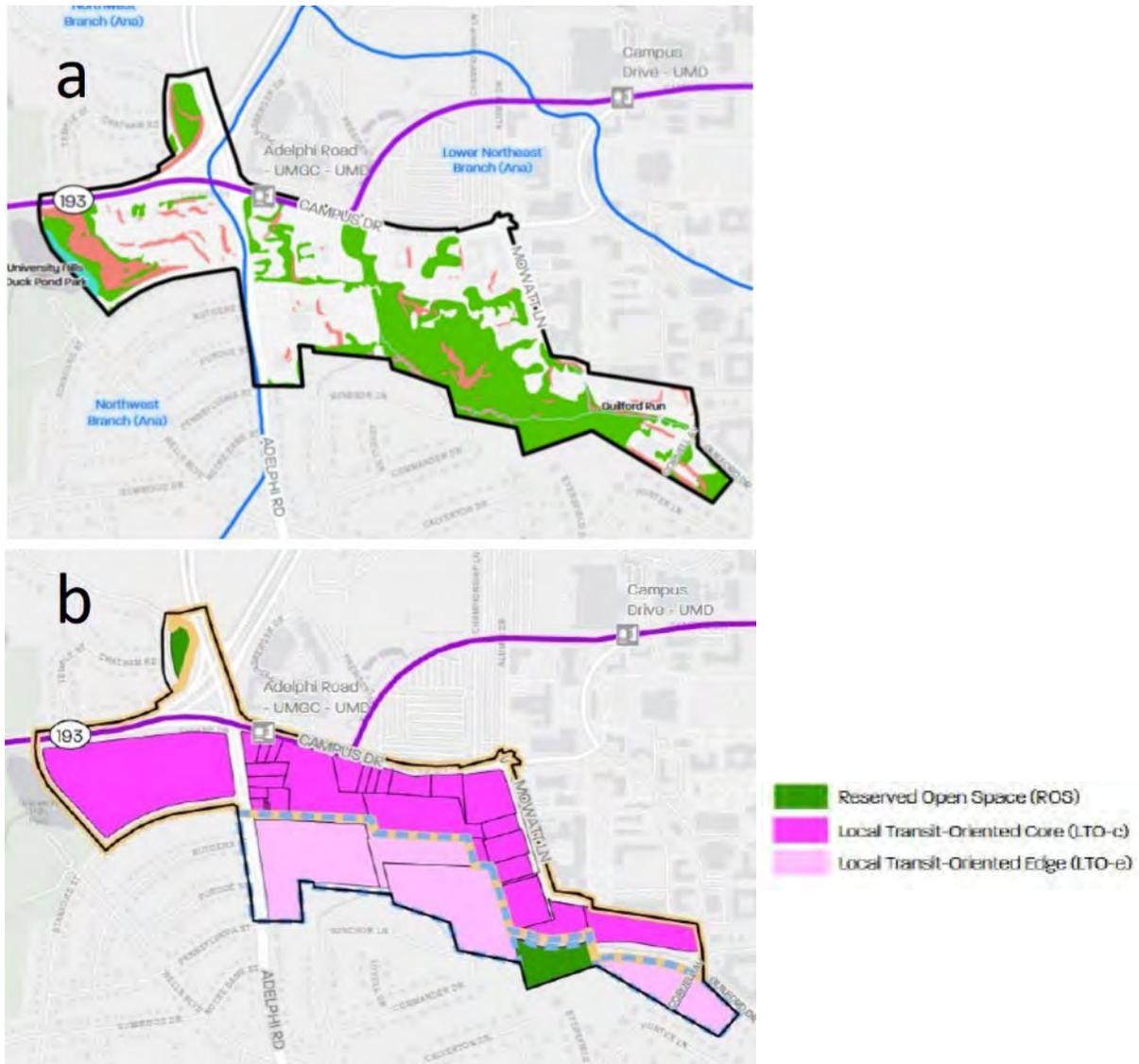


Figure 6. The effect of proposed zoning on existing natural areas. (a) Existing natural areas shown in green and brown (“Reserved Open Space” (ROS). Map 21, p.77 of Sector Plan. (b) Proposed zoning, showing most of the Sector would be Local Transit-Oriented (LTO-c and -e). Top left - 1.08 acres, bottom rt. 8.52 acres less the area along the creek. (Map 32, Appendix p H.-5. Adelphi Road-UMGC-UMD-Purple Line Station Area Sector Plan).

**6. The Sector Plan notes that natural areas are very important but proposes less than 10% (~9.6 acres) of the area**

*Critical area needed to protect core*

There are two separate patches proposed to be preserved as Natural Areas, one at the junction of Adelphi Rd. and University Blvd. (1.08 acres), and a narrow strip along Guilford Run (8.52 acres) (Fig. 7). Together, these constitute less than 10% of the Sector area. The Adelphi Rd./University Blvd.

patch is bordered by bushes and small, non-forest, trees, leaving little that could be regarded as a natural area.

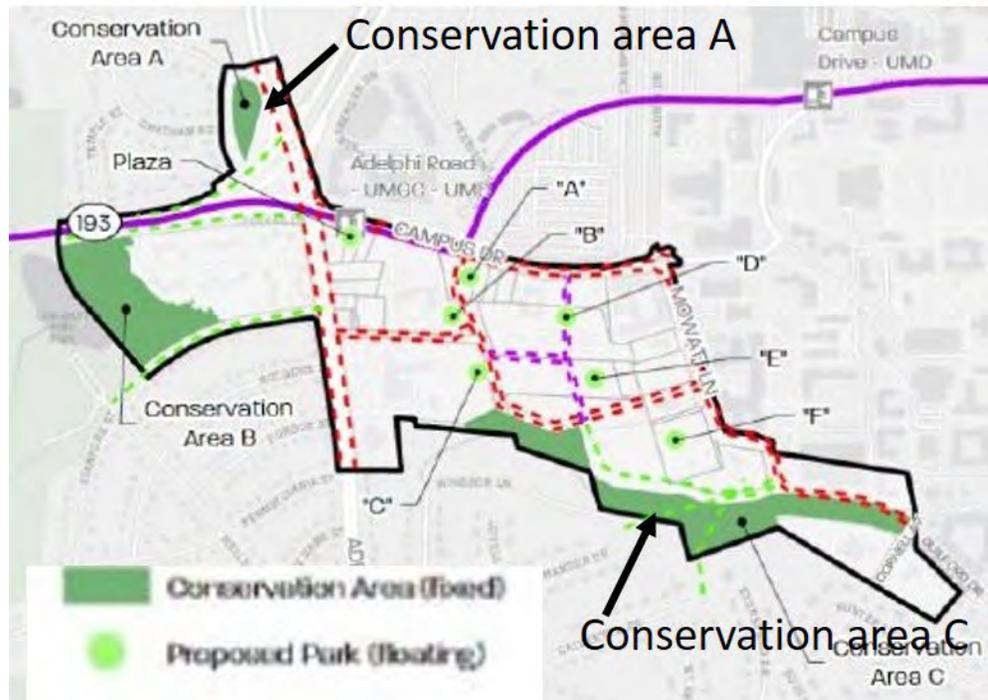


Figure 7. Recommended Parks and Public Open Spaces, showing Conservation Areas A and C where existing tree canopy is to be “conserved, protected, restored, and maintained as natural areas” (Map. 29, p.115).

The forest area proposed for conservation along Guilford Run (Conservation area C, Fig. 7) is similarly inadequate, for both social needs (Table 5), and long-term survival as natural areas. The development will not only destroy the forest interior - that is woodlands that are located more than 300 feet from the nearest forest edge (see definition Section 2, p.2) - but will also result in very different habitat conditions in the residual patches. The new exposed edges will be too narrow to preserve critical **forest interior dwelling species** (FIDS - Definition #28, Technical Manual Sect 25-118. Charter for Prince George’s County Maryland. 2019 Edition/2020 Supplement of the Prince George’s County Code, SUBTITLE 25. TREES AND VEGETATION, [http://princegeorges-md.elaws.us/code/coor\\_subtitle25\\_div2\\_sec25-118](http://princegeorges-md.elaws.us/code/coor_subtitle25_div2_sec25-118))

The 8.52 acre “preserved” forest is shown stretching approximately 900 yards along Guilford Run in Fig. 7 (Map 29, p.115). The average width for an elongated 8.52 acre strip will, therefore, be 137 ft. Taking both sides of the strip into account, the entire width would have to be at least 600ft before any forest interior would be conserved. At 137 ft., only 23% of the necessary edge will remain. Thus, the preserved area along Guilford Run will no longer be interior forest as defined by Prince George’s County. Trees will lose the protection of the core forest that is removed, will lose vigor, and not regenerate (Figure 9). Most of the wildlife will be lost after development since the residual area will be too small to support viable populations. Similarly, the many old trees confined to the stream banks (Figure 7, Table 6).

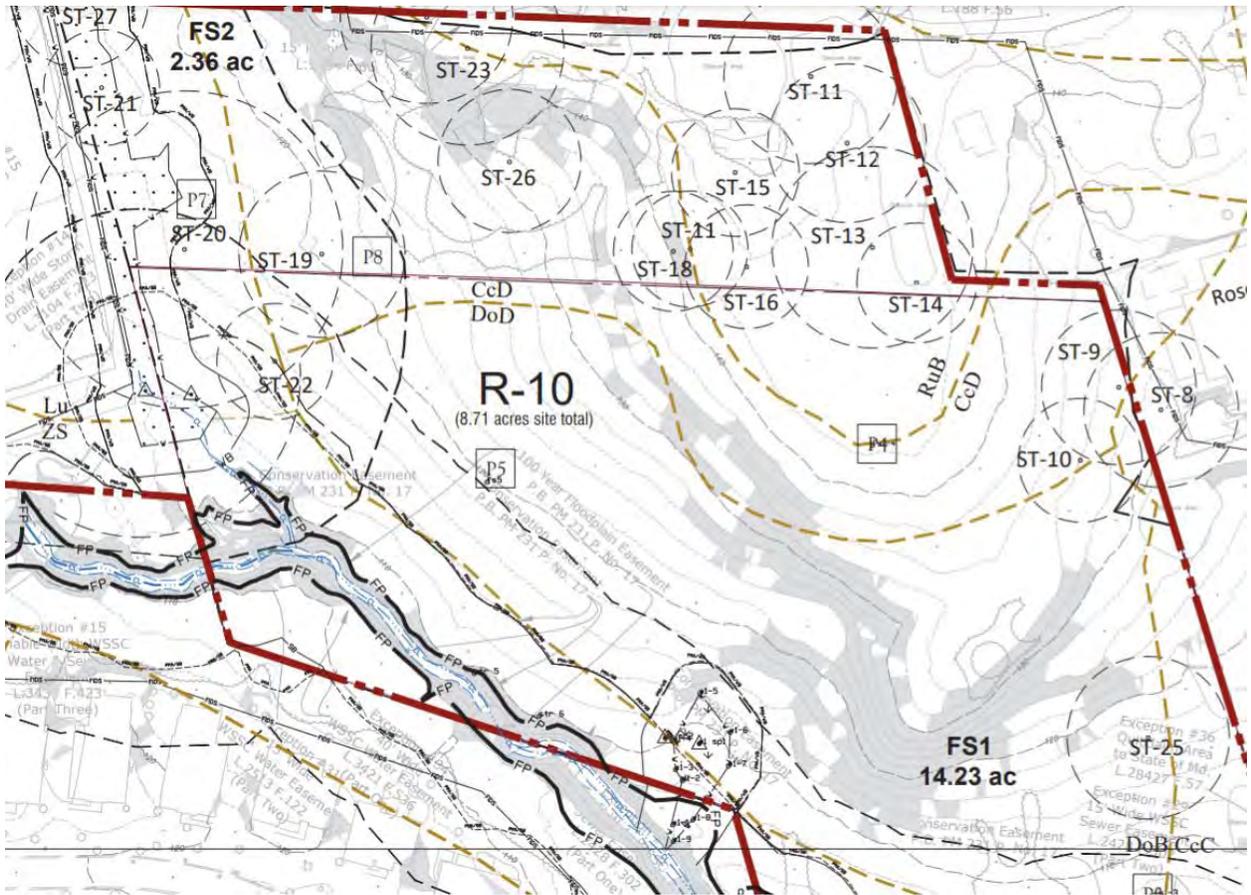


Figure 8. Natural Resource Inventory map NRI-152-06-03 showing canopy perimeters of specimen trees (dashed circles with a tree code. Species identifications are given in Table 5). Note most of these large trees are not near the stream; rather they are in the area to be deforested.

No.	Common Name	Botanical Name	Dbh (Inches)
ST-1	Blackgum	<i>Nyssa sylvatica</i>	30
ST-2	White oak	<i>Quercus alba</i>	31
ST-3	Tulip Tree	<i>Liriodendron tulipifera</i>	42
ST-4	Tulip Tree	<i>Liriodendron tulipifera</i>	44
ST-5	Red Oak	<i>Quercus rubra</i>	39
ST-6	Red Oak	<i>Quercus rubra</i>	39
ST-7	Red Oak	<i>Quercus rubra</i>	42
ST-8	Willow Oak	<i>Quercus phellos</i>	40
ST-9	Willow Oak	<i>Quercus phellos</i>	40
ST-10	Red Oak	<i>Quercus rubra</i>	30
ST-11	Red maple	<i>Acer rubrum</i>	45
ST-12	Willow Oak	<i>Quercus phellos</i>	41
ST-13	Tulip Tree	<i>Liriodendron tulipifera</i>	52
ST-14	Tulip Tree	<i>Liriodendron tulipifera</i>	31
ST-15	Tulip Tree	<i>Liriodendron tulipifera</i>	33
ST-16	Tulip Tree	<i>Liriodendron tulipifera</i>	32
ST-17	Southern Red Oak	<i>Quercus falcata</i>	30
ST-18	Southern Red Oak	<i>Quercus falcata</i>	31
ST-19	Red Oak	<i>Quercus rubra</i>	43
ST-20	Willow Oak	<i>Quercus phellos</i>	70
ST-21	Willow Oak	<i>Quercus phellos</i>	30
ST-22	Silver Maple	<i>Acer sacchaaninum</i>	30
ST-23	Willow Oak	<i>Quercus phellos</i>	32
ST-24	Willow Oak	<i>Quercus phellos</i>	50
ST-25	Willow Oak	<i>Quercus phellos</i>	45
ST-26	Willow Oak	<i>Quercus phellos</i>	37
ST-27	Red Oak	<i>Quercus rubrum</i>	35

Table 6. NRI tree table for Guilford Woods showing the codes used on the map (see Fig. 4) for individual trees with species and diameter at breast height (dbh).

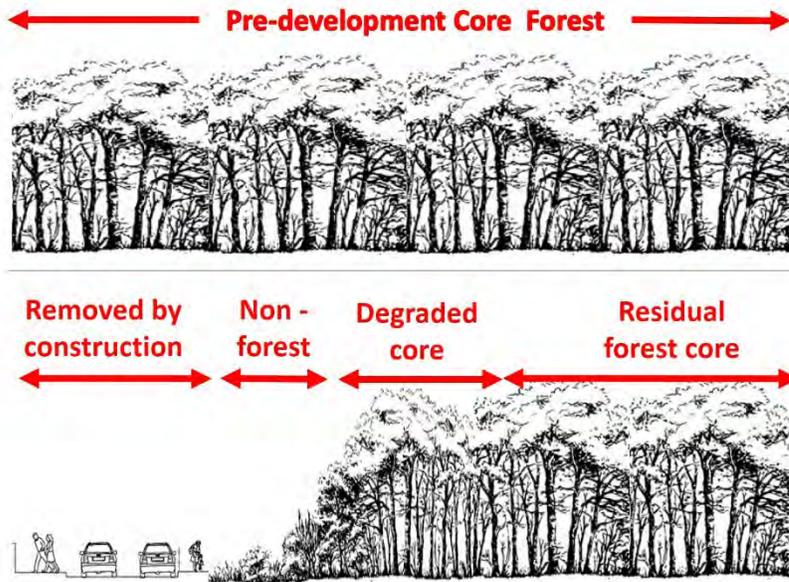


Figure 9. Loss of forest beyond actual area removed for construction, an example of an “edge effect”.

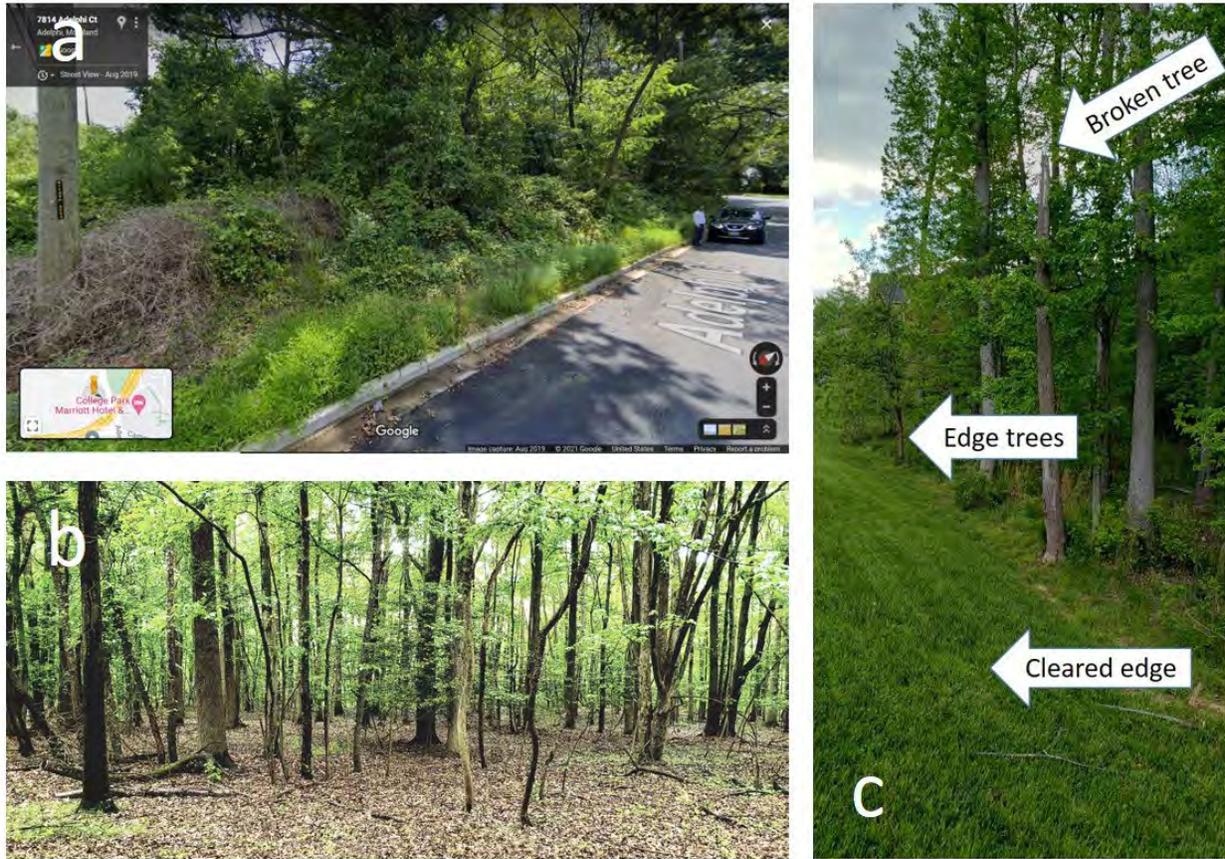


Figure 10. (a) Forest edges are composed of scrub and small trees, often overgrown with vines. The forest species cannot regenerate in this zone and often fall. (b) A degraded forest edge along Windsor Lane where part of Guilford Woods was cleared before 2010, showing a damaged forest interior (core) tree.

## Section 4. Stormwater management

Formatted: Font: Bold

### Contents

- 1. Stormwater management..... 1
- 2. Stormwater runoff processes in Guilford Woods ..... 2
- 3. Clearing the forest will reduce natural evaporation from trees..... 3

#### 1. Stormwater management

Communities downstream of the proposed area to be developed have experienced historical flooding in 2009, 2010 and as recently as 2020 (Fig. 1). Following the 2009 and 2010 floods, Prince George’s County Department of Environment named Guilford Woods as a site for stormwater mitigation but did not pursue this due to “major regulatory hurdles.” Additionally, the 2017 Prince George’s County’s Resource Conservation Plan states, “....Avoid building green stormwater infrastructure in places that are forested (don’t sacrifice forests for a stormwater management structure” (Fig 2). New management system must allow for the anticipated increase in rainfall caused by climate change.



Figure 1. A resident of Terrapin Row takes a swim in the floodwaters on Guilford Drive, Sept 10, 2020 (Joe Ryan/ The Diamondback)

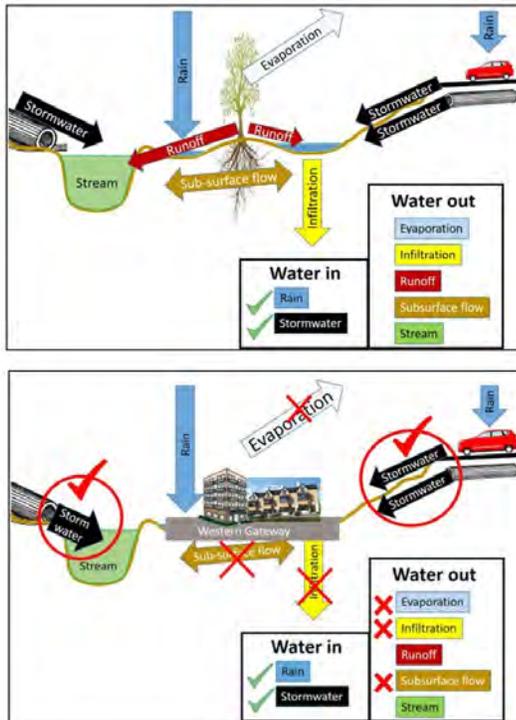


Figure 2. In and outflows of water in Guilford Woods. The shows the existing flows. (a) Water enters in rainfall over the Woods but mainly in piped stormwater from impervious surfaces outside the Woods. (b) Water leaves by evaporation, infiltration into the soil, runoff, flow below the surface, and via Guilford Run. The impervious surfaces envisaged in the Sector Plan will close off all paths for water except direct runoff to the stream. Most importantly, the construction will reduce evaporation from vegetation and infiltration into the soil, while rainfall and piped stormwater will continue to enter the Woods - even increasing caused by new buildings.

## 2. Stormwater runoff processes in Guilford Woods

An effective stormwater system for the Sector Plan area must take account of all aspects of the sources and movement of water across a landscape (Fig. 2a). Only on a continuous, impervious surface, such as a road, does rainfall simply run off. In most natural conditions, including Guilford Woods, there are more components, both in the sources of stormwater and the subsequent flows. By overlooking these, the Sector Plan is fundamentally unrealistic.

Specifically, there are three key elements of the natural drainage system in Guilford Woods that are unusual and will be negatively affected by the development, increasing the flow in Guilford Run and downstream flooding. These are: the sources of water that flows into the Woods (increased), evapotranspiration by the vegetation (loss), and current infiltration sites (loss) (Fig. 2).

In the past, the Woods have been treated as part of the public stormwater system, used for disposal of runoff from surrounding areas.. Large stormwater pipes enter the Woods. These drain the east side of Adelphi Road and buildings along it, the large Church parking lots along Campus Drive, parts of the UMGC Inn and Conference Center, the soccer field, University House, and UMD parking Lot 1. Further downstream pipes carry stormwater from the Mowatt La. parking garage.

Importantly, these stormwater pipes terminate at the margins of the Woods, at significant distances from Guilford Run (Fig. 2). At present, water that enters the Woods from these pipes largely infiltrates in temporary pools before much of it reaches the stream (Fig. 3). (A small area of this is shown as “stormwater management” in Map 22 of the Sector Plan). Many small depressions impede the flow (Fig. 4) and small wetlands form around these. However, the new impervious surface in the development will cover up many of the natural infiltration depressions (Fig. 2), so this runoff from outside the Woods will not infiltrate as it does now. Instead, it will be diverted directly into the stream, forming new drainage ditches that will discharge water directly into Guilford Run, with no check. Peak flow rates will be increased. The importance of infiltration in the current hydrology is indicated by the relatively high infiltration capacity of the soils (Fig. 5). All except the soil type along the stream are well to moderately well-drained.

In future there may be increases in runoff from impervious surfaces outside the Woods. For example, at present, a large sports field which drains into the Woods is being converted to artificial turf. This will reduce infiltration as water crosses the field and increase direct flow into the large infiltration area in the Woods near the boundary with St. Mark’s Church that are close to capacity at present.

### 3. Clearing the forest will reduce natural evaporation from trees.

Development will increase the volume and rate of runoff, reduce groundwater and evapotranspiration from trees. A realistic estimate of evaporation from a forest like Guilford Woods is 40% of the soil water. Without trees, this water would drain into the stream– adding to current flooding downstream. Evaporation from trees also maintains higher humidity and cooling - conditions needed for survival of many forest organisms – animals, insects, birds, fungi, soil microbes etc.



Figure 3. Infiltration of piped runoff and rainfall in a temporary pool. Wetland plants and thick organic layer indicate frequent filling.

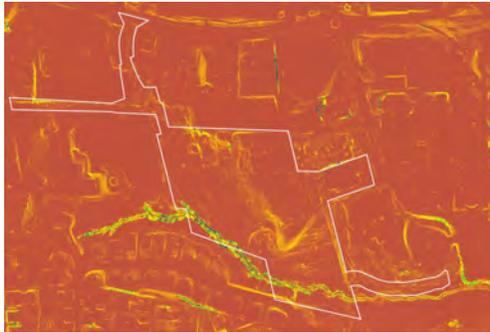


Figure 4. Image of changes in slope. Breaks in slope (orange) that impede runoff are where infiltration may occur.

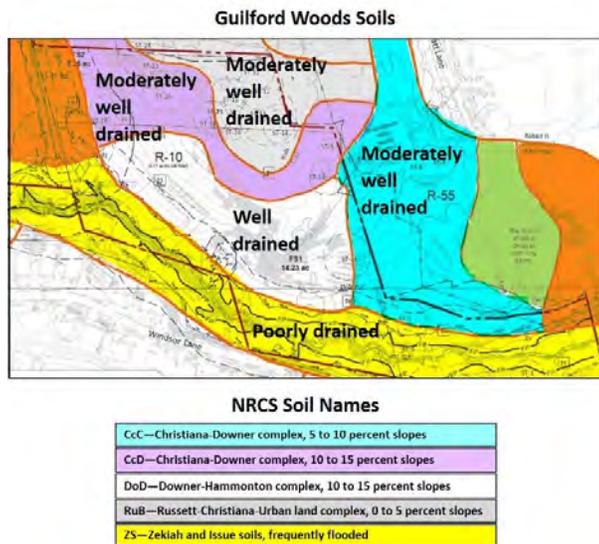


Figure 5. The soils in Guilford Woods and their drainage properties. All except the Zekiah and Issue soils are well to moderately well drained. Surface runoff from rainfall or stormwater pipes is therefore much less than the amount of water that enters to Woods.

## 5. Non-material benefits of natural area

### 1. Natural environments provide for non-material necessities.

Recreation, tranquility, aesthetics, and inspiration (Fig. 1) are essential “ecosystem services” in addition to measurable benefits (food, water, biochemical, genetic resources, climate regulation, water purification, pollination, nutrient cycling, primary production etc.).

From Maryland Today (University of Maryland Office of Strategic Communications): “A Dose of Nature. A new Study Finds Even Short Times Outdoors Have Therapeutic Effect on Mental Health” (Samantha Waters, Feb 26, 2020). In an article decrying the potential loss of the Woods, the student newspaper, the Diamondback (June 17, 2021) wrote: “Lucie said she goes there (to the Woods) when she’s stressed; the gurgling sound of the running water and the rustling leaves provide a sense of peace.”



Figure 1. Research confirms that spending time in nature boosts [psychological health and well-being](#) and even has an impact on [physical health](#).

Different parts of a forest have different environments, providing different habitats and, in turn, distinct communities of species living there (Fig. 2). In the typically small residual forest patches in suburban settings, there is often no “core” which is needed for **forest interior dwelling species** (FIDS, see definition Section 2, p.2). The State of Maryland forest ordinance defines the core as more than 300 feet from the nearest forest edge (see definition Section 2, p.2). Exposed edges narrower

than 300ft are too narrow to preserve the core habitat conditions, leading to the loss of some critical FIDS.

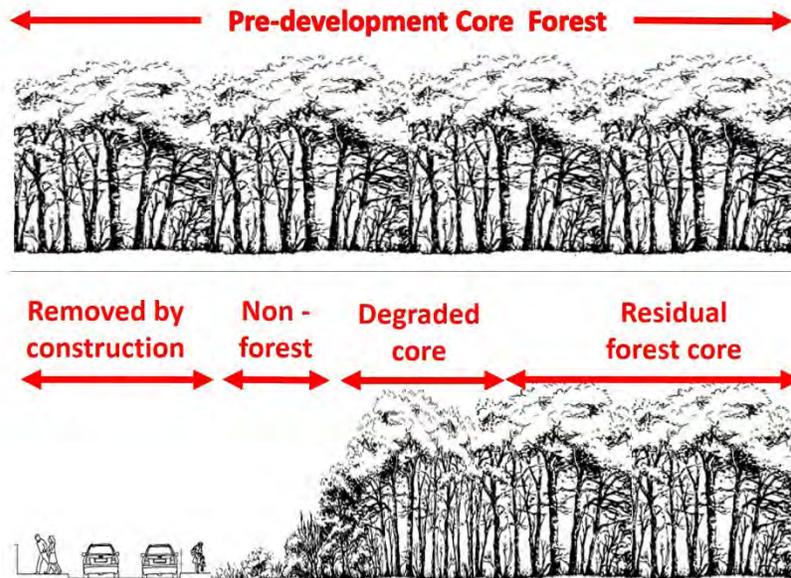


Figure 2. The narrow strip of forest along Guilford Run is not large enough for forest interior dwelling species. The vegetation in the new edge will rapidly deteriorate into the strips of weedy species typical of the edges of woodland (for details see Chapter 3 Environmental Damage).

The development of Guilford Woods described in the Sector Plan would destroy the forest interior. The proposed 8.52 acre of “preserved” forest stretches approximately 900 yards along Guilford Run (Section 2, Fig. 7; Map 29, p.115). The average width of a 900-yd, elongated 8.52 acre strip is 137 ft. Taking both sides of the strip into account, the entire width would have to be at least  $2 \times 300 = 600\text{ft}$  before any forest interior would remain: at 137 ft., no forest interior with their FIDS will remain in Guilford Woods. Trees in the core will lose the protection of the edge forest, will lose vigor, and not regenerate (Fig. 2). Most of the wildlife will be lost since the residual area will be too small to support viable populations: similarly, the many old trees that have lived in the core, some for more than 100yrs (Section 2 Fig. 7, Table 6) will die.

To maintain any trees, the residual forest will have to be managed as a woodland park (Fig. 3), in the “commons/greens” Park Type category. The forest floor will have to be regularly cleared of fallen branches and undergrowth. No saplings will develop naturally and regeneration will only be from plantings. Birds and animals will mostly be those found in suburban yards. Guilford Woods could have been an unusual, valuable natural area (Fig. 1).



Figure 3. An example of a woodland in the “commons/greens” category of Park. Compare with Fig. 1, a “Resource Park” or natural area.

**Guilford Woods offers invaluable educational opportunities for local children (Fig. 4)**

Children from nearby schools visit the woods to learn about ecology and nature. Many studies have shown that access to nature is [vital for kids](#) and even [boosts academic performance](#).

**Forest accessible from the University Campus are used for teaching students (Fig. 4)**

Twelve years ago, it was estimated that, each year, approximately **2,500 students** in classes in environmental science, civil engineering and fine arts, visited Campus forests for instruction. The nearest alternative is 5 miles away, which, because of class scheduling, cannot be visited in class time, and therefore cannot replace instruction on Campus. Chemists, physicists, engineers and others have teaching laboratories: environmental sciences are no different, except the need for natural locations. Although several Faculty use Guilford Woods for their classes and several prominent researchers have been considering GW as a research site, the Woods have, so far, been less used than other forest remnants on Campus. This is because of difficulty of access, which could easily be remedied with new paths. A Guilford Woods reserve will enormously improve the range of ecosystems for teaching and research. A “Sustainability Fee” is paid by all students, which provides funding for projects that promote environmental sustainability, and positively impact and enhance the student experience at UMD. Funds are allocated to projects that “... **integrate sustainability into teaching, research, and service at UMD**”.

An undergraduate student remarked recently: “...as a Computer Science major with a concentration in Biology, these are not skills (ecological) that I taught myself, these are skills that I learned from the University of Maryland.

**The University campus is an arboretum.**

The retention of Guilford Woods will greatly enhance the range of tree species and their environments available for study and enjoyment as part of the official Arboretum.



Field class in the forest



An honors seminar in Guilford Woods



A creative writing workshop in the Woods



Exploring the stream



Learning about ecology and biodiversity at a Bioblitz event



A drawing by a local elementary school student

Figure 4. Some of the many non-material services provided by Guilford Woods

**Brown, Donna J.**

---

**From:** Joshua Batugo <batugojoshua@gmail.com>  
**Sent:** Wednesday, February 2, 2022 1:02 PM  
**To:** Clerk of the Council  
**Subject:** Purple Line Metro Station: testimony on the Adelphi Road sector plan



**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Hello,

I am writing as a parishioner of St. Mark's the Evangelist Church on behalf of the church. My name is Joshua Batugo (age 24) and I am currently working from home out of Reston, Virginia in Beltsville, MD.

I would first like to testify that any property zoning, especially in the front parking lots adjacent to Adelphi Road, will greatly affect the capability for parishioners to park to go to Mass. Parishioners, especially for the Spanish-speaking Masses, already overflow into the playground area behind the school (not an actual parking lot). In addition, the parish has already added more Masses to distribute Mass attendance to different times, notwithstanding the considerations and restrictions of currently implemented coronavirus safety protocols.

Secondly, there exists a family-owned fruit and vegetable stand, which is open throughout the week, that is located on one of the front parking lots. If property zoning affects the front parking lots, this will disable the stand to run or remain open. The family that has relocated that fruit stand to the front parking lot had to close towards the beginning of the pandemic. And, if they were to close again, I'm afraid they will not be able to re-open their business somewhere else.

On a separate testimonial statement, if relevant, please advise traffic patterns on Sundays (and patterns throughout the week) on the intersection of Campus Drive and Adelphi Rd. Before construction begins, which will most likely increase the congestion of traffic in this area, the traffic light of traffic turning on to Adelphi from University Blvd (from the direction of the University of Maryland golf course) on Sundays remains stuck on that Adelphi-University Blvd intersection due to the traffic pattern of the traffic light on Adelphi-Campus Drive, further blocking traffic coming from the opposite direction of University Blvd (from the direction of Adelphi Park).

Please note this considerations,  
Joshua Batugo

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 65**

**Brown, Donna J.**

**From:** David Brosch <davidcbrosch@comcast.net>  
**Sent:** Wednesday, February 2, 2022 3:37 PM  
**To:** Clerk of the Council  
**Subject:** Written testimony on the Adelphi Road Sector Plan



**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

February 2, 2022

Members of the Prince George's County Planning Board and County Council,

I am submitting to you today my written testimony on the Adelphi Road Sector Plan. Thank you for the opportunity to provide the following comments about this important community matter:

### **Why Guilford Woods and Guilford Run Are Important**

Prince George's County has recently completed a Climate Action Plan that will soon be evaluated and possibly adopted by the County Council. Among its many recommended actions to mitigate climate change is the preservation of existing forest land. Preservation of large and old-growth trees is critical and urgent because as William Moomaw of the Center for International Environment and Resource Policy at Tufts University states, "The simplest and most effective way to mitigate climate change is to allow trees that are already planted, that are already growing, to continue growing to reach their full ecological potential, to store carbon and develop a forest that has its full complement of environmental services....Immature trees sequester far less CO2 than older ones." \*

Veronica Cassilly noted in a recent Maryland Matters article that "Here in Maryland, between 2013 and 2017 more than 10,000 acres of forest were lost." \*\*

"In 1987 the County had more than 67,000 acres in farmland and by 2012 there were less than 32,000 acres. Prince George's County's remaining natural areas – forests, wetlands, riparian corridors, and dedicated agricultural open space – are vital assets in our efforts to build resilience to climate change. We must incentivize protection and monetize the benefits of these land uses for landowners or these community-wide resources will soon be replaced by buildings, roads, and lawns. Without concerted effort to preserve these natural areas, our County faces the permanent loss of these

assets, along with their ability to mitigate floods, support local food production, cool urban areas, promote mental health, and offer a host of additional benefits. The bold road, proposed by Plan 2035, leads to a strong economy built upon concentrated public investment in targeted transit-oriented commercial and mixed-use centers. **For the County to achieve Plan 2035's 52% tree canopy coverage goal, the practice of granting waivers, special exceptions, and grandfathering development approvals must end.**" \*\*\*

In the larger scheme of things comparing state acreage or worldwide numbers to Guilford Woods and its thousand plus trees makes the Woods seem totally inconsequential, not even a blip on the climate radar screen. The loss of its dozen acres to development matters little unless Prince George's County and hundreds of thousand other local places around the world each take steps to save their individual natural areas to sequester carbon, cool their communities, contain storm water, and provide habitat for ground and airborne wildlife. A preserved Guilford Woods will also offer Prince Georgians a quiet place to visit and experience nature.

This last feature is something to consider as the sector plan is finalized around the future Adelphi Road Purple Line Station. As the Purple Line is built, we should wisely preserve or take advantage of key elements or natural features at each station. There are already many roads, housing units, parking lots, and a variety of other developed properties in or adjacent to the Adelphi Road Purple Line Sector area. Only Guilford Woods and its immediate surroundings is natural and open. Develop nearby but leave Guilford Woods as is for its greatest attribute – a place to recreate and enjoy.

For commuters or prospective residents, and for current residents who already visit this quiet place, Guilford Woods has intrinsic value that is hard to calculate and should not be lost.

How to do it? Place Guilford Woods permanently in an ROS zone (Reserve Open Space). Have PG Parks acquire the acreage and add it to its large inventory of parks and recreational areas. That agency should then be given the task of maintaining the Guilford Woods and Guilford Run by leaving them essentially unchanged except for:

- protective storm water management improvements directly upstream within the sector or adjacent portions of the UMD campus such as Lot 1.
- improving the hillside dirt path between Calverton Drive and Mowatt Lane and locating a new walking/bike path through the Woods that transverses generally in an East-West direction approximately parallel to Campus Drive and Mowatt Lane.

Guilford Woods and Guilford Run provide natural beauty, ecosystem services, and a place for wonder and exploration, making them especially precious in the midst of an increasingly urban landscape. \*\*\*\*

\*Maryland Matters, “Opinion: Mature Forests Hold the Key to Mitigating Climate Change”, Veronica Cassilly, January 22, 2022.

\*\*Ibid.

\*\*\* The Prince George's County Climate Action Plan

\*\*\*\*Save Guilford Woods Coalition

Sincerely,

David Brosch

[davidcbrosch@comcast.net](mailto:davidcbrosch@comcast.net)

240-888-1225

4313 Tuckerman Street University Park MD 20782

**Brown, Donna J.**

**From:** Guilford Woods <GuilfordWoods@gmail.com>  
**Sent:** Wednesday, February 2, 2022 5:00 PM  
**To:** Clerk of the Council  
**Subject:** Re: Adelphi Road-UMGC/UMD Purple Line Station Area Sector Plan  
**Attachments:** pause-the-adelphi-rd-sector-plan.pdf



**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Dear Council Chair Hawkins, Vice-Chair Harrison, and Council Members Dernoga, Taveras, Glaros, Turner, Ivey, Davis, and Streeter:

In light of today's 5pm deadline to submit written testimony, we are attaching an updated list of signatures on our petition urging a pause in the Adelphi Road-UMGC-UMD Purple Line Station Area Sector planning process to allow for more community input, to bring planning documents into alignment with the County's Climate Action Plan, and to incorporate critical improvements, such as providing greater protection for remaining natural areas, including Guilford Woods.

Attached please find the updated signature list with more than 670 signatures as of this afternoon.

Sincerely,  
Coalition to Save Guilford Woods

<https://sign.moveon.org/p/pausetheplan>

On Mon, Jan 17, 2022 at 2:52 PM Guilford Woods <[GuilfordWoods@gmail.com](mailto:GuilfordWoods@gmail.com)> wrote:

Dear Council Chair Hawkins, Vice-Chair Harrison, and Council Members Dernoga, Taveras, Glaros, Turner, Ivey, Davis, and Streeter:

The Coalition to Save Guilford Woods requests a pause of the Adelphi Road-UMGC-UMD Purple Line Station Area Sector planning process to allow for more community input, to bring planning documents into alignment with the County's Climate Action Plan, and to incorporate critical improvements, such as providing greater protection for remaining natural areas, including Guilford Woods.

As of 2:45 pm on January 17, 2022, more than 600 people have signed our petition urging a pause of the Adelphi Road Sector Plan process to achieve these goals. Here is a link:

<https://sign.moveon.org/p/pausetheplan>

We respectfully submit the text of this petition, attached with signatures received as of 2:45 pm on January 17, 2022, for inclusion in the public record.

To summarize our concerns, the Prince George's County Council's Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan is unacceptable as currently drafted because:

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 67**

- It drastically increases the zoning density of the entire area without regard to the preservation of Guilford Woods
  - It is discordant with the emerging Prince George’s County Climate Action Plan
  - It preserves only ~4 out of 102 acres as reserved open space at a time when it is critically important to preserve and expand our urban forests to help adapt to ongoing climate change
- It does not adequately acknowledge the Guilford Run watershed as a critical part of the Countywide Green Infrastructure Network
- It does not include both sides of Campus Drive, omitting UMD Lot 1, a large impervious area that contributes to extensive stormwater runoff
- It ignores the recent University of Maryland “pause” of the Western Gateway Project
  - The illustrated interior road network in the Draft Plan is substantially based on the paused Western Gateway plans
  - Moreover, this road network violates the Green Infrastructure Network and bisects the current Hillel Building.
- It completely ignores community input

We support higher density, mixed use infill development near Purple Line stations. However, transit-oriented development must be properly balanced with environmental preservation, as it is crucial to protect our existing tree canopy and green spaces.

Sincerely,

Coalition to Save Guilford Woods

and more than 600 community supporters as of 2:45 pm on January 17, 2022



## Pause the Adelphi Road Sector Plan

To: Prince George's County Council Members

As currently drafted, the Prince George's County Council's Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan is entirely out of step with today's climate crisis and with 21st-century principles of sustainable development. It fails to appropriately integrate environmental preservation with transit-associated development. In particular, the Sector Plan is a direct threat to the future of Guilford Woods, an environmentally sensitive ecosystem that is part of the Anacostia watershed.

Up to now, the planning process for the Adelphi Road Sector Plan has failed to effectively engage key stakeholders and take community input into account. We are asking the Prince George's County Council to pause the planning process for one year to allow for a truly stakeholder-engaged approach.

### **Why is this important?**

The current draft is discordant with Prince George's County's Climate Action Plan. It preserves only 4 out of 102 acres as reserved open space. At a time when it is critically important to preserve and expand our urban forests to help adapt to ongoing climate change, the Sector Plan greenlights zoning changes that could result in the future destruction of Guilford Woods (>1,000 trees)

The current plan does not adequately acknowledge the Guilford Run watershed as part of the countywide Green Infrastructure Network.

The current plan ignores the recent University of Maryland "pause" of the Western Gateway Project (which would have destroyed Guilford Woods). This project was paused due to an outpouring of community opposition that highlighted the environmental and human health benefits of this urban forest as well as related stream and wildlife habitat.

The draft Adelphi Road Sector Plan drastically increases the zoning density of the entire area without regard to the preservation of Guilford Woods. A far more reasonable plan would be to up-zone only the parcels of land along Adelphi Road and Campus Drive up to the Domain apartment complex (at the corner of Campus Drive and Mowatt Lane). This would protect Guilford Woods and Guilford Run stream while still allowing for a significant amount of additional higher-density housing proximate to the Purple Line Station.

The poor planning behind the current draft is reflected in the fact that it omits areas north of Campus Drive (including the University of Maryland Global Campus and UMD Lot 1), even though development of both sides of a street is fundamental to good planning.

Given the urgency of the climate crisis, we need genuinely sustainably development and smart growth in our county that prioritizes the preservation of our existing forested areas. Let's pause the planning process to make sure that community voices are heard.

Signed by 674 people:

<b>Name</b>	<b>Zip code</b>
Elisabeth Herschbach	20782
Helen Kaiser	20782
Judith Lichtenberg	20782
Kathleen Evans	20740
Lee Poston	20782
Susan Schatz	20740
Meg Oates	20740
Deborah Rosenfelt	30782
Marc Simon	20782
Nick Schmerr	20782
Rachel Golden Kroner	20783
Nancy Barrett	20781
Louiqā Raschid	20783
Lindsey Dunn	30521
Madlen Simon	20782
Tom Ohara	13209
Amy Sapkota	20782
Linda Moghadam	20782
David Luban	20782
David Hickam	20782
David Gottlieb	20782
David Brosch	20782
John G. Hedgman	20782
Becky Livingston	20782-1157
Jessica Garratt	20782
Bonnie Scott	20782
Eric Boyle	20782
Connor Underwood	80924-4208
Tate Hilmoe	20782
Paula Brosch	20782

<b>Name</b>	<b>Zip code</b>
Leo Shapiro	20740
Denny Gulick	20783
Jasper Shapiro	20740
Tamara Devieux-Adams	20782
MANSOOR MOADDEL	20782
Jessica Sweet	20852
C. Lee	20782
Larry Prikockis	20782
Meredith Hendrickson	20782
Karin Burghardt	20742
Michael Kemper	20782
Jan Townshend	20782
Ralph Bennett	20742
HARVEY Thompson	20782-2154
Edward Krauland	20782
Sarahjean Thompson	20782-2154
Ross Salawitch	20782
Mary Gathercole	20782
Sharon Garrison	20782
Russell Dickerson	20782
Sharon Sefton	20708
Lesley Krauland	20816
Rob Floyd	20782
Serap Rada	20782
Heidi Scott	20782
Stephen Prince	20782
Marilyn Yang	20740
Emily Lucie	20740
Camille Calure	20740
Rachel Noorani	20740

<b>Name</b>	<b>Zip code</b>
Kaitlyn Hughey	20740
Jenna Kobel	20740
Steven Berit	18940
Hannah Scott	21666
Douglas E Gill	20782-1176
Rita Gottlieb	20782
Ajay Kothari	20740
Nina Jeffries	20840
Lore Rosenthal	20770
Nirit Rotenberg	20740
Frances Riley	20742
Lindsey Parker	20740
Barbars Sollner-Webb	20707
Reese Barrett	20740
Caroline Thorne	20901
Leyla Merlo	20901
Helen Craig	20901
Tom Taylor	20770
Laurie Morrissey	20782
Steven Hurtt	20782
Jan-Michael Archer	20770
clark weaver	20782
Melissa Floyd	20782
Kate Jackson	20782
Eric Hurtt	20782
Lynne D	20782
Leisa Standish	20782
Georgina Wilkinson	20782
Simon Younes	21209
Vera Gonzalez	20740

<b>Name</b>	<b>Zip code</b>
Cecile Parmentier-Line	20782
Jenna Feldman	10538
Marina Goldgisser	20770
ella jacobs	20905
Sophia Winner	21093
Alex Horn	21044
Jahnvi Kirkire	20833
Ezra Silver-Isenstadt	20723
Peter Jessimy	34952
Thomas Adams	20878
Laila Syed	20742
Ella Gammel	21801
Raffi Karahisar	20782
Kurt Willson	20855
Susan Gorecki	23185
Kaitlyn Baligush	20622
Xanxa Danckaert	21012
Nora Hamovit	20910
Kim McDowell	20781
Jordan Resnick	20740
Tierney Fine	21075
Serena N.	21074
Kathy Mancusi	20782
Ron Ron	20740
Lisa Sutton	20783
Lily FOUNTAIN	20740
Nicholas Orrick	20737
Janet Gingold	20774
Michael Rohlf	20782
Trey Sherard	20002
Francis DuVinage	20782

<b>Name</b>	<b>Zip code</b>
Mary Pittas-Herschbach	20740
Kathleen Mitchell	20782
Mary Reuter-Mowery	20782
Nathaniel Morgan	20782
Liam Semanyk	20740
Ann Barrett	20781
katharine Alter	20782
Foster Lott	20782
Catherine Turner	20782
Alexa Bely	20740
Nancy MG	20782
Christel Stevens	20782
betsy barrett	20782
Budhan Pukazhenth	20782
Alexander Rohlf	20782
Lori Clark	22304
Diane Teichert	20782
Elizabeth Knutson	20782
Michael Macqueen	20782
Donald Milton	20782
Scott Perrine	32904
William Burns	20901
Paul Bueno de Mesquita	20783
Noel Guerrero	20782
Kate McPhaul	20782
Ross Salawitch	20782-1190
Stella Hurtt	20782
Chris Oehrle	20782
Jonah Hurtt	20782
Sarah Starrett	20782

<b>Name</b>	<b>Zip code</b>
Shefali Gupta	20827
Elizabeth Guerrero	20782
Briana Manente	20784
Danny Schaible	20781
Max Skoglund	20740
Ann Forsythe	20782
Shari Sanderson	20782
L. Elaine Kennell	20782
Linda Verrilk	20782
Christine Dawson	20782
Gary Sanderson	20782
Virginia Myers	20782
MarySue Twohy	20782
Ira D	20782
Emily Alvarez	20782
Leanne Poteet	20782
Gayatri Varma	20782
Serap Rada	20782
Lindsey Alder	20782
LEISH CLANCY	20782
Hannah Weigle	20782
Hannah Walsh	20782
Eluzabeth Follin	20782
Lisa Frank	20782
Claudia Chudacoff	20740
Stacy Peterson	20782
Madilyn Peterson	20782
Jana Over	20852
Julia Walther	20782
Jon Fraser	20782
Carrie Davis Murphy	20782

<b>Name</b>	<b>Zip code</b>
Alan Wonneberger	20740
Judith Cotter	20782
Judy Cassidy	20782
Robert Seiler	20782
Laurent Montesi	20782
Liana Sayer	20782
Matthew Jasinski	20782
Loren Lippmam	20772
Linda Moghadam	20782
Christine Moss	20782
Louise Patten	20905
Grace Mary Oates	20782
Tristan St.Onge	20782
Heidi St Onge	20782
Nessa Moghadam	20782
Elizabeth Seeger	20782
Callie Dosberg	20782
Sarah Moseley	20782
Joyanna Priest	20782
Robert Moss	20782
Norma Babington	20782
Corey Tucker	20782
Kathryn Robinson	20782
Mary Gathercole	20782
Zack Kinger	20782
Sarah Winfield	20782
Molly Shakeri	20782
Robert Headley	20721
Kanika Clay	20783
Aubrey Batten	20740-3920
Sharon Werth	20782
Kimberly Scott	20783

<b>Name</b>	<b>Zip code</b>
Raymond Sedwick	20782
Maddi Rihn	20740
Maureen Fine	20715
Bob Devlin	20782-1029
Dawn Bohls	20782
Michael Ross	20782
Julie Gabrielli	21209
Vera Wiest	20740
Anoush Moghadam	20782
Elliott Hamilton	20782
Caroline Wick	20740
George Alderson	21228
Joan Lewin	21286
Mary F. Tobin, Ph. D	21054
Shirin Ahmed	20782
Jennifer Cotting	20902
Robert Winger	20912
Todd Larsen	20740
Alys Jarvela	20723
Emma Minnis	21230
Anne Marquis	20737
Mark Brochman	20912
Christy Bumanis	20876
Catherine Farmer	23220
Nina Faye	20782
Ana Hernandez	20782
Melissa Ho	20782
Judith Barnes	20782
Ruth Alvarez	20782
Margaret Boles	20721
Aimee Hart	20783

<b>Name</b>	<b>Zip code</b>
M M Zang	20782
Mark Hill	30740
STEPHEN ROTH	20763
Clara Irazabal	20740
Susan Whitney	20740
amy truly	20904
Carol Bonkosky	20783
Dixie Meadows	20782-1413
Bernice Bridegum	20782
Margerie Snider	20782
Matthew Hansen	20901
Rob Sprinkle	20742
Mary Wolfe	20708
Marjory Donn	20770
holly poole- kavana	20011
marie pichaske	20782
Adedokun Ojo- Ade	20908
Constance Belfiore	20782
Nina Agrawal	20841
Denise Brown	20710
Ann Johnson	20782
Deborah Levenson	20740
Lora Katz	20737
Mary Burns	20740
Deborah Snider	20782
Afriasia Bermúdez- Crespín	20706
marsha salzberg	20715
Linda Rieger	20854
Chris Justice	20742

<b>Name</b>	<b>Zip code</b>
Sandra Roberts	20770
Kathy Bartolomeo	20770
Sarah Jasinski	20782
Arlene Montemarano	20901
Robert Gammon	20782
Anna Mikkelsen	20783
Catherine Miranda	20912
Carl Smith	21045
Marcia Meyer	20740
Jeffery Sauer	55356
Mary Ann Allison	20782
Ekaterina Cathey	20783
Jamal Rollins	20774
Elissa Dallimore	21774
Amy Pickens	21409
John Brown	20740
Katie Mel	20782
Deborah Hayes	20782
Dianne Salzberg	20783
Turpin Colleen	21055
Steve Snider	20782
Jeri Boliek	20740
Rejanne Le Bivic	20742
Cathy Burch	20783
Robert Baer	20740
LAIXIANG SUN	20782
Peggy Eskow	20770
Xinyuan Li	20740
Nathalie Bely	20740
David Fishlowitz	20740
Marc Imlay	20616

<b>Name</b>	<b>Zip code</b>
Jean LaGue	20782
Kathryn Izon	20782
Doug Bowles	20722
Liz Ruth-Brinegar	20740
Catherine Fisanich	20770
Merlyn Drummond	20782
Jacqueline Baldini	21032
Kurt Schwarz	21046
Leah Wolf	20781
Joyce Quandt	20740
Jeffrey Quandt	20740
Jonathan Lebolt PhD LCSW-C	20770
Joseph Dien	20782-1149
Lawrence Paulson	20782-2100
Maria Tonellato	20010
Rebecca Traldi	20782
Quan Shen	20770
Petr Potapov	20905
Jonathan Resop	20832
Julie Silva	20910
Erin Jacobs	20742
Tatiana Loboda	20742
Kathy Keller-Baer	20740
Andrew Bely	20740
Sergii Skakun	21704
zhen song	20740
Catherine Nakalembe	20740
Allison Lewis	20854
Mary Mitkish	20742
Emily Bruns	20742

<b>Name</b>	<b>Zip code</b>
Melissa Sites	20770
SUSAN MCCUTCHEN	20710-1526
Steven P.	20901
Rya Inman	20737
Sarah Morse	20781
Meredith Massey	20781
Roy Alvarez	20782
Jean Lombardo	20770
James Menasian	20782
DJ Owens	20742
Jeffery Davis	20740
Greg Smith	20781
Mary Dancy	20782
Xin Xu	20740
Amanda Hall	20716
sarah combs	20741
Maureen Rault	20781
Tina Batten	20740
Jonaki Sanyal	20781
Emilie Murphy	21076
MEREDITH GORE	20817
Andrew Irving	20770
Daniel Vega	21771
Alexi Sanchez de Boado	20782
Sarah Eisen	20781
Erin Nortrup	20712
Janet Carpenter	20782
Jennie Reinhardt	20781
Christopher Mendelson	20781
carol nezzo	20740
Jennifer Goltz	20781

<b>Name</b>	<b>Zip code</b>
Carolyn Larkin	20770
laura collins	20782
Camilla Clough	20781
RD Macpherson	20740
Iris McTaggart	20781
Alice Ewen	20737
Christopher Currie	20781
Marla McIntosh	21042
Joseph Goltz	20781
Jeff Hall	21043
David Cox	20782
Allison Lansverk	20782
Emily Fritz	20782
Julia Miller	20011
Angus Macpherson	20740
Brian Gibbons	44126
Esme Macpherson	20740
Irene Marsh	20781
Randolph Nace	20740
Jing Lin	20903
Sarah Eppley	20770
John Turpin	21054
Miriam Phillips	20781
Sharon Chua	20783-1930
Troy Gharibani	20740
DWIGHT HOLMES	20737-1918
Maria Hult	20770
Christine Bloecker	20770
Dennis Wingle	19555-1517
Sharon Salmon	20782
Anke Meyer	20782

<b>Name</b>	<b>Zip code</b>
Jan Kennedy	44904
Justin B	21108
Blake Sloane	20781
Annette McCormick	44843
Randi Pokladnik	44683
Virginia Lawson	20770
Allison Hughes	20740
Ellen Iscoe	20781
Anya Trudeau	20781
Teresa Smithson	20770
Evelyn Fraser	20018
Karen Hogan	20782
Rita Santelli	20781
Kate Culzoni	20712
Tara Burke	20781
Angela Oddone	20770
Louise Neu	20781
Glynnis Rea	18049
Eli Webster	20782
Mark Long	20879
Joanne Fitterer	20710
Rene Beesley	20781
Hannah Kerner	21230
Denisse Ortega	20783
Camille Levine	20740
Mary Levy	20782
Melissa Sedwick	20782
Michael Goldman	20782
Jaemin Eun	20782
Zoe Leckron	20740
Patricia Jackman	20784

<b>Name</b>	<b>Zip code</b>
Catherine Plaisant	20770
Christine O'Brien	20740
Rebekah Paulson	24060
Lizzy Hilmoe	20782
Grace Walsh-Little	21212
Janet Meenehan	19971
Janet Pasiuk	20781
Sally Bely	20740
Anne Gardner	20770
Loretta Vitale Saks	20904-5887
Elizabeth Ryan	20782
Bob Schnabel	20740
Jeff Butler	20782
Kelly Hilovsky	20782
Jennifer Kennedy	21223
Elizabeth Linstrom	20782
Larry Burch	20782
Cameron Carroll	20782
James Soulé	20770
John Taylor	21035
John Klinovsky	20770
James Farquhar	20782
Kristi Janzen	20782
Trevor Joyce	20782
Elizabeth Thilmany	20740
Yiming Zhang	20770
Eric Sussman	20740
Jon Prince	20782
Carolina Ortiz	20782
Charles Shryock	20712

<b>Name</b>	<b>Zip code</b>
Adam Flesher	21236
OREN EISNER	20781
Melanie Foley	07670
Francisca Rangel	20740
james sammon	20851
Mariah Beyers	21045
Kristen Bergery	20634
Pamela Winston	20912
Lis Maring	20740
Joshua McGill	20740
Jacqueline Mueck	21046
Alexandra Tyukavina	20740
Tianrun Xiong	20742
Viviana Zales	20737
Audrey Rappaport	20716
John Lea-Cox	20740
Naomi Lichtenstein	21208
Emily Morrison	20740
Janet Simons	20912-7038
Victor Yakovenko	20740
Michael Pecht	20782
Austin Hicks	20740
Lasair Ni Chochlain	20782
Antoine Baggett	20009
Kurt Willson	20854
Sue Hoffman- Wade	27886
Arun Ivatury	20740
Michele Touchet	20721
Lutz Rastaetter	20721
IRINA YAKOVENKO	20740

<b>Name</b>	<b>Zip code</b>
Sally Wood	20740
Johnna Schmidt	20781
Nan Roche	20740
Lindsey Sparkman	21713
JENNIFER LIBBEE	20770
sheila Thrift	20772
Zach Eisner	20854
Katie Quinn	20772
Jessica Kraus	20740
Sylvia Sanchez	21784
Rachele Franceschi	21784
jenny witt	20740
Kelly Deschaine	20740
Madoka Minagawa	21075
Grace Warznak	08534
Briana Thomas	15213
Katherin Sandoval	21212
Victoria Dubin	20740
Riya Sharma	21075
Dylan Nguyen	20740
J F	20742
Caleb Hanes	21060
ella buskirk	21204
Hannah Johnstone	21811
Greeshma Anand	20759
Audrey Lin	21036
Apoorva Ajith	21042
Meher Bhamra	21042
Marla Mcintosh	21042
Sahana K	20742

<b>Name</b>	<b>Zip code</b>
Sarah Nelson	21030
Kaelyn Roney	08520
Reshma Jasmin	20740
Kendall Elliott	20740
Ellie Pitner	20910
shivani sidh	21136
Jessica Levenson	20742
Annabel Rudgard	07922
stephanie i.	21784
Big WAV	20902
Beatriz Fanzeres	20850
Alexander Williams	20782
Amanda Weimer	20784
Esther Feron	20910
Nicole Giglio	21029
Corey Best	20018
Anaya Steward	21244
Elena Fox-Bland	20015
Jay Capitelli	20850
Maria Cooksey	28681
Natalia Rincon	20770
Jeremy Foy	21663
Ross Geredien	20740
Urvi Patel	20794
Meredith Murphy	20740
Stephanie Greer	20742
Geena Michaelides	20772
Clara Cuonzo	20742
Victoria Adler	20740
Kiefer Cure	21212
Julia Groen	20740

<b>Name</b>	<b>Zip code</b>
Caleb Yoshida	11375
Natalie Mc	21046
Jibreel Ali	21114
Alana Isaac	07866
Jeff Condron	20782
Sarah Gray	21030
Cameron Badrak	20782
Ariela Haber	20740
Addison Selna	20910
Garrett Cooksey	20740
Jenna Davidson	20860
sidra isenberg	20740
Lili Suescum	20003
Ryan Ritzes	20742
Asim Ali	20878
Holly Brewer	20782
Audrey Engdahl	20781
Jordan Thevenow-Harrison	20740
Amy Law	21229
Lauren Horvath	20740
Thomas Hill III	20740
Jennifer Sheppard	20781
Christina Williams	21230
Jennifer Bosworth	20781
Stephanie McLaughlin	20740
Danielle Kelly	98403
Alan Hew	20740
Pam McRae McRae	20781
Corinne Martin	21146
Jeffrey Louie	20782
Janice Farnham	20782

<b>Name</b>	<b>Zip code</b>
Margaret Ramos	20740
Gareth Hinds	20781
Kristen da Cruz	20782
Alec Lynde	20740
Siv Lie	20782
Ted Jacobson	20912
Donald Perlis	20770
Alyssa Ruffing	27886
Charlotte Macko	27613
Subhatra Sivam	21797
ellie Whalen	20740
Katelyn Kopp	21012
Hester Baer	20901
Angelina Mussini	21014
avery rice	20740
Chase Madden	21043
Alison Snider	20782
Maura C.	20737
Stuart Adams	20740
Arielle Gottlieb	20740
Makayla B	20705
Virginia Gomes	20783
James Baxter	29740
Isabel Valle	20904-3344
ilanit abraham	21117
Alejandro Valdes	20783
Andrea Shirdon	20781
Soraya Abediyeh	20878
Quentin Gaudry	20742
Ilya Levental	22932
Oliver Baron	21211
Brendan Hall	20740

<b>Name</b>	<b>Zip code</b>
Anahi Espindola	20740
Jordan Tisaranni	20740
Bailing Li	20740
Madeline Koenig	20740
Joshua Westgard	20740
Jade Olson	20740
Jake Small	11746
Sara Nelkin	20782
Nathan Hill	20782
Laurie Hortie	20770
Lynn Cave	20904
Marci LeFevre	20781
Esther J McBride	20904
Katie Ablard	20781
Katharine Lorr	20910
Lauren Zamora	20715
Kristina Borrer	20901
joseph wambia	20853
Andrea Tanner	20903
Emily Harris	20902
Cainan Anderson	14586
William J. Matson	20781-1715
Valerie Hoy	20740
Cristina Bateman-Garvis	84088
Liuda Galinaitis	21158
Bernadette Chapin	20815
R Haley	20854
Linda Klouzal	21239
Cathy Laws	21801
Judith Holzman	210461341
Laraine Harford	21046

<b>Name</b>	<b>Zip code</b>
Kirsten Crase	20912
Wendy Olsson	21209
Lincoln Smith	20721
Jennifer Linn	20781
Arinee Flurry	20781
Martha Shrader	20781
Elizabeth Reindollar	20708
Elizabeth Pearson	20782
Marian Dombroski	20785
Anne Ambler	20902
Pat Ratkowski	20854
Nora Swisher	20905
Greta Rosenzweig	20782
Justin Lini	20019
Jerome Brown	20782
Kristin Zimmer	20783
Helen Butt	20781
Linda Keenan	20901
Roxanne Boyle	98166
John Fay	20902-1443
Nathan Cederoth	20712
Trevor Goodyear	20895
Kay Cederoth	20016
Joy Kroeger- Mappes	21532
Thad Steffen	98029
Linda Kroeger	98117
Dawn Sword	20712
Diana Sparta	98029
Samuel Intrater	20902
Dan Collinge	20737

**Brown, Donna J.**

---

**From:** Bryan Franklin <bryanfranklin55@gmail.com>  
**Sent:** Wednesday, February 2, 2022 2:30 PM  
**To:** Clerk of the Council  
**Subject:** Adelphi Sector Plan Comment



**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Hello I am a University Park resident and would like to speak in general support of the adoption of the Adelphi Road Sector Plan and Sectional Map Amendment. The entire National Capital Region is in dire need of more housing. With the addition of the Purple Line stop and its proximity to the university, this area is ideal for higher density housing and mixed-use development. By placing housing and commercial here, we can reduce the amount of car trips and increase zero emissions commutes. At the same time, we're all aware of the displacement pressures development like this will bring. A range of affordable housing options should be prioritized including family units (2 bedrooms and above) and units for individuals below 60% AMI. Additionally I would like to see priority and incentives given to small businesses and particularly those run by people of color in the commercial areas.

At the same time, as someone who enjoys the green space of Guilford Woods, I recognize the importance of that space both as a community and environmental asset. More work should be done to examine alternatives that allow for more green space to be saved while not losing out on density. This is not an either/or decision.

Thank you for your time.

Sincerely,

Bryan Franklin

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 68**

**Brown, Donna J.**

---

**From:** Tom Haller <thaller@gibbshaller.com>  
**Sent:** Wednesday, February 2, 2022 1:45 PM  
**To:** Clerk of the Council; Brown, Donna J.  
**Subject:** Written Testimony regarding the Adelphi Road Sector Plan  
**Attachments:** Brown ARSP 2.2.22.pdf



**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Please accept the attached written testimony related to the Adelphi Road Sector Plan.

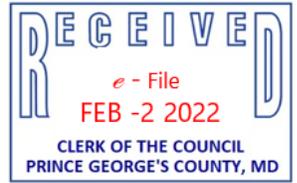
Thank you and let me know if you have any questions.

Tom



Thomas H. Haller  
1300 Caraway Court, Suite 102  
Largo, MD 20774  
(301)306-0033

**GIBBS and HALLER**  
ATTORNEYS AT LAW  
1300 CARAWAY COURT, SUITE 102  
LARGO, MARYLAND 20774  
(301)306-0033  
FAX (301) 306-0037  
www.gibbshaller.com



EDWARD C. GIBBS, JR.  
THOMAS H. HALLER

JUSTIN S. KORENBLATT

February 2, 2022

Ms. Donna J. Brown,  
Clerk of the County Council  
County Administration Building, 2nd Fl.  
Upper Marlboro, Maryland 20772

Re: Adelphi Road-UMGC-UMD Purple Line Station Sector Plan  
("ARSP")

Dear Ms. Brown:

Please be advised that I represent GD Mowatt Townhomes, LLC ("Owner"), the owner of 4.466 acres located just to the south of the proposed Purple Line Station to be located at Adelphi Road and Campus Drive. The property consists of a single parcel of land more particularly described as Outparcel 3 as more depicted on a plat of subdivision entitled "GD Mowatt Townhomes, LLC", which plat is recorded among the land records of Prince George's County at Plat Book ME 253 Plat No 89 (the "Subject Property"). A copy of the record plat is attached hereto as Exhibit "A". The Subject Property is currently zoned R-55.

The Subject Property is strategically located immediately adjacent to the future Purple Line Station and within an eighth of a mile from the University of Maryland campus. As currently proposed, the Sector Plan recommends that the area abutting the Purple Line Station be developed to "create a high-intensity, mixed-use, pedestrian-oriented, and university- and transit supportive neighborhood". The Owner fully supports this recommendation. The Sector Plan then makes the following two recommendations:

LU 1.2: Designate the Core of the UMD West Campus Center as shown on Map 10 to facilitate the highest intensities of mixed-use, pedestrian-oriented, and transit- and university-

supportive development closest to the Purple Line station, UMD, and US 1 (Baltimore Avenue). Classify these parcels in the Local Transit-Oriented- Core (LTO-c) Zone to implement the recommendations of this Sector Plan.

LU 1.3: Designate the Edge of the UMD West Campus Center as shown on Map 10 to facilitate less intense development between the Core and the existing low-density, single-family neighborhoods to the south that contains a mix of residential units with ground-floor amenities and community spaces focused on the needs of the residents.

The Subject Property, with the exception of a narrow strip of land, does not abut the low-density, single-family neighborhoods to the south. The properties that abut these neighborhoods are the St. Marks Church property, which is already developed and utilized, and land owned by the University of Maryland. While the Subject Property is recommended to be placed in the LTO Zone (which the Owner supports), the property is placed in the Edge rather than the Core of the UMD West Campus Center. Prior development concepts prepared by the Owner showing townhouse development would have been possible in LTO-e, but the Owner would like to be able to deliver additional density on the Subject Property due to its central location, and how it contributes to connecting the land consolidation areas which are critical to the success of the ARSP. As a result, the Owner has retained the services of Toole Design to review the vision and recommendations of the Sector Plan to explain why we believe that the Subject Property is most appropriately designated as being in the LTO-c Zone, rather than the LTO-e Zone.

Toole Design has prepared a land use analysis which is attached hereto as Exhibit "B". Toole Design recommends that the majority of the Subject Property (approximately 4.19 acres) be placed in the LTO-c Zone. The remaining area (approximately .27 acres) continuous to low-density, single-family neighborhood to the south, would be placed in the R-O-S zone contingent upon the residue of the Subject Property being rezoned to LTO-c. If the requested increase in development density allowable in the LTO-c is not approved, the Owner cannot afford to lose any density to a designation of land to the R-O-S zone. As set forth in the analysis, this recommendation is based upon the proximity of the Subject Property to the Purple line station as well as the ability of the property to enhance both vehicular and pedestrian connectivity between the University of Maryland Campus and the Purple Line Station.

The Owner supports the recommendation set forth in the Toole Design analysis and requests that the land use designation of the majority (4.19 acres) of the Subject Property be changed from "Edge" to "Center" (with the exception of a small, .27 acres strip proposed for designation as open space). In addition, the Owner requests that the zoning category of be changed to LTO-c for the portion of the Subject Property designated in the Center. The portion of the property which abuts the low-family single-family neighborhood would be rezoned to the R-O-S zone consistent with the vision of the Sector Plan.

Thank you for the opportunity to comment on the Preliminary Master Plan.

Very truly yours,

Gibbs and Haller

A handwritten signature in blue ink, appearing to read 'THH', is written over a horizontal line. The signature is fluid and cursive.

Thomas H. Haller

Enclosures

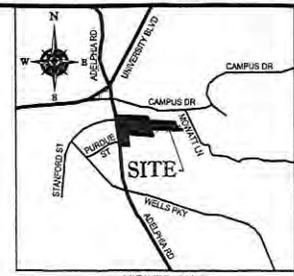
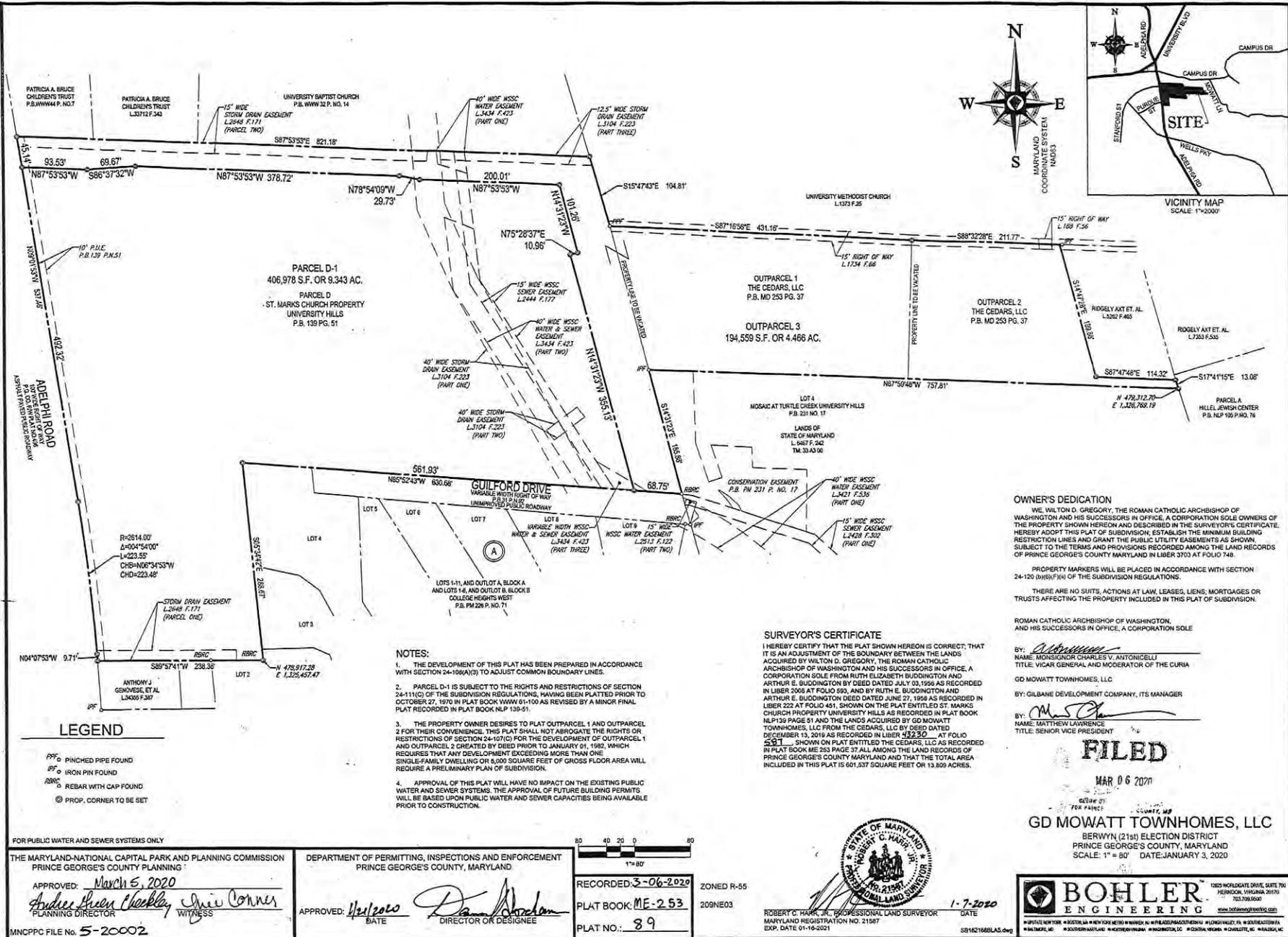
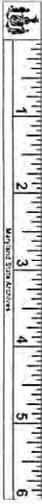


Exhibit "A"

LEGEND
PPFC PINCHED PIPE FOUND
IPF IRON PIN FOUND
ABRC REBAR WITH CAP FOUND
C PROP. CORNER TO BE SET

- NOTES:
1. THE DEVELOPMENT OF THIS PLAT HAS BEEN PREPARED IN ACCORDANCE WITH SECTION 24-106(A)(3) TO ADJUST COMMON BOUNDARY LINES.
2. PARCEL D-1 IS SUBJECT TO THE RIGHTS AND RESTRICTIONS OF SECTION 24-111(C) OF THE SUBDIVISION REGULATIONS...
3. THE PROPERTY OWNER DESIRES TO PLAT OUTPARCEL 1 AND OUTPARCEL 2 FOR THEIR CONVENIENCE...
4. APPROVAL OF THIS PLAT WILL HAVE NO IMPACT ON THE EXISTING PUBLIC WATER AND SEWER SYSTEMS...

SURVEYOR'S CERTIFICATE
I HEREBY CERTIFY THAT THE PLAT SHOWN HEREON IS CORRECT; THAT IT IS AN ADJUSTMENT OF THE BOUNDARY BETWEEN THE LANDS ACQUIRED BY WILTON D. GREGORY, THE ROMAN CATHOLIC ARCHBISHOP OF WASHINGTON AND HIS SUCCESSORS IN OFFICE...

OWNER'S DEDICATION
WE, WILTON D. GREGORY, THE ROMAN CATHOLIC ARCHBISHOP OF WASHINGTON AND HIS SUCCESSORS IN OFFICE, A CORPORATION SOLE OWNERS OF THE PROPERTY SHOWN HEREON AND DESCRIBED IN THE SURVEYOR'S CERTIFICATE, HEREBY ADOPT THIS PLAT OF SUBDIVISION...

PROPERTY MARKERS WILL BE PLACED IN ACCORDANCE WITH SECTION 24-100 (B)(7)(K) OF THE SUBDIVISION REGULATIONS.
THERE ARE NO SUITS, ACTIONS AT LAW, LEASES, LIENS, MORTGAGES OR TRUSTS AFFECTING THE PROPERTY INCLUDED IN THIS PLAT OF SUBDIVISION.

FILED
MAR 06 2020
GD MOWATT TOWNHOMES, LLC
BERWYN (21st) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
SCALE: 1" = 80' DATE: JANUARY 3, 2020

FOR PUBLIC WATER AND SEWER SYSTEMS ONLY
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
PRINCE GEORGE'S COUNTY PLANNING
APPROVED: March 5, 2020
Audree Shyer Cheekley, Planning Director
Wynne Conner, Witness

DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT
PRINCE GEORGE'S COUNTY, MARYLAND
APPROVED: [Signature]
DATE: [Date]
DIRECTOR OR DESIGNEE

RECORDED: 3-06-2020
PLAT BOOK: ME-253
PLAT NO.: 89

ZONED R-55
209NE03



ROBERT C. HARR, JR., PROFESSIONAL LAND SURVEYOR
MARYLAND REGISTRATION NO. 15167
EXPIR. DATE 01-16-2021

BOHLER ENGINEERING
1202 WOODGATE DRIVE, SUITE 200
HERNDON, VIRGINIA 20150
TEL: 703-786-6000
WWW.BOHLERENGINEERING.COM

P236785

MSA 51250-20041

## MEMORANDUM

February 1, 2022

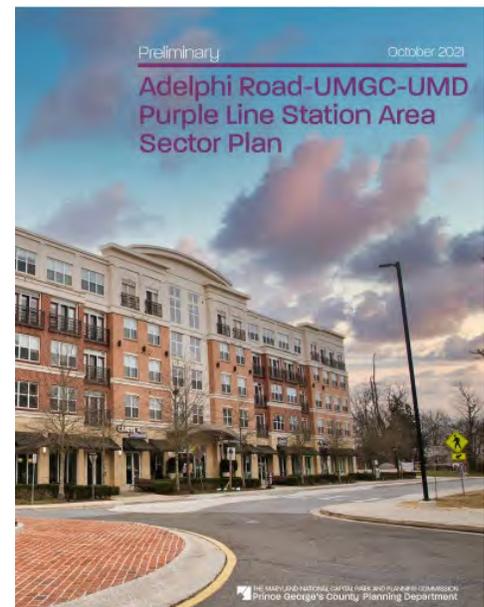
To: Donna J. Brown, Clerk of the County Council  
 Organization: Prince Georges, MD County Council  
 From: RJ Eldridge, Toole Design Group

### Re: Adelphi Road-UMGC-UMD Purple Line Station Sector Plan

On behalf of Gilbane Development Company, Owner of 4.466 acres located at 3623 Campus Drive (Tax ID 2424737<sup>1</sup>), just to the south of the Adelphi Road Purple Line Station (the Subject Property), Toole Design Group is pleased to present these comments on the Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan (ARSP).

The Plan Vision articulates a vibrant, inclusive, and sustainable future- leveraging the area's strategic location abutting the University of Maryland and the Adelphi Road Purple Line Station. We applaud the ASRP's themes of "Work" – supporting economic development and job growth, leveraging the University of Maryland; "Live" – building safe, walkable, and healthy mixed-use, pedestrian-oriented communities; and "Sustain" – creating sustainable, transit-supportive neighborhoods that reduce automobile trips, in turn reducing harmful emissions.

The ASRP advances and provides additional granularity to earlier planning efforts including Plan Prince George's 2035 Approved General Plan (Plan 2035) which identifies this area as a Local Center in recognition of its proximity to high-capacity transit and the University of Maryland.



**Figure 1 Adelphi Road-UMGC-UMD Purple Line Station Sector Plan**

<sup>1</sup> The Subject Property is identified as Parcel # 23 in the Parcel Ownership chart in Appendix A-5. The Tax ID is 2424737, owned by GD Mowatt Townhomes, LLC and is located at 3623 Campus Drive.

The ASRP also builds on the 2013 Purple Line TOD Study which puts forth a transit-oriented development plan for the area, capitalizing on the Adelphi Purple Line Station as illustrated in Figure 2.

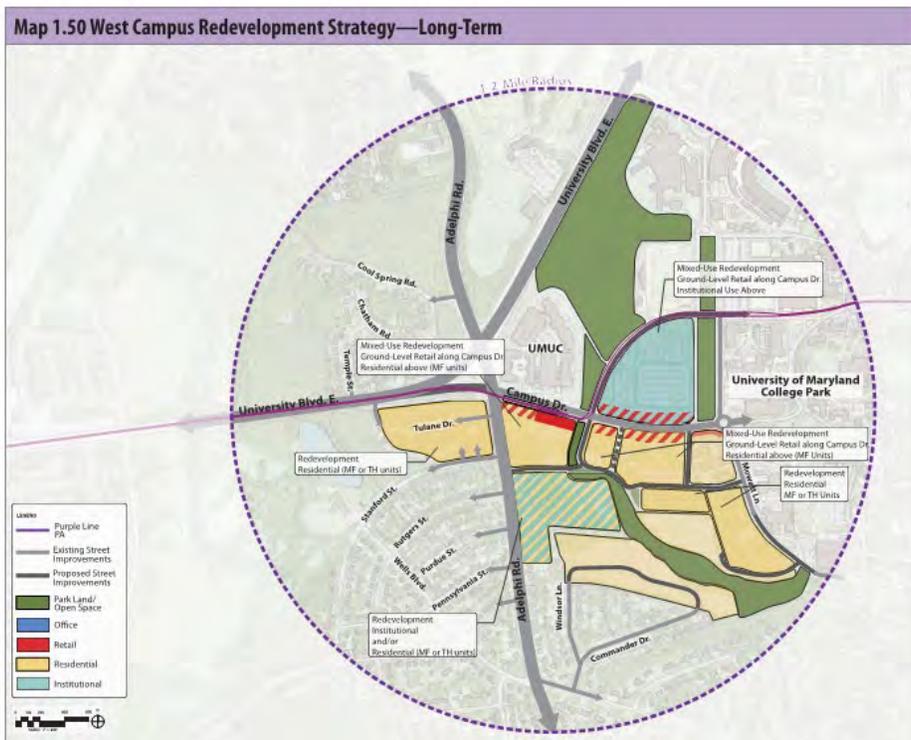


Figure 2 2013 Purple Line TOD Study

We support the proposed reclassification of the ASRP study area to the Local Transit Oriented (LTO) zoning classification. This area meets the two criteria for the LTO zone: proximity to high-capacity transit (Purple Line); and proximity to a major pedestrian activity area – the University of Maryland at College Park.

## Introduction

To provide maximum opportunity to achieve the important objectives enumerated above, Gilbane Development Company respectfully requests that MNCPPC-PG make the following modifications:

- Modify *Map 9, Future Land Use Map, Map 10. UMD West Campus Center - Recommended Boundary, Core, and Edge, Map 32. Proposed Zoning, and Map 33. Change Map of Proposed Zoning* as follows:
  - Shift the majority of the Subject Property from LT-Edge to LT-Core as illustrated in Figure 3 below (pink shading).
  - If this change occurs, then the Owner would be willing to place the approximately 12,000 SF stub extending south towards the edge of the study area in Reserved Open Space (green shading) to provide a buffer and add to the woodland conservation area to the southeast (described in greater detail later in this memo).

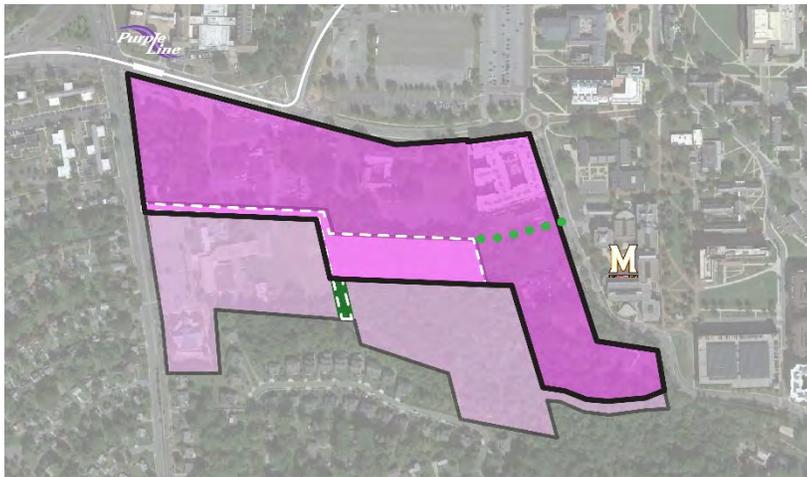


Figure 3 Proposed Rezoning of Subject Property

- Reflect a proposed pedestrian path (shown as the green dotted line on the figure above) from the Subject Property to Mowatt Lane on *Map 20. Recommended Bicycle and Pedestrian Facilities*. The subject property has an existing 15' right of way easement extending to Mowatt Lane intended for a pedestrian connection.
- Modify *Map 12. Recommended Consolidation of Parcels, and Table 18. Recommended Consolidation of Parcels* to place the Subject Property in Consolidation Group 3 (see Figure 11 later in this memorandum)

The purpose of this memorandum is to present the practice-based rationale behind this request and describe the benefits to the community and the region. There is extensive research demonstrating the multiple benefits of transit-oriented and transit-supportive development.

This memorandum is organized into the following sections:

- Sustainability
- Pedestrian Desire Lines
- Transit Oriented Development
- University Oriented Development
- Consistency with New Zoning Ordinance

## Sustainability

One of the guiding principles of both the ASRP and Plan 2035 is sustainability. Sustainability is multifaceted and must be considered with a *regional lens*. The Maryland Greenhouse Gas Reduction Act (GGRA) has established a goal of reducing statewide GHG emissions by 40 percent from 2006 levels by 2030. According to the 2030 GGRA Plan, **“on-road transportation is the single largest greenhouse gas (GHG) emissions generator in Maryland, representing 36 percent of total GHG emissions.”** (MDE, 2020). As illustrated in Figure 3 below, there has been a steady decline in annual GHG emissions (in million metric tons) over the last 15 years. 2020 and 2021 have been anomalies to this trend, reflecting the significant reduction in travel due to Covid restrictions and concerns. Longer term implications of Covid are still being evaluated, but the disruption brought by the pandemic presents an opportunity to structurally change people’s travel choices to lower polluting modes.

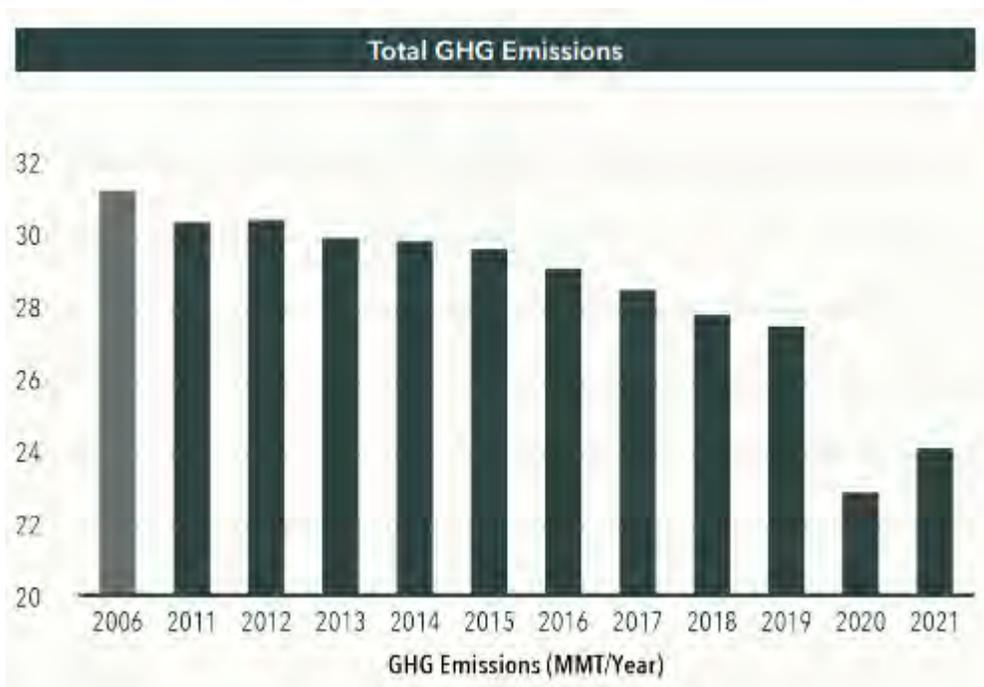


Figure 4 Maryland Transportation Greenhouse Gas Emissions Trends

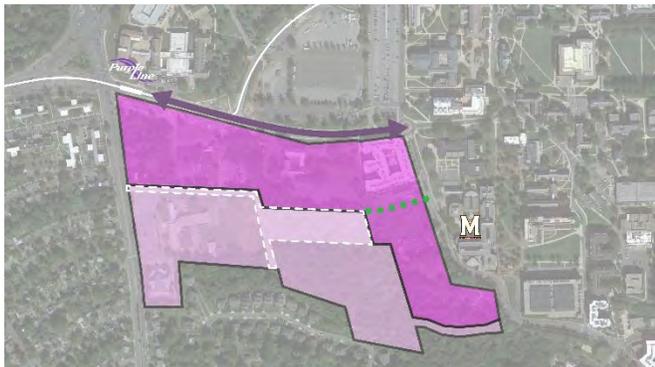
The Maryland Department of Transportation has identified “Travel Choice” as one of the “Four Pillars of Transportation Emission Reduction.” **Shifting trips from driving automobiles to walking, biking, transit (known as “mode shift”) can significantly reduce emissions.**

For mode shift to occur, land use and transportation decisions must be considered as equally important and interrelated components. Prince Georges County, College Park, and the University of Maryland are all anticipated to grow over the coming years. The UMD student population alone is projected to grow by 8% (3,200 students) between 2020 and 2030 (MHEC, 2020); and will be accompanied by a commensurate growth in faculty and staff. Increased population leads to more trips – trips that could be made by car, or by lower-impact modes with smart planning. A person’s choice of modes is largely driven by access to transit. More people living near transit can lead to more people using transit, which in turn will lead to less driving trips and correspondingly reduced emissions and congestion. Rezoning the Subject Property to LTO-Core allows for smarter and more sustainable housing choices adjacent to an important low-emission mode of transportation.

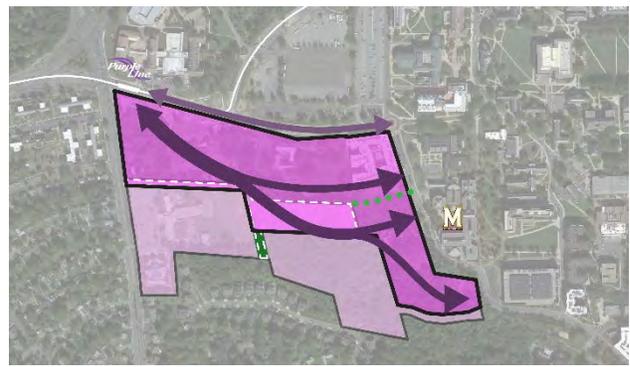
*Prince Georges County, College Park, and the University of Maryland are growing. More people leads to more trips – trips that could be made by car, or by lower-impact modes with smart planning.*

**Pedestrian Travel**

Pedestrians will inevitably take the shortest and most convenient route, provided it feels safe, comfortable, and inviting. The figures below illustrate the pedestrian desire lines between the Adelphi Road Purple Line Station and the UMD Campus today using existing infrastructure along Campus Drive (Figure 4), and in the future using the formal (built streets and paths) and informal (across plazas and through developments) pathways that connect the Station to Campus (Figure 5). It is evident that the Subject Property is at the nexus of this east-west travel and will significantly extend connectivity from the Station to the south and east along Mowatt Lane. Rezoning the Subject property to LTO-Core will facilitate a more integrated development pattern with parcels to the north and east.



**Figure 5 Existing Pedestrian Desire Lines**



**Figure 6 Future Pedestrian Desire Lines**

## Transit Oriented Development

There are numerous studies documenting the benefits of Transit Oriented Development (TOD) in promoting sustainable development patterns that leverage significant infrastructure investments and reduce environmental impacts. According to *TCRP Report 128, Effects of TOD on Housing, Parking, and Travel*, TOD developments generate half as many trips per unit as comparable single-family housing (an average 3.55 trips per TOD unit compared to 6.67 trips per unit for conventional). The study also finds that “TOD households are twice as likely not to own a car, and own roughly half as many cars as comparable households not living in TODs.” (Arrington, 2008).

*The Pedestrian Safety Guide for Transit Agencies*, prepared by the Federal Highway Administration (FHWA) states that the likelihood of a person walking to a transit station is very high within ¼-mile (75%-85%), but that likelihood falls quickly in distances over ½-mile (FHWA, 2009). This choice is clearly illustrated in Figure 3 below. For reference, approximately 55% of the Subject Property is located within ¼ mile radius of the Adelphi Road Purple Line Station and all of the Subject Property is located within 1/3 mile (5-7 minute walk). Furthermore, almost all of the Subject Property is located within 1/10<sup>th</sup> of a mile of the University of Maryland – one of the region’s largest pedestrian trip generators. This local transit area is unique because it has two major trip generators, the Purple Line Station and the University- and the Subject Property is strategically located between the two within ¼ mile of each.

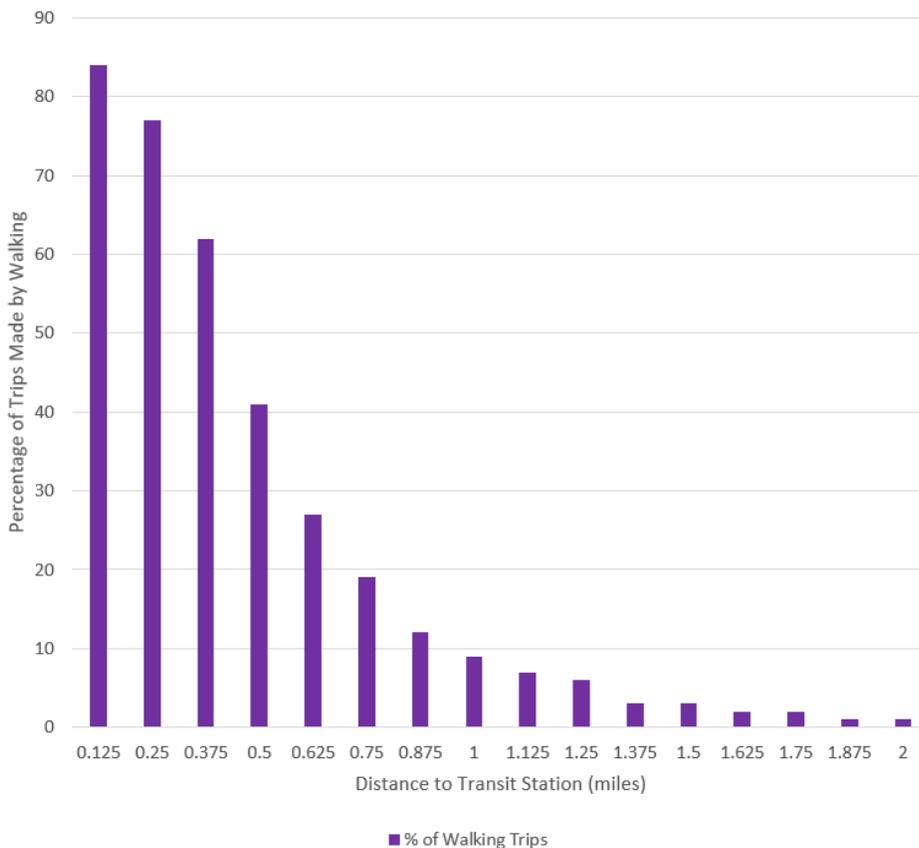
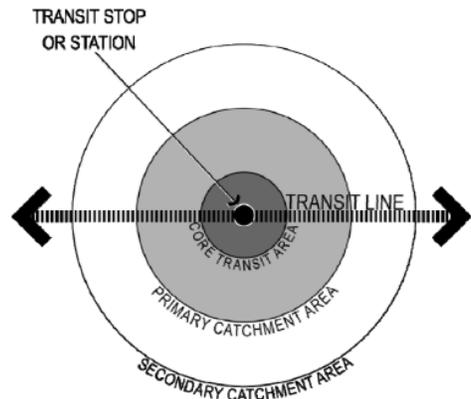


Figure 7 Percentage of Trips Made by Walking Based on Distance from Station (FHWA)

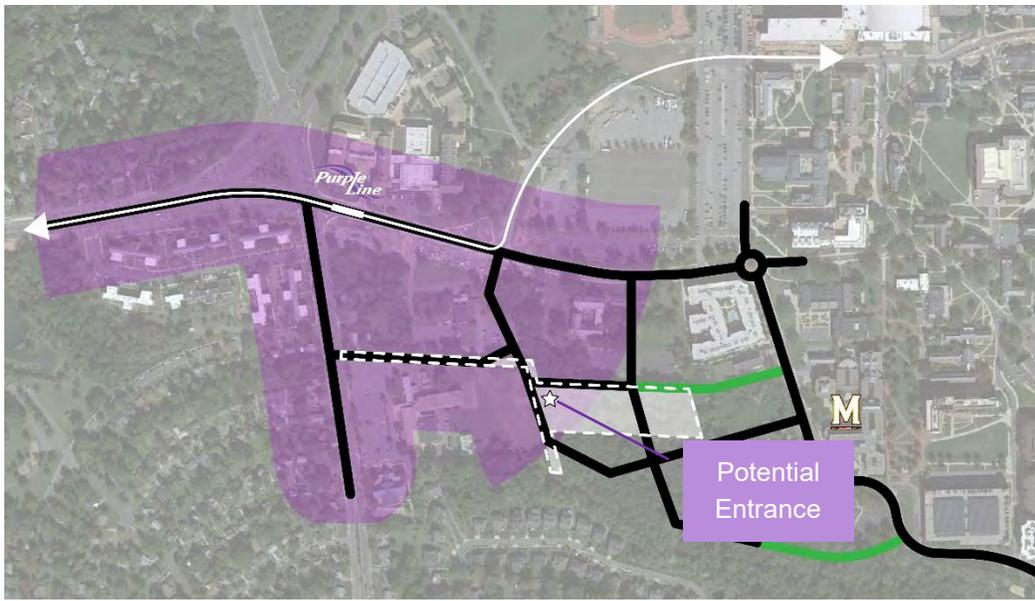
The *Transit Areas of Influence Study* by the American Public Transit Association (APTA) underscores the importance of creating high-quality, higher-density development that provides a comfortable and consistent pedestrian experience in the transit station catchment area (APTA, 2009). Figure 5 from the APTA Study illustrates this concept. Almost the entirety of the ASRP study area is in either the Core Transit Area or Primary Catchment Area- and the majority of the Subject Property is in the Core Transit Area when measured from the Adelphi Purple Line Station. The APTA Study also explains that these catchment areas (Core, Primary, etc.) can be stretched or compressed based on land use and pedestrian infrastructure design. Higher-density, walkable areas tend to expand the walking catchment area (or walkshed), and lower-density, less walkable areas tend to shrink the walkshed.



**Figure 8 APTA Transit Station Areas of Influence**

The zoning and resulting permitted development on the Subject Property will impact the walkshed for the larger ASRP study area- especially for developments on Mowatt Lane. If the parcel is rezoned to enable redevelopment in a higher-density form consistent with the parcels zoned “LTO-Core” to the north and east, the walkshed may extend further- reaching parcels to the east and south. This consistency will also enable the parcels to be planned and developed in a more coordinated manner since the different property owners will be working within the same zoning context. It will be important that all properties in the study area be developed with a focus on high-quality pedestrian connectivity. It should be noted that most Purple Line stations, including the Adelphi Road station will not have designated parking. Therefore, increasing the numbers living or working in proximity to the station is key to ensuring that people will use the system. If it is not convenient for people to walk or bike to the station, they may choose to drive to their destinations- increasing congestion and vehicle emissions.

Figure 9 illustrates the walkshed of the Adelphi Road Purple Line Station. The new street network within the ASRP study area means that over 55% of the Subject Property will be within a 3-5 minute walk (1/4 mile) of the station, and all of the Subject Property is located within 1/3 mile (5-7 minute walk). Furthermore, it is likely that any development on the property would have a primary entrance on the northwest corner of the parcel- well within the 1/4-mile walkshed. This does not account for the inevitable trips that will travel directly along desire lines through the intervening development parcels rather than following formal roads and paths. Also illustrated on this graphic is a planned pedestrian connection (green line) extending east from the Subject Property to Mowatt Lane along a 15’ wide easement. The University of Maryland is within mere steps of the Subject Property. This “University Oriented Development” is described in more detail in the following section.



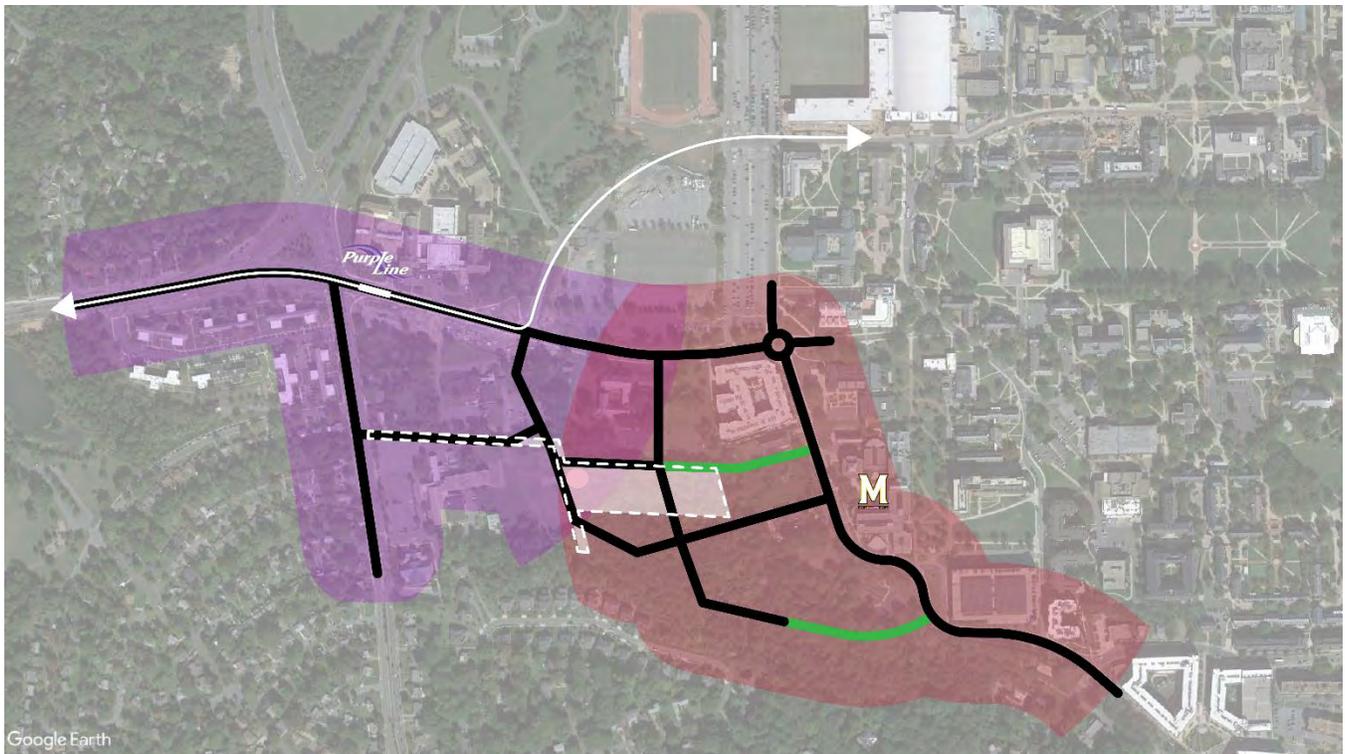
**Figure 9 Future 3-5 Minute Walk from Adelphi Road Purple Line Station**

A key component of TOD is leveraging major infrastructure investment. Maryland is investing over \$3 billion in the Purple Line, and the public-private partnership (P3) constructing the system is anticipated to invest an additional \$9.3 billion. A primary objective of this investment is to increase transit ridership, reduce vehicle trips and congestion, and importantly reduce transportation related GHG emissions. For transit to be successful, minimum levels of density near stations are critical. **It would be an irresponsible use of taxpayer dollars and even wasteful to not take advantage of this opportunity.**

## University Oriented Development

There is a well-documented need for a variety of housing types near the University of Maryland campus. Even with the recent development along Baltimore Avenue, there are limited options for undergraduate and graduate students, as well as faculty and staff housing within walking distance of the campus. If these people can't live near the school, many of them will likely drive- adding to congestion, emissions, etc. on roads leading to campus.

The ASRP study directly abuts the western side of the University of Maryland campus, and the Subject Property is within 1/10 mile of Mowatt Lane along a planned pedestrian connection. The light red shading in Figure 10 below indicates a ¼ mile walkshed from the entrance to Van Munching Hall. This clearly illustrates just how close the Subject Property is to the entrance of Van Munching, especially with the proposed road network and planned pedestrian path connecting the Subject Property with Mowatt Lane (upper green line). The Subject Property is less than five minutes walking distance from Van Munching which houses some of the University's important programs (Business School, Accounting, Public Policy) and operations (IT, Communications, Career Management, Development), the School of Architecture, Planning, and Preservation, Preinkert Hall and many other buildings.



**Figure 10 Van Munching Walkshed**

Importantly, this graphic clearly illustrates that the entirety of the Subject Property is within easy walking distance of two major trip generators – the Purple Line Station and the University of Maryland.

Prince George's County and the State of Maryland are intent on leveraging UMD's status as one of the nation's premier academic and research institutions to create new employment and launch new

industries. For this to be successful, there is a need for more good housing options in close proximity to the campus and the regional transit system. Furthermore, the University itself is competing with other universities around the country and even the world for top student and faculty talent. Key to this competition is addressing the housing shortage near campus.

Designating the Subject Property as LTO-Core will facilitate more coordinated planning and development with property owners to the north and east- supporting the regional and local imperative for more high-quality development close to transit and close to the University.

### Consistency with New Zoning Ordinance

The newly adopted zoning ordinance establishes the Local Transit-Oriented (LTO) Zone to promote higher intensity development near transit and other higher activity land uses. Section 27-4204(e)(2) Division of [LTO] Zone into Core and Edge Areas describes the process for designating land “Core” as follows:

*The Core area shall include land that is within convenient walking distance (generally about ¼ mile) of the existing or proposed transit station, if any, around which the zone is centered and otherwise has a high potential for high-intensity, mixed-use, pedestrian-oriented, and transit-supportive development. If there is no transit station the Core area shall include land that is the focal point of development for high-intensity, mixed-use development.*

As articulated earlier in this memorandum, the Subject Property under consideration is located with ¼ mile of the Adelphi Purple Line Transit Station, and it is less than 1,000 feet (less than three-minute walk) from major academic buildings at the University of Maryland. It is very likely that the primary building entrances on the site will be less than a 4-minute walk from these major trip generators. Both destinations will support higher-intensity development and the necessary classification as Core.

Furthermore, the Draft ASRP identifies parcels further than ¼ mile (and even ½ mile) from the proposed station (to the east and south of the Subject Property) as LTO-Core (see Figure 11). The importance of zoning continuity to facilitate smart infill development further supports the need to rezone the Subject Property as LTO-Core. Additionally, this rezoning would facilitate a consistent 600’ block depth from Campus Drive and Mowatt Lane.

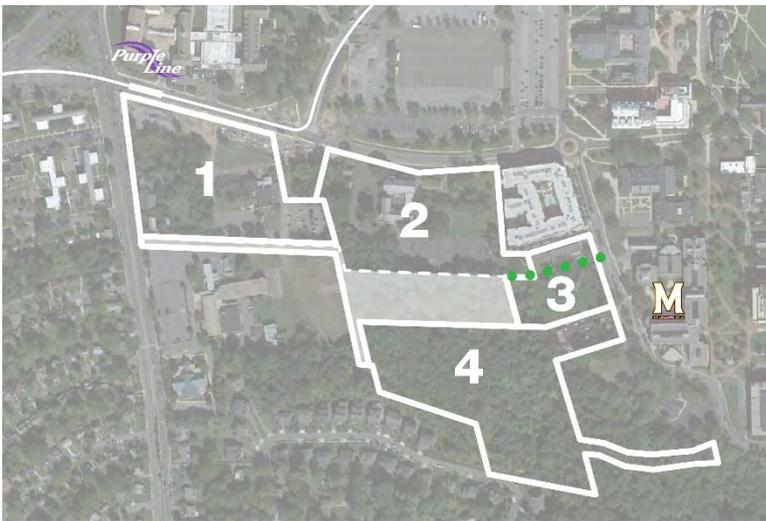


Figure 11 Draft ASRP Change Map of Proposed Zoning - ¼-mile and ½-mile Radius from Station

### Change in Development Plans

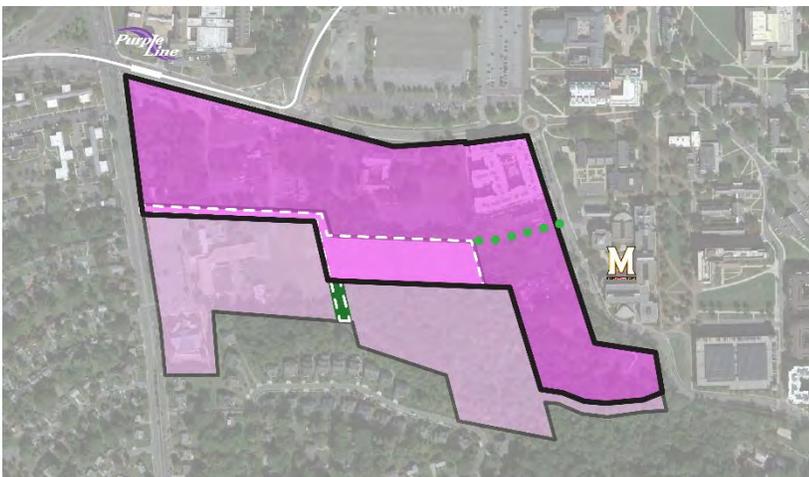
The ASRP identifies distributed property ownership as a challenge to coordinated redevelopment of the study area and lays out a proposed Consolidation Plan. With so many discrete parcels, land aggregation is critical to smart transit-supportive redevelopment in the area. For example, the Owner of the Subject Property assembled it from three separate parcels in March 2020, highlighting the importance of consolidation to improve connectivity and support smart development.

The Subject Parcel shares most of its boundaries with parcels in Consolidation Areas 1, 2, and 3. Therefore it is logical that it would be included with one of those consolidation areas. We recommend that the Subject Property be included in Consolidation Area 2 to facilitate coordinated planning and high-quality development that supports the ASRP's transit-oriented vision. This proposed assemblage is illustrated in Figure 12.



**Figure 12 Proposed Parcel Consolidation**

The Owner is willing to place the approximately 12,000 SF stub extending south towards the southern border of the Study Area in Reserve Open Space (green area in Figure 12 below) if the rest of the parcel is rezoned to LTO-Core. This would create additional buffer along Guilford Run and connect to



**Figure 13 Potential R-O-S Dedication**

the existing conservation easement that extends to the southeast of the study area. This becomes an economically viable proposition by allowing increased density closer to the Purple Line Station.

**Summary**

The Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan presents a positive and ambitious vision for the study area. There are tremendous opportunities to leverage the major investment Maryland is making in the Purple Line to foster sustainable, high-quality development in this critical part of Prince Georges County and the larger region.

Rezoning the Subject Parcel to LTO-Core is consistent with criteria for this zoning classification and the overall objectives of the ASRP, Plan 2035, and countless other plans and policies. It will facilitate coordinated development that places density near infrastructure one of the core tenets of smart growth. It will help provide much needed housing near the University and allow future residents to make more of their trips on foot or by bike, rather than driving making housing accessible for everyone. This sector plan is critical in addressing the last remaining area to complete the successful revitalization linking the City of College Park, University of Maryland, and greater Prince Georges County and beyond to enjoy this beautiful community.

We thank you for your consideration of this request.

Sincerely,

**RJ Eldridge** | Executive Vice President

**TOOLE DESIGN**

8484 Georgia Avenue, Suite 800 | Silver Spring, MD 20910  
[reldridge@tooledesign.com](mailto:reldridge@tooledesign.com) | 301.927.1900 x107

## References

- APTA. (2009). *Defining Transit Areas of Influence*. American Public Transit Association. Retrieved January 16, 2022, from [https://www.apta.com/wp-content/uploads/Standards\\_Documents/APTA-SUDS-UD-RP-001-09.pdf](https://www.apta.com/wp-content/uploads/Standards_Documents/APTA-SUDS-UD-RP-001-09.pdf)
- Arrington, G. a. (2008). *TCRP Report 128 Effects of TOD on Housing, Parking, and Travel*. Transit Cooperative Research Program. Retrieved January 21, 2022, from <https://ctod.org/pdfs/2007TCRP128.pdf>
- FHWA. (2009). *Pedestrian Safety Guide for Transit Agencies*. Federal Highway Administration. Retrieved January 16, 2022, from [https://safety.fhwa.dot.gov/ped\\_bike/ped\\_transit/ped\\_transguide/ch4.cfm](https://safety.fhwa.dot.gov/ped_bike/ped_transit/ped_transguide/ch4.cfm)
- MDE. (2020). *Maryland Department of the Environment, Appendix J 2020 MDOT GGRA Plan*. State of Maryland. Retrieved January 21, 2022, from <https://mde.maryland.gov/programs/Air/ClimateChange/Documents/2030%20GGRA%20Plan/Appendices/Appendix%20J%20-%20MD%20Department%20of%20Transportation%20Plan.pdf>
- MHEC. (2020). *Enrollment Projections 2020-2029 Maryland Public Colleges and Universities*. Maryland Higher Education Commission. Retrieved January 25, 2021, from <https://mhec.maryland.gov/About/SiteAssets/Lists/Meeting%20Agendas%20and%20Agenda%20Books/EditForm/2020%20Enrollment%20Projections%20Report%202020%20-%202029.pdf>

## About Toole Design Group

Toole Design is the nation's leading planning, engineering, and landscape architecture firm specializing in sustainable transportation planning and design that puts people first. Each of our 250 planners, engineers and urban designers in our 17 offices in the U.S. and Canada approaches their work through the lens of **the Three Es: Ethics, Equity, and Empathy**. As a firm, our mission is to create livable communities where walking, bicycling, and transit are safe, convenient, and accessible for everyone. We focus on developing cost-effective and implementable solutions that move people efficiently while also improving health, quality of life, and economic vitality.

Unique in the industry, we believe that the transportation system is the backbone of all infrastructure, and that the answer to creating vibrant places lies in how well people can get around. Our keen understanding of context sensitivity, placemaking, and safety shines through in each of our projects. Starting from the earliest planning stages and working all the way through project completion, we consider all modes of transportation as well as environmental and health impacts to create functional and inviting public spaces for all.

We have a national reputation for practical solutions that are based on research and best practice. Our staff have assessed tens of thousands of miles of roadways to develop networks of bicycle and pedestrian friendly streets throughout the United States, and we have extensive experience working with MNCPPC, Prince Georges County DPWT, MDOT and MD SHA, MWCOG, University of Maryland, College Park, Hyattsville, and forward-thinking private developers throughout the region.

**Brown, Donna J.**

---

**From:** David Hickam <hickam@live.com>  
**Sent:** Wednesday, February 2, 2022 12:56 PM  
**To:** Clerk of the Council  
**Subject:** Public comment on draft Purple Line Station Area Sector Plan  
**Attachments:** Hickam public comments.docx



**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

I am a resident of Prince George's County. I respectfully submit the attached public comment on the draft Purple Line Station Area Sector Plan. Thank you.

David Hickam



My name is David Hickam. I own a home at 7244 Windsor Lane in Hyattsville. My home is within one mile of the Adelphi Rd. Purple Line station, and I have been very interested in the proposed Purple Line Sector Plan that pertains to the area adjacent to that station. I am submitting this set of recommendations to provide input on how the plan can be improved. My goal is to provide specific suggestions that could be acted upon by the Planning Dept. in their revisions to the plan.

A major theme of the public comment session on January 18 was the need to provide protection to the mature forest known as Guilford Woods. Advocacy for protection came from University of Maryland students, faculty members, the Sierra Club, and local residents. The current sector plan is clearly limited both in its minimal preservation of both the mature trees and of the Guilford Run streambed. Guilford Run is part of the Anacostia watershed and provides important habitat for many animal species.

Fortunately, there is a straightforward solution for this problem. The majority of Guilford Woods lies within a single parcel of land that is 9.53 acres in size (Prince George's property tax account #4018024, with assigned street address 7500 Mowatt Lane). This parcel is owned by the State of Maryland and has no current designated use by the University of Maryland. In fact, the University has proposed selling most of this land to private parties twice within the last 15 years. The current draft sector plan proposes that part of this property be included in "Conservation Area C", which is listed as being 8.52 acres in size. However, Conservation Area C includes only a minority of the State of Maryland parcel and includes other land that is privately owned by homeowners and the Latter Day Saints church (the non-state owned properties make up a good portion of the 8.52 acres). Conservation Area C also includes a very narrow and inadequate protected space along much of Guilford Run.

A better plan would be to include the entire State of Maryland parcel in Conservation Area C. This would provide adequate protection for Guilford Run and also would preserve the bulk of the mature trees in Guilford Woods. The state-owned land is the farthest distance from the Purple Line station and is not currently served by any existing streets. The draft sector plan proposes building two new streets (UC-201 and UC-200 on Map 19, page 63). These roads would occupy a considerable portion of the acreage of the State of Maryland land and would in fact open up just a minimal amount of new land for development, at the expense of the destruction of hundreds of mature trees. UC-201 also would come very close to Guilford Run and contribute to major degradation of the stream. The other privately owned properties within the sector plan area are already served by existing streets or by land available for streets within the privately-owned parcels, making UC-201 unnecessary.

I strongly urge the Prince George's County Planning Dept. and the Prince George's County Council seriously to consider and act upon these practical and actionable recommendations. Thank you.

**Brown, Donna J.**

---

**From:** Steven W. Hurtt <shurtt@umd.edu>  
**Sent:** Wednesday, February 2, 2022 4:07 PM  
**To:** Clerk of the Council  
**Subject:** Adelphi Purple Line Sector Plan Comments  
**Attachments:** Sector Plan Done Better.docx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Please find my comments attached.  
I sure hope we can do better.  
Thank you.

Sector Plan Done Better



Date: Feb. 2, 2020

To: Members: Prince George Co. Planning Board and Commissioners  
[clerkofthecouncil@co.pg.md.us](mailto:clerkofthecouncil@co.pg.md.us)

From: Steven Hurtt, Faculty Emeritus, UMD  
Resident, University Park.

I am opposed to the 'preliminary Adelphi Road - UMGC – UM Purple Line Sector Plan'. It should be 'Paused', Remanded to MNCPPC staff for significant revisions including most of the recommendations proposed by the City of College Park, Department of Planning, approved unanimously by the College Park City Council, and supported both specifically and generally by the Hyattsville City Council and the Town of University Park City Council.

I served as dean of the School of Architecture, Planning, and Preservation 1990-2004, and at least between 1990-2009 regularly advised UMCP on its planning, development, and architecture and likewise occasionally advised the City of College Park and submitted related comments on this issue as previously made available. These are better at saying what TO DO with the ZONING TOOLS AVAILABLE. ALSO SEE THE DRAWING BELOW.

You heard many articulate voices raised in opposition to the Sector Plan at the Public Hearing on Jan. 18, and now are familiar with their common good sense, their scientific and social rationales. Most fundamentally, these include:

Zoning:

A higher concentration of development within the ¼ mile walk radius of the Purple Line stop, specifically MFR-48. This will allow for heights of up to 110' which can equal or surpass any of the MNCPPC residential zones presently being considered for that area: ROS, R-55 (R-65), R-20. More on appropriate below (see, What Zoning?).

Watershed:

Inclusive study of the entire upland watershed of Guildford Run (GR) including that portion originating on the UM campus (in the areas of the Soccer Stadium, Global Campus, and Lot 1); extending over the three large church properties (Catholic, Baptist, & Methodist), the Gilbane and University Properties, Atx family members, and All Saints. The goal should be to protect, revitalize, and preserve this watershed with special attention to natural storm water management.

Community Engagement:

While community engagement may have been sought by MNCPPC to date, it failed. I know this from recent contacts with multiple property owner representatives, most importantly the three churches above at least two of which will likely attest to this in their own submittals. Whether over the next several months or full year, these communities and at least the owners of the

larger properties are now better informed due to community engagement. Some form of an inclusive, optimizing planning process should be initiated.

Purple Line Boundary:

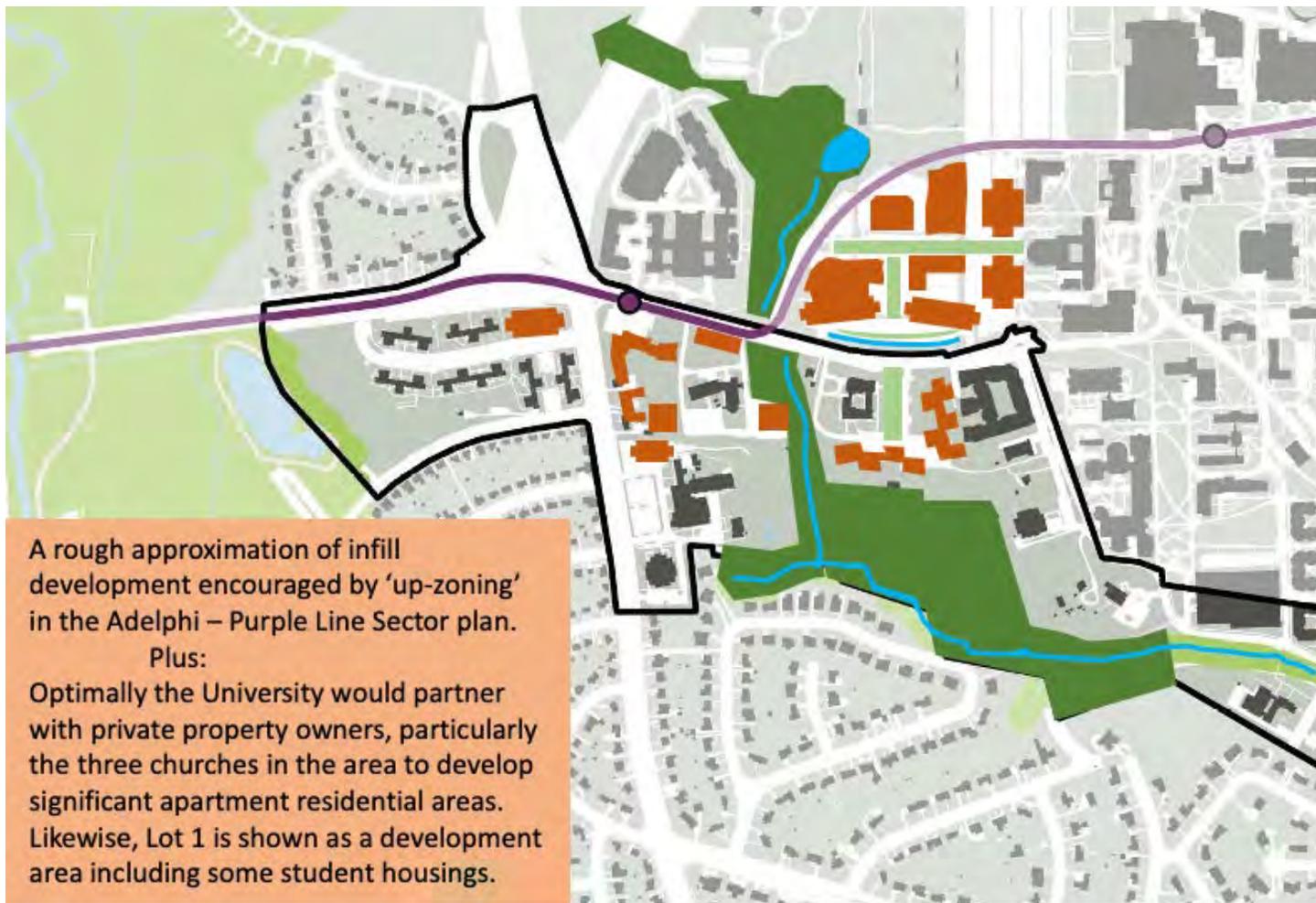
In a revised Sector Plan the Boundary should be redrawn, primarily to include all property within the ¼ mile and ½ mile walk radius of the Purple Line, and including UM, Lot 1, & UMGC. This redrawn boundary would also appropriately overlap most of the GR upland watershed

Natural Environment, Woodland & Wildlife Habitat, Mother Earth and Climate Issues.

Zoning is not a toolbox that starts with issues of protections of the natural environment. Zoning and the related fine print make it far too easy for development to 'buy' through fees and even fines, alternatives that are less meaningful. The zoning approval processes favor development that is injurious to the environment. Guilford Woods should be treated as the very real asset it is. How? Recommend "Re-evaluation"; Apply an ROS (Reserve Open Space) zoning designation; Insist on maximizing expansion of the "Conservation Area C" in the MNCPPC preliminary Sector Plan proposal. Generate a planning process that seeks all possible protections and enhancements of this natural environment asset.

What would a diagram of the above recommendations look like?

Something like this: (and then read below).



The PURPLE LINE is the Purple Line route along University Boulevard, Campus Drive and onto Campus. PURPLE DOT is the stop.

The BLACK LINE is the Sector Plan Boundary.

The BLUE line is both the existing parts of Guilford Run now exposed to daylight on the campus and between College Heights Estates and the Guilford Woods areas. The BLUE LINE also shows the connection between the those 'daylight' portions and the 'dark' portion of Guilford Run that is now in a storm sewer culvert, pipe, etc. Walk in the wooded and wetland area and you can see the manholes that trace the line. Replace it on the surface, bring it to daylight.

The GREEN indicates the green regulated 'fringe' of Guilford Run; 'Guilford Woods, the recommended tiny Conservation Area C, and a potential narrow band of replanted future forest area to link Guilford Woods to the existing UM Campus wooded and wetland area north of Campus Drive.

The BROWN indicates new, modest footprint, but all (up to 110 feet high buildings, (RMF 48) to maximize housing while preserving ground level open space for multiple purposes including environmental preservation, conservation, and restoration.

The BLACK areas are existing buildings within the Sector Plan boundary: the shades of grey are ground plane (light grey); medium grey, buildings outside the Sector Plan boundary.

### What ZONING?

Zonings seems to be the limited tool the Board and Commission has to attempt to attain the best resulting balance of maximizing development to achieve the desired housing concentration at the Purple Line stop, serving campus and the surrounding community with affordable housing, and enhancing it by also maximizing protection of the natural environment resources of the Guilford Run watershed and Woods.

#### RMF 48: Maximize Development: RMF 48 at:

Small properties along Adelphi Road, 3, 4, 5, 6, 7, 8, 9.

Along Campus Drive: Baptist Church (13); UMD Regents (14); Methodist Church (17, 18, 19, 22); St. Mark's (21).

All these are within the ¼ mile walk-radius of the Purple Line. Limited commercial near the stop & along Campus Dr.

#### ROS: Maximize Environmental Watershed, forested Woodland and Wildlife, Steep Slope, and Riparian Storm Water streams: ROS

Reserve Open Space ROS at: Guilford Woods (29); Latter Day Saints (30), and Axt property (31). With the goal of an expanded Conservation Area C designation as proposed by MNCPPC.

ROS can also be applied to the Catholic Student Center (as religious uses are allowed, the Center can apply, and likely would be approved for desired changes, and it is along Guildford Run contiguous with Conservation Area C as proposed by MNCPPC.

#### RMF 20: Medium level of concentrated development varying from town homes to apartment buildings similar to Domain at 50 feet.

Commercial is not allowed in this category as appropriate to this area.

Axt (24, 26), Pepco substation (25), Hillel (27);

Gilbane (23): But whereas this property lies between St. Marks (RMF 48) and UM 29 (ROS) split zoning should be considered to maximize the balancing environmental goals and housing development goals.

Board and Commission Members: As you should be able to see, an inordinate amount of well-intentioned community effort has been expended on attempting to wrest a better result from a very bad and troubled start of this project. Please honor our effort by making comparatively simple decisions to remand or begin the process again, and challenge our collective communities to work together to achieve a more optimum result. The University could lead this effort if challenged to do so.

Thank you,  
Steve Hurtt  
4400 Tuckerman St.  
University Park, MD  
301 412 0595

shurtt@umd.edu

**Brown, Donna J.**

---

**From:** helena.benes@gmail.com  
**Sent:** Wednesday, February 2, 2022 5:13 PM  
**To:** Clerk of the Council  
**Subject:** Public Comment on Preliminary ARSPlan  
**Attachments:** HBKWRI~1.PDF



**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Ms. Donna Brown  
Clerk, Prince George's County Council

Dear Ms. Brown,

Please find attached my personal comment on the **Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and Proposed Sectional Map Amendment (SMA) (CR-123-2020)**. I wish this document to be included in the public record.

I thank you for your attention to this most important matter.

Sincerely,

Helen Beneš Kaiser

7107 Wells Parkway  
Hyattsville, MD 20782  
Tel.: (301) 927-0714; (501) 786-34568 (mobile)  
Email: [helena.benes@gmail.com](mailto:helena.benes@gmail.com)

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 72**

February 1, 2022



The Hon. Calvin S. Hawkins, II  
**Prince George's County District Council Chair**

Elizabeth M. Hewlett  
**Chairman of the Prince George's County Planning Board**  
County Administration Building  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
Email: clerkofthecouncil@co.pg.md.us

RE: Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and Proposed Sectional Map Amendment (SMA) (CR-123-2020)

Dear County Council Chair Hawkins and Planning Board Chair Hewlett:

I thank you for the opportunity to provide testimony, both oral and written, regarding the Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and Proposed Sectional Map Amendment (SMA), **or the "Adelphi Sector Plan."**

My husband and I chose to retire to Hyattsville from out of state and moved into our residence in College Heights Estates in July 2018. Over the last 3 years as retired academics we have come to love the communities surrounding the University of Maryland, College Park. We benefit from so many amenities associated with the University and the towns or cities. However, we also recognize that these communities and the University need to evolve in order to adapt to the growing needs of housing and transportation in all of the DMV. So we welcome the development of the Purple Line and the establishment of a station on the University of Maryland campus.

However, as a retired scientist, I am writing about my concern for the current Adelphi Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and wish to state my very strong opposition to the AR Sector Plan in its current form. Indeed, I implore the Council to listen to the great majority of voices that were heard at the Hearing on Jan. 18, 2022 and to consider the written testimony and requests that you will receive, expressing concerns about the detrimental aspects of this Sector Plan in its current form.

I request that the Council and Planning Board institute a Pause of 1 year in order to allow for major revisions to this Plan. While my husband and I were very pleased with the Pause imposed by Pres. Pynes of the University of Maryland in the development of the Western Gateway, we recognize that the Sector Plan poses not only a threat to the integrity of Guilford Woods, but many destructive alterations to our beloved communities of Hyattsville, University Park and College Park. Indeed, there are major flaws in the Sector Plan: including an unacceptable planning error in not including both sides of Campus Drive in the upzoning and construction of large buildings with very few green spaces. Furthermore, we realized that the Plan does not include an appropriate reconstruction of the Adelphi Rd/ University Blvd, Campus Dr.

intersection that is already a major site of traffic jams at most times of every day of the week. With the arrival of the Purple Line Station, there will only be further congestion at this intersection and beyond: that intersection needs to be reconstructed to allow traffic along University Blvd. to flow under the intersection of Adelphi Rd. and Campus Dr. Furthermore, it is not clear what kind of underground parking has been envisioned to accommodate the thousands of purple Line Station users who will be coming to this important transit hub.

Thus, I strongly believe that this Plan needs to be paused for major revisions to add appropriate input from stakeholders (such as the Councils of College Park, University Park and Hyattsville), to include considerations of traffic and parking, of impact on community schools and water management. Finally, the housing designed needs to better accommodate University students, graduate students and the beautiful diversity of our three surrounding communities. As expressed in recent Council meetings in Hyattsville, College Park and University Park, the current ARSPlan is not consistent with the sustainability needs and the optimal usage of the 102-acre terrain around the Purple Line Station. I entreat the PGC Council and the University to reconsider additional land north of Campus Dr. (including Lot 1) which can be used both for housing, water management and parking.

I thank you for your attention to this most important matter and ask that my comment be submitted to the Public Record.

Sincerely,

A handwritten signature in blue ink that reads "Helen Beneš Kaiser". The signature is written in a cursive style and is contained within a thin black rectangular border.

**Helen Beneš Kaiser**

7107 Wells Parkway  
Hyattsville, MD 20782

Tel.: (301) 927-0714; (501) 786-34568 (mobile)  
Email: [helena.benes@gmail.com](mailto:helena.benes@gmail.com)

**Brown, Donna J.**

---

**From:** Alice LaRusso <office@uumcp.org>  
**Sent:** Wednesday, February 2, 2022 11:29 AM  
**To:** Clerk of the Council  
**Subject:** Request: Pause Purple Line Area Sector Plan  
**Attachments:** Feb 2, 2022 Letter to county council re pausing decision.pdf



**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

To: Members of the Planning Board of Prince George's County  
From: Reverend Michelle Mejia, University United Methodist Church  
Re: Pause, Remand, and Re-engage the community in revising the  
"Preliminary Adelphi Road-UMGC-UMD Purple Line Area Sector Plan

My name is Reverend Michelle Mejia. I am the pastor of University United Methodist Church (UUMC) located along Campus Drive and in the Adelphi Road Purple Line Station Sector Plan area. Our congregation has been at this address for more than 70 years and expects to remain at this location well into the foreseeable future. In addition to the church sanctuary, we also have classrooms, a small gymnasium, and a nursery school.

In the last month we have become aware of the preparation of a Sector Plan that will inevitably have a major impact on our surroundings. While we support the general goals and policies devoted to caring for one another and the earth and see these as consistent with the mission of our church, the plan as now proposed does not do so. We strongly urge you to pause the planning process to allow for a stake-holder engaged approach that meets the climate urgency of our time and allows for meaningful community input.

We want our voice to be heard as landowners and community center, which is adjacent to and serves the University of Maryland and surrounding community. We are genuinely interested in sustainable development for our community that preserves Guildford Woods and our existing forest canopy, as well as provides an effective stormwater management system.

Other concerns we have center around the development around the purple line station to provide a range of affordable housing opportunities, the need for mix-use zoning within the ¼ mile radius of the Purple Line Station of which our church and neighboring churches are part, lack of a plan to deal with the traffic involved with the Campus Drive/Adelphi Road intersection, and lack of a full community engagement and input during the planning process.

These and other deficiencies have been noted by the professional planning staff of College Park, and the College Park City Council which unanimously endorsed its Department's recommendations, a vote opposed to those presently proposed by the National Capital Park and Planning Commission's (MNCPPC) staff. We understand that the The University Park Town Council and the Hyattsville City Council have also noted these deficiencies. Based on these deficiencies and their broad recognition, we urge a pause or remand to the

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 73**

planning process for at least sixty to ninety days to allow time for substantial changes to the current Draft Plan so that it embraces the desires and needs of the surrounding communities, the churches, and the University.

In Genesis 1, God entrusts the earth to the care of human beings—you and me. As followers of Jesus Christ, we have a responsibility to preserve, protect, and care for what God has created. Whatever your faith, I hope that you will choose to uphold the best practices of environmental and social justice given this unique opportunity to do so.

Sincerely,

Reverend Michelle Mejia

University United Methodist Church  
University United Methodist Church  
Office Manager  
3621 Campus Drive  
College Park, MD 20740  
301-422-1400



*University United Methodist Church*

3621 Campus Drive | College Park, MD 20740

(301) 422-1400 | [uumcp.org](http://uumcp.org)

*Pastor Michelle Mejia*



\*\*\*\*\*  
February 2, 2022

To: Members of the Planning Board of Prince George's County  
From: Reverend Michelle Mejia, University United Methodist Church  
Re: Pause, Remand, and Re-engage the community in revising the  
"Preliminary Adelphi Road-UMGC-UMD Purple Line Area Sector Plan

My name is Reverend Michelle Mejia. I am the pastor of University United Methodist Church (UUMC) located along Campus Drive and in the Adelphi Road Purple Line Station Sector Plan area. Our congregation has been at this address for more than 70 years and expects to remain at this location well into the foreseeable future. In addition to the church sanctuary, we also have classrooms, a small gymnasium, and a nursery school.

In the last month we have become aware of the preparation of a Sector Plan that will inevitably have a major impact on our surroundings. While we support the general goals and policies devoted to caring for one another and the earth and see these as consistent with the mission of our church, the plan as now proposed does not do so. We strongly urge you to pause the planning process to allow for a stake-holder engaged approach that meets the climate urgency of our time and allows for meaningful community input.

We want our voice to be heard as landowners and community center, which is adjacent to and serves the University of Maryland and surrounding community. We are genuinely interested in sustainable development for our community that preserves Guildford Woods and our existing forest canopy, as well as provides an effective stormwater management system.

Other concerns we have center around the development around the purple line station to provide a range of affordable housing opportunities, the need for mix-use zoning within the ¼ mile radius of the Purple Line Station of which our church and neighboring churches are part, lack of a plan to deal with the traffic involved with the Campus Drive/Adelphi Road intersection, and lack of a full community engagement and input during the planning process.

These and other deficiencies have been noted by the professional planning staff of College Park, and the College Park City Council which unanimously endorsed its department's recommendations, a vote opposed to those presently proposed by the National Capital Park and Planning Commission's (MNCPPC) staff. We understand that the The University Park Town Council and the Hyattsville City Council have also noted these deficiencies. Based on these deficiencies and their broad recognition, we urge a pause or remand to the planning process for at least sixty to ninety days to allow time for substantial changes to the current Draft Plan so

that it embraces the desires and needs of the surrounding communities, the churches, and the University.

In Genesis 1, God entrusts the earth to the care of human beings—you and me. As followers of Jesus Christ, we have a responsibility to preserve, protect, and care for what God has created. Whatever your faith, I hope that you will choose to uphold the best practices of environmental and social justice given this unique opportunity to do so.

Sincerely,

A handwritten signature in cursive script that reads "Michelle Mejia".

Reverend Michelle Mejia

University United Methodist Church

**Brown, Donna J.**



**From:** CHEAMD President <cheamd.president@gmail.com>  
**Sent:** Wednesday, February 2, 2022 10:07 AM  
**To:** At-LargeMemberFranklin; At-LargeMemberHawkins; Council District 1; Council District 2; Council District 3; Council District 4; Council District 5; Council District 6; Council District 7; Council District 8; Council District 9; Clerk of the Council; publicaffairs@ppd.mncppc.org  
**Subject:** Written Testimony of the College Heights Estates Association Opposing Aspects of the Final Draft Adelphi Road-UMGC-UMD-Purple Line Sector Plan  
**Attachments:** Written testimony of CHEA opposing aspects of the ARSP (submitted 2-2-22).pdf  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

To the Honorable Members of the Prince George County Council,

Please accept the attached written testimony of the College Heights Estates Association (CHEA), opposing aspects of the **Adelphi Road-UMGC-UMD-Purple Line Sector Plan (ARSP)**. It should be noted that CHEA does NOT oppose responsible development to take advantage of the Purple Line and the University of Maryland's needs for additional student accommodation. BUT, in its current form, the ARSP is not a good basis for that future development. Please review our testimony. We are seeking reasonable and specific improvements to the ARSP.

CHEA is a non-profit, civic organization, representing 220 single-family homes in the southern part of the ARSP. CHEA represents approximately 700-800 residents of Prince George's County. Our residents live adjacent to the University of Maryland (UMD or University) and are part of an unincorporated area of Hyattsville, Maryland. Our community, as well as surrounding communities, have a broad array of interests in the preparation of the ARSP, especially the retention of woodlands and tree cover to mitigate hard surface developments and to moderate local climate change.

CHEA respectfully asks that each Council Member and each Planning Board leader consider our words. We have attempted to be brief even though there is much more to consider. We are also more than happy to provide additional materials and information, as we have with the Planning Board in the past. You may contact me anytime.

Sincerely,

**Christopher Oehrle, President**

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 74**

College Heights Estates Association  
3918 Commander Dr.  
Hyattsville, MD 20782  
[CHEAMD.President@gmail.com](mailto:CHEAMD.President@gmail.com)  
301-706-9365



College Heights Estates Association  
WWW.CHEAMD.ORG



January 31, 2022

Via email

Prince George's County Council

Calvin S. Hawkins II, *Chair*

Sydney J. Harrison, *Vice-Chair*

Dannielle M. Glaros

Deni Taveras

Derrick Leon Davis

Jolene Ivey

Mel Franklin

Rodney C. Streeter

Thomas E. Dernoga

Donna J. Brown, *Clerk of the Council*

County Planning Board Commissioners

Elizabeth M. Hewlett *Chair*

Dorothy F. Bailey

William M. Doerner

Manuel R. Geraldo

A. Shuanise Washington

Re: Comments of College Heights Estates Association seeking changes to the Adelphi Road-UMGC-UMD-Purple Line Sector Plan

Dear Council and Planning Board Members,

As President of the College Heights Estates Association (CHEA) and with the support of our Board, I am writing to indicate CHEA's opposition to critical aspects of the Adelphi Road-UMGC-UMD-Purple Line Sector Plan (ARSP). Our involvement is important because 25% of the perimeter of the ARSP area is fronted by private housing composed entirely of CHEA and part of Stanford St. on the west side of Adelphi Rd.

At the outset, let me make it clear that CHEA does NOT oppose responsible development to take advantage of the Purple Line and the University of Maryland's needs for additional student accommodation. However, in its current form, the ARSP is not a good basis for that future development. I am writing for specific actions on five parts of the ARSP that are of particular concern to College Heights Estates residents. We offer substantive additions that the County Council should integrate into the ARSP before it is approved. Our most pressing concerns are addressed below.

(1) **Almost complete elimination of natural environment**

On [pages 11 and 12](#), the ARSP mentions three environmental goals, but it fails to address them with any detail or substance:

- “Sustain our natural resources and rural areas by: Expanding the open-space network and preserving natural amenities...” (p. 11)
- “Preserve key publicly owned natural areas to preserve environmental assets and create buffers between the Core and adjacent neighborhoods.” (p. 12)
- “Preserve the tree canopy to support the conservation of the natural environment.” (p. 86)

Despite these and many additional references to sustainability, smart growth, and preservation of tree canopy, the draft resolution in its current form proposes preservation of less than four percent of the full 102-acre area proposed for development. Furthermore, these areas will be completely surrounded by roads, and the others will not survive as core forest owing to edge degradation by the surrounding development.

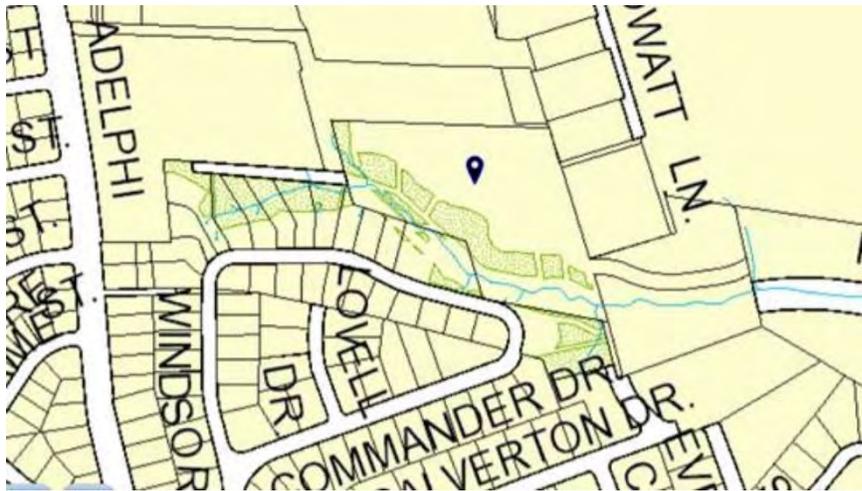
Elsewhere in the ARSP, much is made of a narrow strip of land along Guilford Run that may fall under the protection of various County Ordinances. Nevertheless, all this area is proposed for zoning that permits complete elimination of natural areas. On average, this strip would be 137 feet wide—totally inadequate for survival of core forest and not even a reasonable buffer between private housing and new buildings. While specific developments of parcels with frontage onto Guilford Creek would require Detailed Site Plan approval, there are many ways to obtain waivers of Ordinances.

## (2) **A lack of clarity on step back and buffer**

The most glaring errors in the ARSP relate to the lack of additional buffer and mitigation that any commercial project on the south side of the ARSP would require. For example, while preserving “publicly-owned natural areas” (p. 12) is a given, the ARSP is unclear whether this principle includes the state land being proposed for development by UMD. Some public land has been proposed by UMD for development of townhouses that will inure to the profit of a private development company (from building 80-plus townhouses). Most importantly, the proposed development does not provide for any mitigation, step back or buffer along the land buffering CHEA residents on Windsor Lane. This is clearly untenable, and, no matter who the developer may be, the ARSP should make clear that significant additional step back, buffer and mitigation will be required. It is fully insufficient for any commercial project not to add buffer and mitigation along the length of the backyards of the houses on Windsor Lane and existing mitigation conservation areas (as required from a previous project). *If it were otherwise, then any development could clear cut and level or fill land as long as trees or wetlands remained outside its borders.* The error of not requiring some buffer, step back and mitigation along the existing private residences and some small conservation areas is as outlandish as that last sentence sounds.

What needs to change? We are asking that the Council address this complete lack of certain mitigation, step down and buffer that should be required in **Map 22 (p. 80) and Map 23 (p. 84)**. Map 22 shows “regulated area” and “conservation” intertwined. Map 23 shows the same with some potential additions away from the existing area behind the private residents on Windsor Lane. There is a critical error here. The “regulated areas” are simply made up of the private backyards of CHEA residents on Windsor Lane on the southern side of the ARSP and the “conservation” areas are the very limited existing mitigation areas (applied as part of the permits to develop residential housing along Windsor Lane in CHE). (The ARSP appears to mix these areas up and mixes them together.) The ARSP and its Maps should reflect that **ADDITIONAL** buffer and mitigation the entire length of the residences on Windsor Lane will be required.

Simply look at the map below of the private property lines of CHEA residents (as part of the overall wooded area), and you can see that the ARSP is misleading (compare with Maps 22 and 23) and, most importantly, fails to provide for any additional mitigation, step back or buffer from what is existing and where it is most required. No development should be allowed to use the backyards of our residents (or the existing mitigation from a previous project) to avoid mitigation for a new project. That is exactly what the ARSP is allowing for here. Therefore, the ARSP should correct its maps and its text to show existing private residences and the old mitigation accurately, AND provide for additional setback, buffer and mitigation of at least 200 feet beyond the limited existing conservation/old mitigation areas.



Even if the law allowed the destruction of so much woodlands, and even if NO mitigation was required to build on a wetland, then a much larger buffer zone and setback would still require a larger wooded area along the entire southern boundary of the ARSP where it abuts the existing mitigation areas and CHE private properties. In both its comments to the Planning Board, and its meetings with Maryland-National Capital Park and Planning Commission, CHEA has expressly pointed out that failing to address an additional buffer specifically along the southern side of the ARSP would be grounds for challenging the plan post-adoption. Rather, the Council should address this point in its maps and in its text, by expressing the need to maintain some additional mitigation and buffer. Therefore, this should be a clear way to demonstrate the “neighborhood compatibility standard” expressed on pages 12 and 99 of the ARSP:

- Minimize and mitigate the impacts associated with new development on existing neighborhoods. (pp. 12 and 99)

One last point here. The blurb in the ARSP about “parcel assemblage” (p. 43) is subject to abuse along the southern side of the ARSP. This is certainly a way for developers to bypass their mitigation responsibilities, especially given the problems with losing so much woodlands and wetlands. In no way should this be used as a justification for using the conservation areas along the CHEA residents backyards for the homes on Windsor Lane. It should be noted that the proposed developer has said that they would do as much. This is the opposite of what should be allowed. This buffer needs to be expanded, not used for landscaping!

### (3) **Stormwater management**

The loss of the Guilford Woods natural area will result in increased flooding with stormwater runoff. Communities downstream of the Sector area have experienced historical flooding in 2009, 2010, and as

recently as 2020. Following the 2009 and 2010 floods, Prince George's County Department of Environment named Guilford Woods as a site for stormwater mitigation but did not follow through due to "major regulatory hurdles." Additionally, the 2017 Prince George's County's Resource Conservation Plan states, "...Avoid building green stormwater infrastructure in places that are forested (don't sacrifice forests for a stormwater management structure." and "New management system must allow for the anticipated increase in rainfall caused by climate change." Runoff from University parking Lot 1 is a major cause of flooding in the area, yet it has been entirely omitted from the ARSP area. This failure to include development of Lot 1 is just one of many examples of the poor conceptualization behind the current draft of the ARSP.

#### **(4). Local climate and heat islands**

Another effect of the loss of Guilford Woods will be higher air temperatures in summer owing to the large new area of solid surfaces. This "heat island" effect is already causing unhealthy conditions in the Mall at Prince George's and the University campus (for example, on one day the temperature in the Mall was 102°F while, in Guilford Woods, it was less than 90°F). At a time of increased awareness of the importance of tree cover, clearing 15 acres of forest makes no sense. The ARSP identifies the need to "reduce (the) urban heat island effect, thermal heat impacts on streams and public health", yet nothing is proposed to achieve these.

#### **(5) The planning process so far has been a failure**

Although the ARSP states otherwise, community input and stakeholder feedback were largely ignored. The ARSP does acknowledge some issues raised by the public but makes no serious proposals to address them – rather, it makes them worse. MNCPPC did not discuss the ARSP with College Heights residents prior to its publication, so there has been no opportunity for the neighborhood that will most strongly be affected to collectively express opinions. The format of the few public meetings there have been did not allow for discussion and there is little evidence that the comments on the Interactive Community Map have been addressed (e.g. solutions to the dangerous intersection of University Blvd, to which the only response in the ARSP is to propose clearer road markings for pedestrians and bicyclists).

CHEA, therefore, makes a minimal request for a one-year pause before adoption of a ARSP. During that time there could be a wide-ranging and in-depth study of the options. To avoid the experience so far of ineffective public engagement, the public and experts should have as much access as elected officials and the planners at MNCPPC, and review meetings should be frequent. In this way, there is a chance that an exciting, University-private residential community can be created, with the potential to inspire similar developments elsewhere.

Sincerely,

*Chris Oehrle*

Christopher Oehrle, President  
College Heights Estates Association  
3918 Commander Dr.  
Hyattsville, MD 20782  
[CHEAMD.President@gmail.com](mailto:CHEAMD.President@gmail.com)  
301-706-9365

**Brown, Donna J.**

**From:** Lee Poston <lee.poston@gmail.com>  
**Sent:** Wednesday, February 2, 2022 10:12 AM  
**To:** Clerk of the Council  
**Subject:** Why the Adelphi Rd. Sector Plan Threatens Biodiversity



**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

I write today to implore you to oppose the [Prince George's County Council's Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan](#) in its current form. My reasons are personal and professional, as I have spent the past 27 years working to save biodiversity around the world. I have often been inspired by the words and actions of two giants of biodiversity who sadly passed just a day apart this Holiday season. [Dr. Tom Lovejoy](#) and [Dr. Edward O. Wilson](#) possessed two of the brightest, most inquisitive minds on the Planet. They were tireless champions for the preservation of biodiversity, saving what remains, and building resilience into natural ecosystems that are under intense pressure from climate change, habitat destruction, pollution, and development.

When I learned of their passing, I decided to take a walk in the woods in honor of two of the greatest influences in my career. I didn't have far to go. At the northern end of my town, University Park, Maryland, is a serene oasis known as Guilford Woods – state-owned land that offers a precious opportunity to escape the noise and commotion of the College Park, Hyattsville, Prince George's Plaza triangle.

[Guilford Woods](#) is special -- home to foxes, pileated woodpeckers, barred owls and red-shouldered hawks that make their home among rich soils and 1,500 trees, some that sprouted during the Civil War. It's exactly the kind of place that Drs. Lovejoy and Wilson would say we need to save. A small stream runs through it and feeds into the Anacostia River, which in turn empties into the Chesapeake Bay. Freshwater streams like Guilford Run are the tiny powerhouses that supply us with abundant clean water, provide a habitat for thousands of species, manage flooding, and help ensure the survival of the famed Chesapeake Bay crabs.

2021 ended on a high note for Guilford Woods. Thanks to the efforts of a [coalition](#) of University of Maryland students, faculty, staff and local community members, the University announced a [pause](#) in the Western Gateway Project that would have largely destroyed Guilford Woods and Guilford Run.

However, a much larger threat looms in 2022 from the Adelphi Road Sector Plan. As currently drafted, the plan could signal the end of Guilford Woods, and was developed with little regard for community input and stakeholder concerns. The plan is out of sync with the County's Climate Action Plan, preserving a pitiful 4 out of 102 acres as open space, and greenlighting zoning changes that could result in the destruction of 1,000 trees within Guilford Woods. It also fails to adequately represent Guilford Woods as part of Prince George's County's green infrastructure network.

The plan makes numerous sustainability claims, but sadly falls short on further inspection. It does not address stormwater runoff, will add to the urban heat island effect, and most certainly will not "preserve key publicly

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA

**EXHIBIT 75**

owned natural areas to preserve environmental assets and create buffers between the core and adjacent neighborhoods,” as it boldly states. Perhaps the biggest mystery in the plan is that the boundaries do not include anything North of the University of Maryland’s Campus Drive, with no mention of developing Lot 1, a gargantuan, impervious open area that is home to over 2,000 parking spaces.

There is a better way to plan development around the Purple Line, and the answer may come from within the University community itself. A bold [proposal](#) created by UMD architecture graduate students focuses development on Lot 1, and envisions a walkable, transit-focused mix of residential, commercial and academic buildings, with substantial greenspace and bike paths. To compensate for the loss of Lot 1 parking their plan includes numerous parking decks within the commercial and residential buildings. However, once the station arrives, there will likely be less need for parking, as people will likely ride, bike, or walk to the area.

I believe that the current draft plan should not go forward in its current state. The Prince George’s County Planning Board and County Council should pause the planning process for one year to allow for a truly inclusive, multi-stakeholder process. This will present an opportunity to investigate true smart growth alternatives that preserve Guilford Woods and the numerous environmental and health benefits it provides. The ideas presented in the UMD student plan should be given serious consideration.

Dr. Wilson, through his eponymous foundation, led an effort called [Half Earth](#) to set aside 50 percent of the Planet for biodiversity conservation. The Purple Line Sector Plan doesn’t need to do that. It only needs to ensure that this small but mighty patch of woods, 28 percent of UMD’s remaining tree cover, is saved, and continues providing clean water, wildlife habitat, stormwater management, and a sanctuary from the stresses of everyday life.

And perhaps, when UMD’s Purple Line stop is unveiled, it can be called the Guilford Woods Station. I have a feeling Drs. Lovejoy and Wilson would approve.

Thank you.

Lee Poston

--

Lee Poston

University Park, MD 20782

+1 202 891 9928

**Brown, Donna J.**



**From:** Jon W. Robinson <jonwrobinson@verizon.net>  
**Sent:** Wednesday, February 2, 2022 4:06 PM  
**To:** Clerk of the Council  
**Cc:** James Rosapepe; Joseline Pena-Melnyk; Mary Lehman; Benjamin Barnes; Taveras, Deni L.; Senator Pinsky  
**Subject:** Opposition to the Draft Adelphi Road Purple Line Sector Plan  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

February 2, 2022

To: District Council/County Council

RE: Opposition to Draft Adelphi Road Purple Line Sector Plan

I am writing to express my **opposition** to the Draft Adelphi Road Purple Line Sector Plan. This plan fails on a number of grounds.

1. It fails to protect current mature forest cover. Forest cover is important because
  - a. It reduces urban heat island effects
  - b. It provides habitat for wildlife
  - c. It reduces runoff and flooding
  - d. It improves air quality and water quality
  - e. It provides a refuge for people from the vicissitudes of modern life
  - f. It provides a nearby location for children to experience the natural world
  - g. It traps and holds carbon (it takes 2 to 4 decades for trees planted in a cleared area to start functioning as carbon sinks and newly cleared areas add carbon to the atmosphere for decades through the breakdown of complex carbon molecules in the soil by microbes).
2. It fails to account for over crowded schools, roads and infrastructure.
  - a. The school systems in the area are currently overcrowded. There are no areas readily available for building new schools if one is interested in protecting our already limited park land, stream valley parks and flood planes from development.
  - b. Roads are currently overcrowded and the increased density will increase traffic of all types.
  - c. Other infrastructure and public services are oversubscribed.
3. The addition of so much additional housing increases the imbalance between housing and employment. This imbalance has already been aggravated in the area by the conversion of office buildings to apartments and the ill-advised high density townhouse developments already approved and under development in the surrounding area in places that had been covered with trees and other vegetation.

The Draft Adelphi Road Purple Line Sector Plan needs to go back to the drawing board. It needs to focus on improving the quality of life for the people already living in the area, not the prerogatives of developers. As has been pointed out,

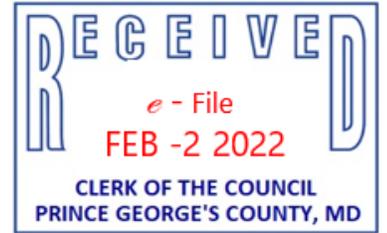
Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA

infinite growth is the philosophy of a cancer cell. In the end, cancer cells kill their host whether they sprawl throughout the body or are concentrated in a large mass. Our planning needs to acknowledge the limits to growth and explain how the choice of those limits is compatible with the quality of life for people already living in the surrounding area.

Thank you for your consideration,

Jon W. Robinson, Ph.D.

**From:** [Trey Sherard](#)  
**To:** [Clerk of the Council](#)  
**Cc:** [Riverkeeper](#)  
**Subject:** Anacostia Riverkeeper comments on Adelphi Road Sector Plan  
**Date:** Wednesday, February 2, 2022 4:25:28 PM  
**Attachments:** [Outlook-mzcztoqq.png](#)  
[Anacostia Riverkeeper Opposes the Current Adelphi Road Sector Plan.pdf](#)



**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Please find attached our comments on the currently proposed Adelphi Road Sector Plan, and please confirm receipt of them.

Trey Sherard  
Anacostia Riverkeeper  
(910) 200-0788



[www.anacostiariverkeeper.org](http://www.anacostiariverkeeper.org)

[Facebook](#) - [Instagram](#) - [Twitter](#)

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 77**



February 2<sup>nd</sup>, 2022

Anacostia Riverkeeper opposes the Prince George’s County Council's Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan (Adelphi Road Sector Plan or ARSP, for short) as currently drafted.

Board of Directors

Hon. David Harrington,  
Chair

Trevor Barnett,  
First Vice Chair

Suzy Kelly,  
Vice Chair

Jud Hill,  
Treasurer

Ethel Kennedy

Robert F. Kennedy Jr.

Hon. Parris Glendening

Palmer Dom

Sandra Baker

Bobbi Smith

Senior Advisor to Board

Ridge Hall

Tim T. Kelly

Advisory Board

Lisa Benton-Short

Mike Bolinder

Dennis Chestnut

Dr Tara Scully

Dr. Caroline Solomon

Karen Thomas

The plan drastically increases the zoning density of the entire area without regard to the preservation of Guilford Woods and thus is discordant with the emerging Prince George’s County Climate Action Plan. The resulting increases in stormwater runoff and trash will damage the Anacostia River, the protection of which is our mission. The plan utterly fails to acknowledge the importance of Guilford Run watershed as a critical part of the Countywide Green Infrastructure Network. Worse, it proposes the removal of mature trees and a natural wooded area while omitting UMD Lot 1, a large impervious area that contributes to extensive stormwater runoff and which would be an excellent candidate for redevelopment.

The area known as Guilford Woods is a beautiful tract of land important to the community and to the continued anti-degradation of the watershed. Newly planted replacement trees will never replace the years of stormwater mitigation taken away by the cutting of these woods, across all the years until new trees reach maturity. Nevermind the increased stormwater runoff from the proposed development. Urban forests like Guilford Woods provide many health and environmental benefits, including air purification, carbon sequestration, climate control, stormwater management, and support for biodiversity. Replanting saplings elsewhere cannot make up for the loss of mature trees in an established forest.

The plan ignores the recent University of Maryland “pause” of the Western Gateway Project. The illustrated interior road network in the Draft Plan is substantially based on the paused Western Gateway plans. Moreover, this road network violates the Green Infrastructure Network and bisects the current Hillel Building. It also ignores community input and fails to make adequate provisions to ensure affordable housing.

We support higher density, mixed use infill development near Purple Line stations, but it must be balanced with environmental conservation. For example, by focusing development on already asphalted, deforested areas such as UMD Lot 1, as envisioned in an [alternative proposal](#) created by UMD School of Architecture students. Please pause the planning process to allow time to address these serious shortcomings and to take community input into account.

Sincerely,

Trey Sherard, Anacostia Riverkeeper

**Brown, Donna J.**

---



**From:** John Rogard Tabori <mctab@aol.com>  
**Sent:** Wednesday, February 2, 2022 3:06 PM  
**To:** Clerk of the Council  
**Subject:** Supplementary Testimony in Support of My Testimony on January 18, 2022 RE: The Adelphi Sector Plan  
**Attachments:** Adelphi Sector Plan Supplementary Written Testimony.pdf  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Dear Ms Brown:

Attached please find my supplementary written testimony in support of my oral testimony in opposition to the Adelphi Road Purple Line Sector Plan as proposed on January 18, 2022. As requested, it is in a \*.PDF format.

Regards

John

John Rogard Tabori  
240.832.5795 (Cell & Text)  
McTab@AOL.com

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 78**



Memorandum (Supplementary Testimony)

Date: February 2, 2022  
To: The Prince George's County Council and Planning Board  
From: John Rogard Tabori, University Park, MD  
RE: Supplementary Comments in Support of a Brief Statement in Opposition to the Current, Proposed Adelphi Road Purple Line Station Sector Plan on January 18 before the Joint Hearing of the Prince George's County Council and Planning Board

---

Dear Chairpersons Calvin Hawkins and Elizabeth Hewlett, and Honorable Members of the County Council and Planning Board:

Please accept this supplementary, written testimony in support of my brief comments at the joint hearing of the County Council and Planning Board in the matter of the Adelphi Road Purple Line Station Area Sector Plan. However, before I get to the heart of my concerns and a more detailed explanation of my request to remand the plan to MNCPPC planning staff, I want to assure both Council and the Planning Board that I am a strong proponent of well-designed Transit Oriented Districts (TODs) and Public Transit systems. I have worked on public transit issues professionally as a management consultant to the US Department of Transportation (USDOT) and in my capacity as an elected official in University Park for over 40 years. In addition, I have testified on numerous occasions and participated in the many technical discussions leading to the development of the TOD zones now a part of the County's zoning ordinance. I am also in support of the general need to upgrade the old 1989 sector plan that governs the area under question. However, the current proposed plan is incomplete, and in my opinion and the opinion of many others, needs to be significantly strengthened and modified before it meets the goals set out in its introduction. Below, I lay out my concerns with the sector plan and argue for some remedies.

1. The boundaries of the sector plan are too narrowly defined in two senses: the area that is encompassed by the sector plan and the potential impact that it may have on the surrounding areas, especially traffic impacts. We pursue these issues below.
2. During the years that I was Mayor of University Park (2006-2014) the Town commission traffic studies along both Adelphi Road and Baltimore Avenue as well as at the entrance and exit points of University Park of the Town's streets along all three of the major roads that border the Town. Two important findings that are pertinent here. First, it was found that daily traffic along Adelphi Road exceeded and, on average, moved more quickly than on Baltimore Avenue. Second, combined with studies that were carried out by developers as part of their PPS and DSP applications we were able to determine that traffic patterns were complex along Adelphi Road constituting at least two distinct patterns or systems. A similar pattern of micro traffic systems was found on Baltimore Avenue, suggesting that such micro traffic systems are the norm in and around University Park, College Park, and the University of Maryland. The obvious reason for these micro traffic systems is the flow in and out of UMD, the various major intersections along both Adelphi Road and Baltimore Ave at East-West Highway and 183 and the multiple major commercial malls that border both. At this point the proposed sector plan neither analyzes or comments on potential changes in the flow or density of traffic along Adelphi Road or Route 183, beyond a brief comment that the intersection at Adelphi Road, Campus Drive and Route 183 level of service (LOS) is adequate

and has sufficient spare capacity to remain so even under the pressure of dense development in the proposed sector. There are a number of problems with this “assumption” which I take up below.

3. While the proposed sector plan acknowledges the physically awkward character of the intersection at Adelphi Road, Campus Drive and Route 183, it does not propose a specific or set of remedies, noting only that no pedestrian or driver has lost their life in a crash there during the years 2015-2018, the LOS is adequate, and with the coming of the Purple Line there is “an opportunity for additional traffic control devices, engineering improvements, or enforcement actions to improve access to and along Adelphi Road.” It is not clear why the mortality and injury data are 3 years out of date. When looking at this issue in the early 1990’s, I was able to track down mortality and injury data with a significantly less time lapse than put forth here. Without information on when the LOS data was collected, it is difficult to determine whether it is influenced by the COVID-19 pandemic, which for the past two years has reduced vehicular traffic through the intersection. Finally, without a traffic study that encompasses both volume and engineering issues associated with the Purple Line crossing at the intersection and the new traffic that might be drawn into the sector by future development our understanding of traffic management needs must be limited. In my opinion, which is based on years of examining and working on traffic issues, this is a major weakness of the sector plan.
4. One of the primary recommendations of the plan is the initiation of a complete street design along Campus Drive between Adelphi Road and the traffic circle at Mowat Drive and the entrance to the UMD Lot #1 parking area. While in principle, this is an excellent idea, it falters on the fact that the northern side of it is outside the sector. In addition, the present configuration of the UMGC buildings do not lend themselves to a successful installation of a complete street. In addition, the construction of a complete street on the northern side of Campus drive would appear to require a taking or ceding of land by UMGC and UMD, which is not discussed or accounted for in the proposed Sector Plan.
5. Finally, the proposed plan lacks a well-designed SWM plan. It fails to recognize that SWM is regional in character. As is well illustrated by the 9-Pond storm water management system and the effort to create it, in which I played a role, storm water management almost invariably involves multiple jurisdictions and spills over multiple sectors. As both University Park and College Park note in their comments, this issue needs further discussion and is intricately bound with the issue of the preservation of Guilford Woods to a maximum degree. Again, the problem seems to be stopping the analysis at the boundaries of the sector plan.

While I have only addressed those parts of the plan where I can draw on my own knowledge, skills, experiences, and interests, I strongly support the analyses and recommendations contained in the University Park and College Park comments to the County Council and the Planning Board. I propose the following recommendations and actions.

1. Expand the boundaries of the zone to include all the UMGC property abutting Campus Drive as well as the area of the UMD campus known as the Lot #1 parking that encompasses the Purple Line as it traverses the campus and heads East. I recognize that this will require significant negotiations with both UMGC and UMD; however, I strongly believe that it will

result in a better sector plan and allow for the implementation of a complete street along Campus Drive, which is problematic at present.

2. Conduct an updated full traffic study that accounts for both the pandemic and other developments along Adelphi Road at the Mall at Prince George's and incorporate the results into the analysis and recommendations underpinning the proposed sector plan.
3. Address the engineering, signaling and safety issues that exist at the intersection of Adelphi Road, Campus Drive and MD 183. At a minimum, this should offer suggestions as to how the intersection might be re-engineered to improve safety and assure that the level of service does not trend toward failure.
4. Strengthen the SWM sections and recommendations of the plan to encompass the regional character of storm water management. In doing so, the planning staff should look to the arguments and suggestions contained in both the College Park and University Park memoranda,
5. Finally, in order to accomplish the above and to answer the many questions and critiques, as well as to incorporate the many suggested changes in plan put forth by those who testified before the hearing on January 18 or who submitted written testimony thereafter, the County Council should remand the sector plan to the planning staff with the requirement that they hold at least one public forum to further review and discuss the plan. In addition, the Council should schedule a subsequent joint hearing to discuss any changes and receive additional comments from the public before moving to pass the final version of the sector plan.

**Brown, Donna J.**

---

**From:** Marilyn Yang <marilyn1@terpmail.umd.edu>  
**Sent:** Wednesday, February 2, 2022 4:53 PM  
**To:** Clerk of the Council  
**Subject:** Adelphi Road Sector Plan Testimony  
**Attachments:** ARSP Oral Testimony - Marilyn Yang.pdf



**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Hello,

Attached is a copy of the oral testimony that I gave during the January 18th public hearing that I would like to be in the public record as written testimony.

Thank you!  
Marilyn Yang

[Context: Below is a written copy of my oral testimony given at the January 18th Public Hearing]

My name is Marilyn Yang and I'm a junior at the University of Maryland majoring in Environmental Science and Policy and the Deputy Director of the Student Government Association's Sustainability Committee. As an individual raised in PG County and a current resident of College Park, I hope you will listen intently to my testimony.

Councilmember Danielle Glaros, I am a constituent who uses Guilford Woods and recognizes the value of this ecosystem - and I adamantly oppose the Adelphi Road Sector Plan.

It's shocking that Guilford Woods is nowhere recognized in the plan document, when there is overwhelming support for the preservation of this forest. This past fall, our student petition generated a thousand signatures from students and alumni to reject the Western Gateway Project, and protect Guilford Woods.

The Western Gateway Project and the Adelphi Road Sector Plan work hand in hand. Both proposals use similar greenwashing language to paint the eventual deforestation of Guilford Woods as smart development, however the Sector plan is much more destructive in that it will up-zone nearly all of Guilford Woods for mixed-use development, with no regard to the natural environment.

Let me be clear, our movement is not fighting against increased housing or transit-oriented development. We need transit oriented development to meet our sustainability goals, HOWEVER such development is not exempt from following best planning practices. The Sector plan does not achieve this, nor does it make any effort to do so. For an area already impacted by flooding, the plan doesn't adequately address these concerns, other than making feeble suggestions of adding infrastructure like street trees, while ignoring the natural storm water management effects of the intact forest. Guilford Wood also mitigates the urban heat island and reduces ozone and carbon pollution.

However, counter arguments have been made that planting new trees in response will somehow absolve these issues, yet these arguments lack the clear understanding that it TAKES DECADES before a new tree can absorb the same carbon as a mature tree.

We don't have decades - and you cannot avoid the climate crisis forever. We need real solutions, not band-aid approaches that value profits over people and the planet. The Adelphi Road Sector Plan, as currently proposed, was designed to attract "high-end" commercial establishments and housing developments.

Let's be clear, the Sector Plan will not provide housing for the people who need it the most and is wildly tone deaf to the rapid gentrification and increasing housing unaffordability that plagues the area.

Councilmembers and specifically Councilmember Danielle Glaros, I hope you will consider these statements and oppose the current Adelphi Road Sector Plan and implement a one-year "pause" to allow for critical amendments. There ARE solutions, such as expanding the plan boundaries to include Lot 1 for infill development and preserving Guilford Woods as Parks and Open Spaces. I hope you will seize on this opportunity to come back to the table with a real solution that meaningfully engages the community and truly reflects sustainable transit-oriented development. This is your chance to show us you're really listening, thank you.

Marilyn Yang  
20720



**Brown, Donna J.**

**From:** noreply@granicusideas.com  
**Sent:** Wednesday, February 2, 2022 10:19 AM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



# New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Callie Dosberg submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the

**Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
EXHIBIT 80**

Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

eComment: I am a resident of College Heights Estates and strongly oppose critical aspects of the Adelphi Road-UMGC-UMD-Purple Line Sector Plan (ARSP). The ARSP will almost completely eliminate the local natural environment, and there are many errors in the ARSP related to the lack of additional buffer and mitigation that any commercial project on the south side of the ARSP would require. The most important issue for our houses on Windsor Lane is the buffer between our private properties and the project be at least 200 feet. The developer will fight this because they have crammed as many townhouses as possible on the property and offered no additional mitigation or buffer area. The sector plan should show an additional buffer area. In addition there are stormwater management and local climate and heat island concerns. I don't oppose responsible development, but in its current form the ARSP is not a good basis for that future development. -Callie Dosberg 3916 Commander Drive

[View and Analyze eComments](#)

This email was sent from <https://granicusideas.com>.

[Unsubscribe](#) from future mailings



**Brown, Donna J.**



**From:** noreply@granicusideas.com  
**Sent:** Wednesday, February 2, 2022 11:15 AM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



# New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Matt Dosberg submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the

**Preliminary Adelphi Road/Purple Line Station Area Sector Plan and Proposed SMA EXHIBIT 81**

Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

eComment: I am a resident of College Heights Estates and strongly oppose critical aspects of the Adelphi Road-UMGC-UMD-Purple Line Sector Plan (ARSP). The ARSP will almost completely eliminate the local natural environment, and there are many errors in the ARSP related to the lack of additional buffer and mitigation that any commercial project on the south side of the ARSP would require. The most important issue for our houses on Windsor Lane is the buffer between our private properties and the project be at least 200 feet. The developer will fight this because they have crammed as many townhouses as possible on the property and offered no additional mitigation or buffer area. The sector plan should show an additional buffer area. In addition there are stormwater management and local climate and heat island concerns. I don't oppose responsible development, but in its current form the ARSP is not a good basis for that future development. -Matt Dosberg 3916 Commander Drive

[View and Analyze eComments](#)

This email was sent from <https://granicusideas.com>.

[Unsubscribe](#) from future mailings



**Brown, Donna J.**



**From:** noreply@granicusideas.com  
**Sent:** Wednesday, February 2, 2022 10:37 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



# New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Elanee Gashaw submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 82**

Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

eComment: I do not agree with the plan as currently written.

[View and Analyze eComments](#)

This email was sent from <https://granicusideas.com>.

[Unsubscribe](#) from future mailings



**Brown, Donna J.**



**From:** noreply@granicusideas.com  
**Sent:** Wednesday, February 2, 2022 8:12 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



# New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Thomas Nassif submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT T-1**

Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

eComment: We vehemently oppose the current plan. The buffer between our private properties bordering Windsor Lane/Guilford Woods and the proposed project needs to be at least 200 feet. We cannot afford to have the developer attempt to cram in as many townhouses as possible on the property without offering additional mitigation and buffer area. The sector plan and maps must be revised to show an additional buffer area in order to protect our neighborhood and public land from environmental threats such as flooding and heat islands, which will be exacerbated due to the dwindling tree canopy in the PG/Hyattsville community.

[View and Analyze eComments](#)

This email was sent from <https://granicusideas.com>.

[Unsubscribe](#) from future mailings



**Brown, Donna J.**

---



**From:** Maura C <maura.elford.collinge@gmail.com>  
**Sent:** Thursday, February 3, 2022 12:01 AM  
**To:** Clerk of the Council  
**Subject:** Comment on ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND SMA

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Hello,

Thank you for the opportunity to offer input via email on the "ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND SMA."

I am a resident of Riverdale Park, MD, and I work in College Park, MD. I both live and work adjacent to the public land currently known as "Guilford Woods." I am extremely concerned that the advancement of this Adelphi Road Sector Plan disregards community input regarding the preservation and stewardship of this 100-year-old forest.

Potential development plans for this area do not take into account the extent to which the appeal, vitality, and environmental and infrastructural health of this local area depend on preserving public natural spaces such as Guilford Woods. There are already several active construction projects impacting the relatively small College Park area, and the full impact of their completion (with increased traffic, energy usage, and impacts on stormwater) are yet to be seen. It is appalling that whole swaths of public land with immeasurably valuable established forests are already being eyed for further development - hasty and irresponsible overdevelopment in the eyes of most community members.

My immediate neighborhood has seen extremely damaging stormwater impacts from the recent Riverdale Park Station, compounded with longstanding stormwater issues relating to the Prince George's Plaza shopping center area. As global warming makes severe weather events and sudden extremely heavy rainfall far more frequent, the impact on communities like ours will worsen dramatically, and established natural spaces - in particular established forests - are essential to breaking up and buffering these impacts on residential areas. They are not the sole solution but are an essential part of other responsible stormwater management by our communities. Many people in my neighborhood suffered severe damage to their homes in recent floods that were exacerbated by stormwater surges from the heavy nearby development. They lost expensive appliances and dealt with terrible mold and structural damage, at great expense and risk to their homes. The same stormwater was within inches of causing damage like this to my home in the last flash flood, and I constantly fear that next time we won't be so lucky. Irresponsible development has thoroughly devastated old Ellicott City for similar reasons. I am a new homeowner in Riverdale Park, and I love this community and hope to stay, but I have tremendous fear that hasty and short-sighted development plans are leading the Adelphi Road / UMD sector down a similar path (as that of Ellicott City), at the tremendous expense of residents and the cities they live in.

It is truly enraging that the County is considering a sector plan that ignores community input and pushes for zoning that allows development of the few remaining essential undisturbed forested lands. Instead, the County could up-zone areas such as the parcels of land along Adelphi Road and Campus Drive up to the Domain apartment complex (at the corner of Campus Drive and Mowatt Lane). This would allow for greater housing density while avoiding the negative impacts of gutting undisturbed forest that provides forest canopy, stormwater mitigation, and immeasurable benefits that are not adequately addressed in the current Sector plan. There is a definite need for intentional, responsible, and sustainable

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT T-2**

development of the Adelphi Road / UMD sector that allows for greater housing density (especially truly affordable housing). The responsible approach must focus on redeveloping underutilized, previously developed spaces.

No matter how responsibly a new development proposes to manage stormwater impact, the loss of a public land like a century-old established forest is not replaceable. One of the most sustaining and attractive aspects of life in the vicinity of UMD / Adelphi Road is the natural habitat that large unbroken tracts of forested land provide to wildlife and birds. Many local organizations and community activities center around observing and caring for the diverse species and ecosystems that surround us. This ethos of environmental stewardship is central to the culture and values of the communities in the Adelphi Road / UMD sector, and leaving only a few fragmented scraps of land designated as "natural space" will lead to incalculable losses of local species and their habitats. The result of this loss of larger natural spaces will be worsened impacts of wildlife/human interactions (including potentially dangerous or deadly traffic accidents) as the last substantial habitats of deer, foxes, and other wildlife are encroached upon.

I don't appreciate the prospect of living with these myriad negative impacts that will result from a plan that did not give appropriate credence to community input and does not live up to its superficial messaging. The County should also consider that the destruction of a space like Guilford Woods is wildly unpopular, as evidenced by the UMD's decision to pause development of the area in response to protests and widespread outcry from community members, UMD faculty and students, and others.

It seems that the County is currently on a path to indulge developers who want to profit from short-sighted and irresponsible development of parcels of public land that were grossly undervalued for sale while ignoring needed solutions to redeveloping areas that would benefit the community. The short-term profit for private developers will leave the County and local municipalities to bear the costs of the ensuing infrastructure damage, environmental degradation, and cultural and social losses.

Thank you for your consideration. I hope that the County will pause and significantly revise the Adelphi Road / UMD sector plan with meaningful input from the communities affected by the development.

Sincerely,  
Maura

**Brown, Donna J.**



**From:** noreply@granicusideas.com  
**Sent:** Monday, January 17, 2022 12:47 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



## New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Alexandra Bely submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 83**

eComment: Develop around transit? Yes! Destroy urban forests? No! No! No! By proposing widespread deforestation of urban forests, including Guilford Woods, the draft ARSP reflects a grossly outdated approach to planning. The ARSP needs to be paused and reconceived to be brought in line with 21st century urban planning practices: 1) preserve precious urban natural areas (Guilford Woods), recognizing they are incredibly valuable urban amenities, 2) broaden the plan's borders to include highly relevant, buildable areas (e.g., UMD Lot 1), and 3) allow and reflect significant and well-founded community input. The ARSP public sessions to date have been downright insulting to the public. There is OVERWHELMING support for preserving Guilford Woods (>2,500 local residents/UMD community members, ~500 UMD faculty/staff, hundreds of students). Relevant communities have spoken loudly. Pause the ARSP and reconceive it to develop this area in a way that will make Prince George's County shine!

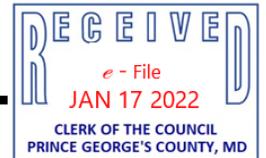
[View and Analyze eComments](#)

This email was sent from <https://qranicusideas.com>.

[Unsubscribe](#) from future mailings



**Brown, Donna J.**



**From:** noreply@granicusideas.com  
**Sent:** Monday, January 17, 2022 12:39 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



# New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Stephanie McLaughlin submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 84**

eComment: I urge the County Planning Board to please pause and reconsider the extent of this sector plan. It is inconceivable how Guilford Woods is still within the boundaries of this sector plan, after the extensive support from the community and the University of Maryland to save this 15 acre remnant forest at the southern edge of the campus from development. The woods includes the headwaters of a stream, Guilford Run, and is part of the Anacostia watershed. It is also home to various wildlife species such as foxes and pileated woodpeckers. More telling is the 28 October 2021 announcement by UMD President Darryll Pines that the university will pause current planning developing this woody area. This came after many months of tireless efforts by UMD students, faculty members, staff, local residents and others to save Guilford Woods. I have walked through Guilford Woods over the years and find them to be a welcome and wondrous haven from all the development in College Park.

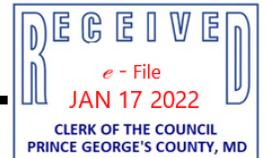
[View and Analyze eComments](#)

This email was sent from <https://qranicusideas.com>.

[Unsubscribe](#) from future mailings



**Brown, Donna J.**



**From:** noreply@granicusideas.com  
**Sent:** Monday, January 17, 2022 12:24 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

**CAUTION:** This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.



## New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Leo Shapiro submitted a new eComment.

Meeting: County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

Item: JT 01182022b THE PRINCE GEORGE'S COUNTY COUNCIL, SITTING AS THE DISTRICT COUNCIL, AND THE PRINCE GEORGE'S COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION PRELIMINARY ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND PROPOSED SECTIONAL MAP AMENDMENT (SMA) (CR-123-2020) Pursuant to the Regional District Act, codified under Division II of the Land Use Article of the Maryland Code, as well as the Zoning Ordinance of Prince George's County, Maryland, codified under Subtitle 27 of the Prince George's County Code, notice is hereby given that a public hearing will be held to seek public comment and testimony.

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT 85**

eComment: Good planning is an essential component of smart and sustainable development. The goals of this sector plan are good, but the execution falls far short. As was clear to anyone who took part, the process for public input was nothing more than pro forma box-checking rather than a serious effort to incorporate input from experts and citizens. The most appalling shortcoming is the failure to preserve remaining natural areas such as Guilford Woods (while simultaneously ignoring the opportunity to develop a sprawling surface parking lot on the UMD campus). This plan is decades out of date in its perspective. "Smart growth" is more complex than simply maximizing density and proximity to transit. Not all sites are the same and natural areas are invaluable and irreplaceable. This plan is a good start, but the County should now pause this process to allow time for serious input from citizens and experts that can help guide improvements, including the protection of existing natural areas.

[View and Analyze eComments](#)

This email was sent from <https://qranicusideas.com>.

[Unsubscribe](#) from future mailings



# Attachment 3: ARSP Analysis of Testimony

## Staff Analysis of Testimony

### Preliminary Adelphi Road-UMGC/UMD Purple Line Station Area Sector Plan

### Proposed Adelphi Road-UMGC/UMD Purple Line Station Area Sectional Map Amendment (SMA)

### January 18, 2022 Public Hearing Record

#### Table of Contents

	Section	Page	
I	Introduction	2	
II	Analysis of Testimony	A General Testimony	6
		B Key Issues	8
		C Defining the Context (Section II)	93
		D Land Use (Section III)	94
		E Economic Prosperity (Section IV)	98
		F Transportation and Mobility (Section V)	99
		G Natural Environment (Section VI)	107
		H Housing and Neighborhoods (Section VII)	115
		I Community Heritage, Culture, and Design (Section VIII)	118
		J Healthy Communities (Section IX)	119
		K Public Facilities (Section X)	120
		L Monitoring and Evaluating (Section XI)	125
		M Other Plan Issues	126
		N Draft Resolution - Proposed SMA	127
O Testimony Outside the Scope of the Preliminary Sector Plan and/or Proposed SMA	130		
III	List of Speakers	132	
IV	List of Exhibits	133	

# Section I. Introduction

## **Purpose of the Analysis of Testimony and Process**

This analysis of testimony is intended to identify areas where staff recommends the Planning Board to amend the Preliminary Sector Plan or Proposed SMA in its resolutions of adoption and endorsement in response to issues raised in public testimony. Analysis of testimony on a master/sector plan or SMA does not, and is not intended to, do the following:

- Provide a point-by-point analysis of all issues raised in public testimony.
- Calculate, quantify, or determine public or community sentiment based on the amount of testimony received and/or the amount/percentage of testimony received in favor of, or opposed to, a particular course of action.

Following the Planning Board's work session on this analysis of testimony, the Planning Board may adopt, adopt with amendments, deny, or remand (to staff) Preliminary Sector Plan or Proposed SMA. The Planning Board then transmits the adopted sector plan and endorsed SMA to the District Council. The District Council may review the adopted sector plan and endorsed SMA in a work session and then determine whether to approve them, approve them with amendments based on the record, deny the plan, remand one or both of them to the Planning Board for further analysis, or propose amendments to the plan or SMA not based on information contained in the record of public testimony. If the District Council proposes amendments to the plan and/or SMA that are not based on information in the record of public testimony, a second Joint Public Hearing of the District Council and Planning Board must be held on those amendments only.

## **Staff Recommended Actions**

At the direction of the Planning Board, recommendations in this analysis will be incorporated into the Planning Board's Resolution of Adoption, and will include, as an attachment, an Errata Sheet containing corrections and clarifications.

## **Municipal Review of Master/Sector Plans**

Planning Department staff are available to meet with municipal staff at all times during a plan process, and municipal staff are encouraged to reach out and ask questions throughout the plan and legislative approval process. Should municipal boards, commissions, or legislative bodies choose to review and comment on master or sector plans, staff strongly encourages them to hold work sessions where Department staff can present plan recommendations and answer questions. While staff participation is ultimately at the discretion of the deliberative body, Planning Department staff participation in these events, and in prior work sessions, during previous plans has proven essential in informing municipal review and comment, addressing questions and concerns, and focusing testimony.

## Section I. Introduction

This report analyzes 80 exhibits and 111 pages of transcribed oral testimony (representing 33 speakers) from the Joint Public Hearing on the Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and its Proposed SMA held on January 18, 2022. Copies of the transcript and all exhibits submitted before the close of public record on February 2, 2022, are included as attachments. Following a review of the exhibits and oral testimony, Planning Department staff analyzed the issues raised in the testimony, offered the Department’s response and several recommendations for changes to the text and maps of the Preliminary Sector Plan and Proposed SMA [if necessary], as amendments, in response to testimony.

This analysis is organized as follows:

Testimony is further organized within each section of the analysis by key topic, and if necessary, subtopics within that topic. For example, testimony recommending new bioretention facilities would fall under:

<b>Section</b>	Natural Environment
<b>Topic</b>	Stormwater Management (SWM)

Within each Section, the following is provided:

<b>Issue No.</b>	<b>Summary of Issues</b>	<b>Staff Response</b>	<b>Plan/SMA Cross References</b>	<b>Exhibit/Speaker #</b>	<b>Staff Recommendation</b>	<b>Planning Board Action</b>	<b>District Council Action</b>
<b>Topic</b>							
Serial number	Summary of issues raised in testimony	Staff analysis of testimony (including a summary of how the preliminary sector plan or proposed SMA addresses the issue raised)	References to Specific Plan Policies/Strategies or Page Numbers	List of exhibits/speakers providing testimony on this topic	Staff recommendation to Planning Board (if any)	Planning Board Action (completed after adoption)	District Council Action (completed after approval)

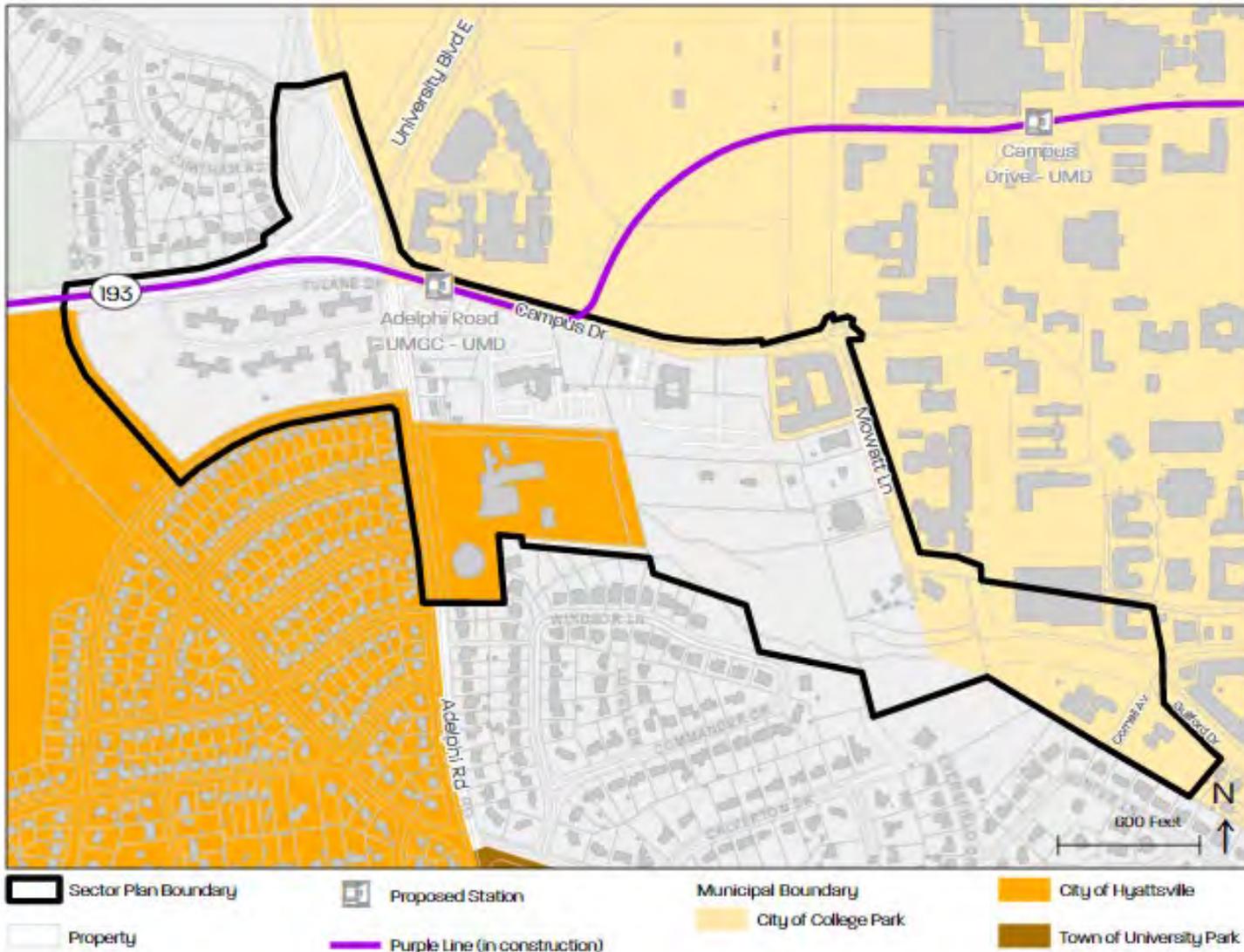
Within the testimony analysis, the following symbols are used:

Underline indicates language added to the preliminary plan and/or proposed SMA.

[Bracket] indicates language deleted from the preliminary plan and/or proposed SMA.

# Section I. Introduction

Map A. Map of Sector Plan Area and Municipal Boundaries



# Section I. Introduction

## Acronym Guide

BMP	Best Management Practices
CRT	Critical Root Zone
DPIE	Prince George's County Department of Permitting, Inspections and Enforcement
ESD	Environmental Site Design
ETM	Environmental Technical Manual
LTO-c	Local Transit-Oriented-core Zone
LTO-e	Local Transit-Oriented-edge Zone
LTO-PD	Local Transit-Oriented, Planned Development Zone
NAC	Neighborhood Activity Center Zone
NRI	Natural Resource Inventory
PMA	Primary Management Area
ROS	Reserved Open Space Zone
RSF-65	Residential, Single-Family-65 Zone
RTO-L-e	Regional Transit-Oriented, Low-Intensity-edge Zone
SMA	Sectional Map Amendment
SWM	Stormwater Management
TMDL	Total Maximum Daily Loads
UC	Urban Corridor
UMD	University of Maryland, College Park
UMGC	University of Maryland Global Campus

## Section II. A: Analysis of General Testimony

### Staff Proposed Substantive Changes

In Exhibit 54, Planning Department staff recommend one substantive change not contained within the Preliminary Sector Plan.

### Testimony in General Support of the Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and/or Proposed SMA

The University of Maryland, College Park, the state's flagship university, the County's largest employer, and the sector plan's largest property owner, testified in support of the Sector Plan and SMA as drafted. The City of Hyattsville and the Town of University Park testified in support of the Sector Plan, with conditions identified in testimony.

12 – Alaina Pitt

68 - Bryan Franklin

V15 - Arthur Horne, attorney for Patricia A. Bruce Children's Trust

46 - Coalition for Smarter Growth, Cheryl Cort, Policy Director

69 – Thomas H. Haller, Gibbs & Haller, attorney for GD Mowatt Townhomes, LLC

V17 - Pastor Julie Bringman

49 – National Capital Planning Commission

### Testimony in General Opposition to the Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and/or Proposed SMA

The City of College Park testified in opposition to the Sector Plan and SMA as drafted.

Several advocacy groups (such as the Coalition for Smarter Growth and the Prince George's County Sierra Club) stakeholder groups and community associations testified in general support of the sector plan but in opposition to the Sector Plan's recommendations for the properties at 7500 Mowatt Lane and 3623 Campus Drive and abutting wooded areas.

V26 - Nina Jeffries

V30 - Helena Benes Kaiser

50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor

V27 - Alexander Rohlf

46 – Alexi Boado

78 - John Rogard Tabori

V28 - Dr. Rachel Golden Kroner

## Section II. A: Analysis of General Testimony

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
A.1	Welcomes Purple Line coming to the area	Staff concur.		V4 - Dr. Amy Sapkota 39 - Helen Kaiser	No change to Sector Plan/SMA		
A.2	Concerns about the consultant relationship to the Western Gateway project. (Conflict of Interest)	Torti Gallas + Partners (TG+P) is one of the largest planning and architectural firms in the United States with offices in Washington, DC, Los Angeles, Philadelphia, Tampa and Istanbul. The firm is organized into different segments and firewalls are established between segments to guard against conflicts of interest. The firewall prevented the individuals working on the Western Gateway project from having any communication with the individuals working on the Adelphi Plan and TG+P confirmed that no such communication occurred. A letter from TG+P dated March 28, 2022, is included in this Digest. (see Attachment 4)		63 - University of Maryland Student Government Association Sustainability Committee 19- Marc Simon	No change to Sector Plan/SMA		
A.3	Plan values profits over people	Staff has used a balanced approach that recognizes the competing interests and priorities of the stakeholders to find a middle ground and address the issues we generally see in an urban environment. Staff recommendations are geared towards meeting the needs of current and future residents. See also staff response to Major Issue B1		V8-Marilyn Yang	No change to Sector Plan/SMA		

## Section II. B: Analysis of Key Issues: Summary

This section of the analysis discusses **nine key** issues raised in public testimony. These issues may be complex, feature a significant number of witnesses or articles of written testimony, or require a lengthy staff analysis and/or recommendation. This table serves as a synopsis; refer to staff analysis and recommendations for more robust context.

## Section II. B: Analysis of Key Issues: Summary

No.	Key Issue	Summary	Recommended Changes	Pages
B1	Concerns about the Planning Process and legislative schedule	Participants in the joint public hearing expressed concern/frustration that their desired outcomes were not reflected in the Preliminary Sector Plan. Because of this feeling of frustration, and even though there was an approved Public Participation Program that was executed as approved, several parties, including the Cities of College Park and Hyattsville, recommend delaying adoption or approval of the Sector Plan and SMA.	<ul style="list-style-type: none"> <li>• No change to plan</li> <li>• No change to SMA</li> <li>• No change to schedule</li> </ul> <p>Refer to the Staff Analysis on Section II. B1: Planning Process and Legislative Schedule for more information.</p>	14

## Section II. B: Analysis of Key Issues: Summary

No.	Key Issue	Summary	Recommended Changes	Pages
B2	Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development	Several speakers/exhibits requested preservation of the subject properties as a park or natural area, including the entire property at 7500 Mowatt Lane, with some also requesting rezoning of either a portion or the entirety of the UMD-owned property at 7500 Mowatt Lane, as Reserved Open Space (ROS), to facilitate preservation.	<ul style="list-style-type: none"> <li>• Revise History section</li> <li>• Delete Map 7. <i>Approved Development Applications in Plan Area</i></li> <li>• Revise Parks and Open Space Text Box</li> <li>• Add Strategy LU 2.2, recommending subdivision of the parcel at 7500 Mowatt Lane and reclassification to the ROS Zone as recommended by UMD in its testimony</li> <li>• Delete Footnote 4</li> <li>• Add Strategy NE 1.4, recommending maximum use of conservation easements</li> <li>• Revise Map 29. <i>Recommended Parks and Public Open Spaces</i></li> <li>• Add Strategy PF 2.8 to add portions of the subject properties to Conservation Area C</li> <li>• Revise description of Conservation Area C in Table 15. <i>Recommended Parks and Public Open Spaces</i></li> <li>• Add LU 6 and Strategy LU 6.1, maximizing use of LTO-PD Zone</li> </ul>	18
B3	Scale and Intensity of Development and Center Designation	Several speakers/exhibits expressed concern that the scale and intensity of recommended development, resulting Center designation, and zoning recommendations, is larger than that recommended in Plan 2035.	<ul style="list-style-type: none"> <li>• Replace all prospective references to UMD West Campus Center with UMD West Local Transit Center.</li> <li>• Revise “What’s in a Name” text box on p. 8</li> <li>• Revise the description of “Centers” on p. 23</li> <li>• Revise the UMD West Center Text Box on page 23</li> <li>• Create new Strategy LU 1.1 designating UMD West Center as Local Transit Center</li> <li>• Update Table 19 in Appendix D: Plan 2035 and Functional Master Plan Amendments accordingly.</li> <li>• Make no changes to SMA</li> </ul>	45

## Section II. B: Analysis of Key Issues: Summary

No.	Key Issue	Summary	Recommended Changes	Pages
B4	Stormwater Management	Several exhibits expressed concerns about the impact of the sector plan on the management of stormwater, and especially the relationship of new development to flooding along Guilford Run downstream of the sector plan area.	<ul style="list-style-type: none"> <li>• Add Strategy TM 1.4, recommending that SWM best practices (BMPs) be added to existing streets.</li> <li>• Revise Strategy NE 2.2 to add structured SWM storage facilities to the recommended underground facilities.</li> <li>• Revise NE 2.3 to add a description of BMPs</li> <li>• Add Strategy NE 2.4 recommending SWM retrofit of UMD campus.</li> </ul>	51
B5	Reducing Automobile Use through Transit-Oriented Development and Perceptions of Traffic Congestion	Several speakers/exhibits expressed concerns about the traffic impacts of new development.	<ul style="list-style-type: none"> <li>• Clarify and revise language pertaining to traffic on page 68</li> <li>• Remove the word “appropriate” from Strategy TM 1.1.</li> <li>• Add Strategy TM 1.3 to evaluate potential for off-peak, on-street parking on Adelphi Road and Campus Drive.</li> <li>• Add Strategy TM 1.4 to recommend SWM retrofit along existing streets. Revise strategies for Adelphi Road and Campus Drive to keep current four travel lanes and move bicycle facility to off-street cycle track.</li> <li>• Replace Table 7. <i>Recommended Master Plan of Transportation Complete and Green Streets</i> with revisions</li> <li>• Revise Maps 10. <i>UMD West Campus Center - Recommended Boundary, Core, and Edge</i>, and Map 11. <i>Strategies LU 1.4, LU 1.5, LU 1.6, and LU 1.7</i></li> <li>• Revise Strategy TM 2.1</li> <li>• Revise Table 8. <i>Recommended Master Plan of Transportation Shared-Use Paths and Trails</i> Revise Strategy TM 4.7</li> </ul>	58

## Section II. B: Analysis of Key Issues: Summary

No.	Key Issue	Summary	Recommended Changes	Pages
B6	Housing Affordability	Several speakers/exhibits expressed concerns about the lack of explicit policies or strategies to ensure the construction of affordable units.	<ul style="list-style-type: none"> <li>• Remove the property at 3623 Campus Drive from Policy LU 3 and update Map 12. <i>Recommended Consolidation of Parcels</i>, and Table 18. <i>Recommended Consolidation of Parcels</i> to implement Policy LU 5</li> <li>• Add Policy LU 6, recommending use of the LTO-PD zone throughout the plan area to encourage tree canopy preservation and construction of below-market-rate housing.</li> <li>• Revise Policy HN 1 to integrate former Strategy HN 1.2 to clearly link projected demand for undergraduate and graduate housing to the housing recommendations.</li> <li>• Revise Strategy HN 1.5 to incorporate Housing Opportunities for All in recommendations for affordable housing.</li> <li>• Add Strategy HN 1.6, recommend UMD construct dormitories to add to the affordable housing supply.</li> </ul>	72
B7	Countywide Green Infrastructure Network	Several speakers/exhibits recommended expansion of the Evaluation and Regulated Areas of the Countywide Green Infrastructure Network.	<ul style="list-style-type: none"> <li>• See staff recommendations on Key Issue B2.</li> </ul>	77
B8	Plan Boundaries	Several speakers/exhibits expressed concerns about the process by which master/sector plan boundaries are determined and the omission of areas outside the plan boundary, most notably Parking Lot 1 on the UMD campus.	<ul style="list-style-type: none"> <li>• No change to plan</li> <li>• No change to SMA</li> </ul> <p>Refer to Staff Analysis below in Section II. B8: Plan Boundaries for more information.</p>	85

## Section II. B: Analysis of Key Issues: Summary

No.	Key Issue	Summary	Recommended Changes	Pages
B9	City of College Park SMA Recommendations	The City of College Park recommended an alternate zoning scheme throughout the Sector Plan area, including areas outside of the City, that would substitute Residential Base Zones in place of the recommended LTO Zones.	<ul style="list-style-type: none"> <li>• No change to the SMA</li> <li>• City’s proposed RSF-65 Zone is consistent with concurrent sector plan.</li> <li>• Should District Council approve City’s recommendation, said recommendation only applies to portion of subject property within City of College Park. Should this situation occur, staff recommends that subject property be eligible for LTO-PD Zone by virtue of its presence within UMD West Local Transit Center.</li> </ul>	87

## Section II. B1: Planning Process and Legislative Schedule

### Plan/SMA Cross References:

Community Engagement, pp. 25-26

Scenario Planning, p. 29

Appendix C: Community Engagement Summary, pp. C1-C4

### Exhibits/Speakers:

7 – Alexi Boado	26/61 - Dr. Victor Yakovenko	48 - City of Hyattsville, The Honorable Kevin Ward, Mayor	73 - Rev. Michelle Mejia, University United Methodist Church	V2 - The Honorable Stuart Adams
9 - Jessica Garratt	28 - David Brosch	50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor	74 - College Heights Estates Association (CHEA), Christopher Oehrle, President	V4 - Dr. Amy Sapkota
14/V18 - Sierra Club of Prince George’s County, Lily Fountain	29 - Coalition to Save Guilford Woods	63 - University of Maryland Student Government Association Sustainability Committee	75 - Lee Poston	V18 - Sierra Club of Prince George’s County, Lily Fountain
17 – Nirit Rotenberg	30 - Steve Hurtt	64/V20 - Dr. Stephen Prince	77 - Trey Sherard, Anacostia Riverkeeper	V24 - Leo Shapiro
18 - Ross Salawitch	32 - Becky Livingston		78/V29 –Dr. John Rogard Tobar	V28 - Dr. Rachel Golden Kroner
19 - Marc Simon	39/V30 - Helen Kaiser		82 - Elanee Gashaw	
22 - Judith Lichtenberg	44/V8 - Marilyn Yang			
25 - Louiqa Raschid	46 – Alexi Boadao			
	47 – Riya Sharma			

### Summary of Issues:

Several exhibits/speakers expressed frustration about the virtual engagement process in general and several people were frustrated that their viewpoints, positions, and recommendations expressed through the public engagement process were not incorporated into the plan and recommend a delay in the planning process until such a point as their preferred policy positions are reflected in the plan.

## Section II. B1: Planning Process and Legislative Schedule

Several people conveyed their sentiments to the Municipal/Town Councils during their work sessions and City/Town Hall meetings, and Municipalities incorporated those sentiments within their testimonies submitted for the ARSP JPH. Both the Cities of Hyattsville and College Park also recommended a delay in the planning process to give staff more time to incorporate additional analysis and public input.

### Staff Analysis:

Several parties testified requesting an extension of the time period in which the plan would be adopted and approved to allow the incorporation of additional community feedback and allow for additional analysis of the Preliminary Plan and Proposed SMA. While staff recommends several changes to the sector plan based upon information in the testimony, generally speaking, and especially on the most controversial issue described in Key Issue B2 below, there was no information provided in public testimony of which staff (a) was not aware or informed about; (b) did not take into very thorough consideration; and (c) are likely to arrive at differing conclusions that those identified in the Preliminary Sector Plan or this analysis.

In the Adelphi Road-UMGC-UMD-Purple Line Station Area Sector Plan, the primary issue of the concern in testimony is the development of currently undeveloped properties between Campus Drive and Guilford Run. Many residents of the neighborhood to the south of Guilford Run, namely in College Heights Estates, and students and faculty at the University of Maryland, College Park (UMD) testified in opposition to the development of these properties. A petition was submitted as a testimony (Exhibits 29 & 67 - Coalition to Save Guilford Woods), with over 600 signatures from UMD students, and faculty, residents, and advocates in opposition to the development of one or both of these properties. The Preliminary Sector Plan makes recommendations concerning these properties that conflict with the sentiments expressed in public hearing testimony.

### Public Participation Program

In response to the COVID-19 pandemic and in person meeting restrictions, the project team was required to modify its public participation program to an all-virtual planning process. The District Council approved the project's Public Participation Program in its approval of CR-123-2020, pursuant to Section 27-3502(c)(2) of the Zoning Ordinance.<sup>1</sup>

In lieu of in-person meetings to maximize the health and safety of the public as well as staff, three virtual meetings were conducted. The project team specifically expanded its outreach to the public to maximize input during the virtual scenario planning workshop. An [in-person Open House](#) was held on December 17<sup>th</sup>, 2021, following prevailing County health and safety protocols, to present preliminary findings and recommendations. This in-person Open House was followed up by a Virtual Open House (held on November 18<sup>th</sup>, 2021) for those who either could not attend the in-person Open House or did not feel comfortable in an in-person setting under pandemic conditions. Preliminary findings and recommendations were also presented in this virtual setting.

The project team met all requirements for public meetings required by the Zoning Ordinance. Pursuant to Section 27-644(a)(1) of the Zoning Ordinance, the District Council reviewed the Goals, Concepts, and Guidelines and Public Participation Program and found that the documents addressed an appropriate range of

---

<sup>1</sup> Section 27-643 of the prior Zoning Ordinance.

## Section II. B1: Planning Process and Legislative Schedule

issues to be evaluated through development of the preliminary sector plan and that the methodology for ensuring adequate community involvement was consistent with the requirements of Section 27-643 of the Zoning Ordinance.

All meetings were publicized via postcards and social media platforms. The project team has been maintaining a page on the County planning website where updates have been posted, as well as documents created during the planning process. A similar effort has also been achieved on the project's Konveio page. All virtual meetings have been posted on the project team's YouTube channel. Virtual Office Hours have been promoted.

Extensive community input was conducted and summarized below:

- The [three virtual public meetings](#) held from December 2020 through June 2021 had a range of 48-138 attendees from the community.
- 138 respondents took [an online survey](#) that attracted area residents, nearby residents, and stakeholders. The survey was available online for 30 days and marketed on social media.
- 75 comments were left on an [interactive community input map](#) about what residents like, and what type of improvements or amenities are needed.
- 127 social media posts and ads were a part of a public outreach plan including the project's web page, a Konveio site, PowerPoint presentations, and e-mail newsletters (as of 10/28/2021)
- 1200+ postcards were mailed to residents within a half-mile radius of the incoming Adelphi Road-UMGC-UMD Purple Line station to invite them to either the in-person and/or virtual open house.
- 1200+ postcards were mailed to residents and property owners within a half mile radius of the incoming Adelphi Road-UMGC-UMD Purple Line station to invite them to the virtual Scenario Planning Workshop in June 2021.
- The project's 16 YouTube videos of the virtual meetings have been viewed 709 times (as of 02/25/2022).
- The team conducted 16 Stakeholder Listening Sessions with 30 stakeholders/groups (it included property owners, advocacy groups, municipalities, elected officials, and agencies) via Microsoft Teams to introduce the project and gather feedback on the existing issues and future needs of the sector plan area. Stakeholders shared ideas, information, and suggestions on the future vision of the sector plan area during the sessions. The feedback was documented by the team and summarized [in this report](#).
- A presentation was made to the Development Review Committee of the Town of University Park (05/13/2021) to share update on the sector plan project, gather Town's inputs on the plan, and answer questions.
- Staff also presented the Preliminary Plan and Proposed SMA recommendations at the City of College Park (01/04/2022) and the City of Hyattsville (01/10/2022) Council work sessions and answered questions.
- Staff held multiple Virtual Office Hours meetings with the property owners, Homeowner Association representatives, residents, churches, and advocacy groups. This included meeting with: Mr. Christian Cerria (Development Director), and Mr. Tom Haller (attorney), representing Gilbane Development Company (04/12/2022 and 01/13/2022); The Honorable James Rosapepe, MD State Senator for District 21 (06/14/2021); Mr. Marc Simon (CHEA neighborhood resident, property owner, and Coalition to Save Guilford Woods representative) (06/22/2021); Mr. Christopher Oehrle (President and property owner) and Mr. Earl Adams (attorney and property owner) representing College Heights Estates Association (CHEA) (06/29/2021); several representatives of the Hope Lutheran Church and Student Center (07/06/2021); and Dr. Amy Sapkota and Dr. Stephen Prince (UMD faculty and Coalition to Save Guilford Woods representatives) (07/12/2021). Virtual Office Hours remain available every Wednesday and Friday through March 2022.

## Section II. B1: Planning Process and Legislative Schedule

- Staff presented project updates at several other meetings: Purple Line Corridor Coalition (PLCC) - Steering Committee Meeting (05/14/2021); Cool Spring-Adelphi Road Pedestrian and Bicycle Access Project - Community Meeting (06/02/2021); UMD Student Planning Association (06/15/2021); Active Transportation Advisory Group (ATAG) Meeting (03/01/2021 and 09/13/2021); and District 2 Town Hall Meeting (10/19/2021).

Community engagement during a global pandemic has been an unprecedented challenge. The health and safety of the public as well as staff was prioritized and to adhere to County guidance and CDC recommendations.

### Conclusion

The Prince George's County Planning Department's primary planning mission is to provide the public, Planning Board, and District Council with its best professional judgment of the best course of action for Prince George's County. In community planning, a constant issue facing planners, appointed officials, and elected officials is making a decision that may be best from a planning perspective but differs from opinions submitted in public testimony. As professional community planners, staff are trained to engage the widest possible audience of stakeholders, property owners, and interested parties to determine a community's needs, desires, and aspirations. While community planners strive to bridge differences and identify consensus, broad community engagement and solicitation of community inputs often gives rise to the misperception that a planning process is a sort of referendum or popularity contest, where the size and volume of a particular viewpoint determines the outcome of a plan

Staff must evaluate what to recommend in this sector plan and SMA based upon several factors, including, but not limited to:

1. Federal, state, and County laws governing land use, the environment, and planning, including the rights of property owners to legally develop their own property as permitted by law.
2. The impact of a particular recommendation on Prince George's County, as a whole, in the horizon year of 2047.
3. The testimony and input of property owners.
4. The interrelationship, and often the tradeoffs, between economic prosperity, environmental preservation, housing and neighborhoods, community heritage, culture, and design, transportation and mobility, and the provision of public facilities, all in a manner that advances the public health, safety, and welfare.

**Staff Recommendation:** Staff recommends the Planning Board adopt the Sector Plan and endorse the Sectional Map Amendment, with staff's recommended amendments, insertions, or deletions, on or before April 14, 2022, as identified in the project schedule approved in [CR-123-2020](#).

**Planning Board Action:**

**District Council Action:**

## Section II. B2: Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development

### Plan/SMA Cross References:

History (pp. 20-21)

Map 7. *Approved Development Applications in Plan Area* (p. 34)

Table 2: *Future Land Use Categories* (pp. 36-37)

Parks and Open Space (p. 37)

Map 9. *Future Land Use Map (FLUM)* (p. 38)

Policy LU 1: Create a high-intensity, mixed-use, pedestrian-oriented, and university- and transit-supportive neighborhood at the Adelphi Road-UMGC-UMD Purple Line Station Area (UMD West Campus Center). Discourage non-transit-supportive or automobile-oriented uses. (p. 39)

LU 1.1: Define the boundaries of the UMD West Campus Center as the entire Sector Plan area, with the exclusion of the properties at 3841 Campus Drive (Tax ID 2411122) and Lot 3 at 0 Mowatt Lane (Tax ID 4018016). See Map 10. UMD West Campus Center - Recommended Boundary, Core, and Edge.

LU 1.2: Designate the Core of the UMD West Campus Center as shown on Map 10 to facilitate the highest intensities of mixed-use, pedestrian-oriented, and transit- and university-supportive development closest to the Purple Line station, UMD, and US 1 (Baltimore Avenue). Classify these parcels in the Local Transit-Oriented - Core (LTO-c) Zone to implement the recommendations of this Sector Plan.

LU 1.3: Designate the Edge of the UMD West Campus Center as shown on Map 10 to facilitate less intense development between the Core and the existing low-density, single-family neighborhoods to the south that contains a mix of residential units with ground-floor amenities and community spaces focused on the needs of the residents.

Map 10. *UMD West Center – Recommended Boundary, Core, and Edge* (p. 40)

## Section II. B2: Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development

LU 1.7: Construct buildings on the following properties within the Edge of the UMD West Campus Center that support a vertical mix of uses with multifamily (student units, and/or apartments) on upper floors and flexible ground-floor spaces that allow for institutional, cultural, and recreational uses. Alternatively, townhomes may be constructed on these properties; townhouses should be located south of multifamily buildings, creating a step-down in building heights to adjacent neighborhoods, where feasible. See Map 11 for more information. (p. 41)

PROPERTY	TAX ID
7501 Adelphi Road	2379394
3623 Campus Drive	2424737
7500 Mowatt Lane	4018024

Map 11. *Strategies LU 1.4, LU 1.5, LU 1.6, and LU 1.7* (p. 42)

Policy LU 2: Preserve key publicly owned natural areas to preserve environmental assets and create buffers between the UMD West Campus Center and adjacent neighborhoods. See also Policies HD 2 and PF 2. (p. 43)

LU 2.1: Preserve the properties at 3841 Campus Drive (Tax ID 2411122) and Lot 3 at 0 Mowatt Lane (Tax ID 4018016), exclude them from the UMD West Campus Center (See Strategy LU 1.1), recommend Parks and Open Space future land use, and reclassify them into the Reserved Open Space (ROS) Zone. (See Map 9. Future Land Use Map, and Map 10. UMD West Campus Center –Recommended Boundary, Core, and Edge).

Policy LU 3: Encourage and support the consolidation of parcels to facilitate the envisioned development.

LU 3.1: Properties should be consolidated into groups as shown on Map 12. Recommended Consolidation of Parcels and each group redeveloped as a single development (as either individual buildings or multiple buildings in a single development) (See Appendix A, Table 18. Recommended Consolidation of Parcels)

Map 12. *Recommended Consolidation of Parcels* (p. 43).

TM 3.1: Provide primary access to 7500 Mowatt Lane by constructing new recommended street UC-201 (See Table 7. Recommended Master Plan Transportation Complete and Green Streets; and Map 19. Master Plan of Transportation Complete and Green Street Recommendations). Replace the previously approved vehicular access on the southern side of the property with Shared-Use Path T-206. (See Map 20. Recommended Bicycle and Pedestrian Facilities). (p. 65)

Map 22. *Existing Environmental Easements and Regulated Areas of the Countywide Green Infrastructure Network* (p. 80)

Footnote 4, p. 81 (Though the plan area contains 39.21 acres of total tree canopy coverage, 5.48 acres (14%) of that is approved for removal pursuant to Type 2 Tree Conservation Plan TCP2-054-08.

## Section II. B2: Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development

NE 1.3: Amend the Countywide Green Infrastructure Network, as delineated by the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan* (RCP), as follows:

a. Add the following parcels as Evaluation Areas:

- i. Conservation Area A (3841 Campus Drive; Tax ID 2411122)
- ii. Conservation Area B (western portion of 3424 Tulane Street; Tax ID 1965334)
- iii. 7715 Adelphi Road (Tax ID 2314870)
- iv. Parcel A on Mowatt Drive (Tax ID 2411528).

b. Remove the Domain at College Park, 3711 Campus Drive (Tax ID 5516582) from the Evaluation Area, as the property has been fully developed.

c. Add the wetlands and their 25-foot buffer identified in NRI-152-06-03 to the Regulated Area. (p. 83)

Map 23. *Proposed Amendments to the Countywide Green Infrastructure Network* (p. 84)

NE 4.5: Locate open space set-aside areas directly adjacent to the existing platted conservation easement along Guilford Run and maximize preservation of specimen trees. Also see Policy PF 2. (p. 86)

NE 4.8: Preserve the southern area of the Sector Plan along Guilford Run as Conservation Area C. See Policies LU 2 and PF 2, Strategy NE 1.3, Table 15. Recommended Parks and Open Spaces, and Map 29, Recommended Parks and Public Open Spaces. (p. 86)

Policy HN 1: Construct a range of housing units affordable to students, employees, and seniors at transit-supportive densities proximate to the Adelphi Road-UMGC-UMD Purple Line Station. (p. 93)

Policy PF 2: Provide a variety of parks and recreational facilities in the Sector Area to create a vibrant transit-oriented development with public gathering spaces and areas, preserve environmental assets, and help address identified park needs. See also Policy LU 2. (p. 114)

PF 2.7: Acquire or establish easements for publicly accessible park spaces, either through fee-simple purchase or the parkland dedication process, at the fixed locations and in the proximity of the floating park symbols identified in Map 29 and Table 15. (p. 114)

Map 29. *Recommended Parks and Public Open Spaces* (p. 115)

Table 15. *Recommended Parks and Public Open Spaces* (pp. 116-120)

Table 18. *Recommended Consolidation of Parcels* (p. A-6)

## Section II. B2: Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development

Appendix D: Plan 2035 and Functional Master Plan Amendments

SMA Zoning Change 3

### Exhibits/Speakers:

07 - Alexi Boado

08 - Elisabeth Herschbach

09 - Jessica Garrat

10 - Janet Gingold,  
Prince George's Sierra Club

11 - Marc Imlay

12 - Alaina Pitt

13 - Liz Ruth-Brinegar

14 - Sierra Club of Prince George's County, Lily  
Fountain

22 - Judith Lichtenberg

23 - Alec Lynde

24/64Dr. Stephen Prince

25 - Louiqa Raschid

26/61 - Dr. Victor Yakovenko

29 - Coalition to Save Guilford Woods

30/71 - Steve Hurtt

33 - Dan Oates, President, Calvert Hills Citizens  
Association

34 - Fran Riley

36 – Dr. Rachel Golden Kroner

40 - Meg Oates

44 - Marilyn Yang

46/V5 - Cheryl Cort, Coalition for Smarter  
Growth

48 - City of Hyattsville, The Honorable Kevin  
Ward, Mayor

50 - City of College Park, The Honorable  
Patrick J. Wojahn, Mayor

51 - Dixie Meadows

52/V6 – Nancy Barrett

57 - Mark Brochman

59 - University of Maryland, Edward J.  
Maginnis, Office of Real Estate

69 – Thomas H. Haller, Gibbs & Haller, attorney  
for GD Mowatt Townhomes, LLC

63 - University of Maryland Student  
Government Association Sustainability  
Committee

66 - David Brosch

69 - Gibbs & Haller, Thomas H. Haller

70 – David Hickam

73 - Rev. Michelle Mejia, University United  
Methodist Church

74 - College Heights Estates Association  
(CHEA), Christopher Oehrle, President

75 - Lee Poston

77 - Trey Sherard, Anacostia Riverkeeper

V01 - The Honorable Mary Lehman, Maryland  
House of Delegates

V04 - Dr. Amy Sapkota

V13 - Audrey Rappaport

V22 - David Hickam

V24 - Leo Shapiro

V25 - Stephanie McLaughlin

## **Section II. B2: Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development**

### **Summary of Issues:**

The vast majority of public input during the sector plan process and Joint Public Hearing testimony was dedicated to requests to preserve the two properties (shown on Map B. *Parcels at 3623 Campus Drive and 7500 Mowatt Lane*) at 3623 Campus Drive (owned by GD Mowatt Townhomes, LLC), and 7500 Mowatt Lane (owned by UMD), and surrounding wooded areas. A majority of the submitted testimony advocated this position, including one petition that claims over 600 signatures, while many exhibits/speakers supporting the plan's recommendations on these properties. Most persons support the general idea of creating transit-oriented development at the Adelphi Road-UMGC-UMD Purple Line Station but oppose development of these two sites in particular.

Many participants in the sector plan process and its Joint Public Hearing refer to these properties as the core of an area they call "Guilford Woods." Many of these participants consider the wooded portions of surrounding developed properties to be part of this area as well. Many of the exhibits and speakers spoke to the inherent value, in general, of tree canopy preservation, the importance of trees and natural areas in stormwater management, the vitality of existing and perceived ecosystems, and the impact of environmental disturbance on broader climate change issues. These speakers and exhibits expressed concern that the loss of these woods would leave the surrounding community vulnerable to the potential negative impacts of natural disasters occurring as a result of climate change.

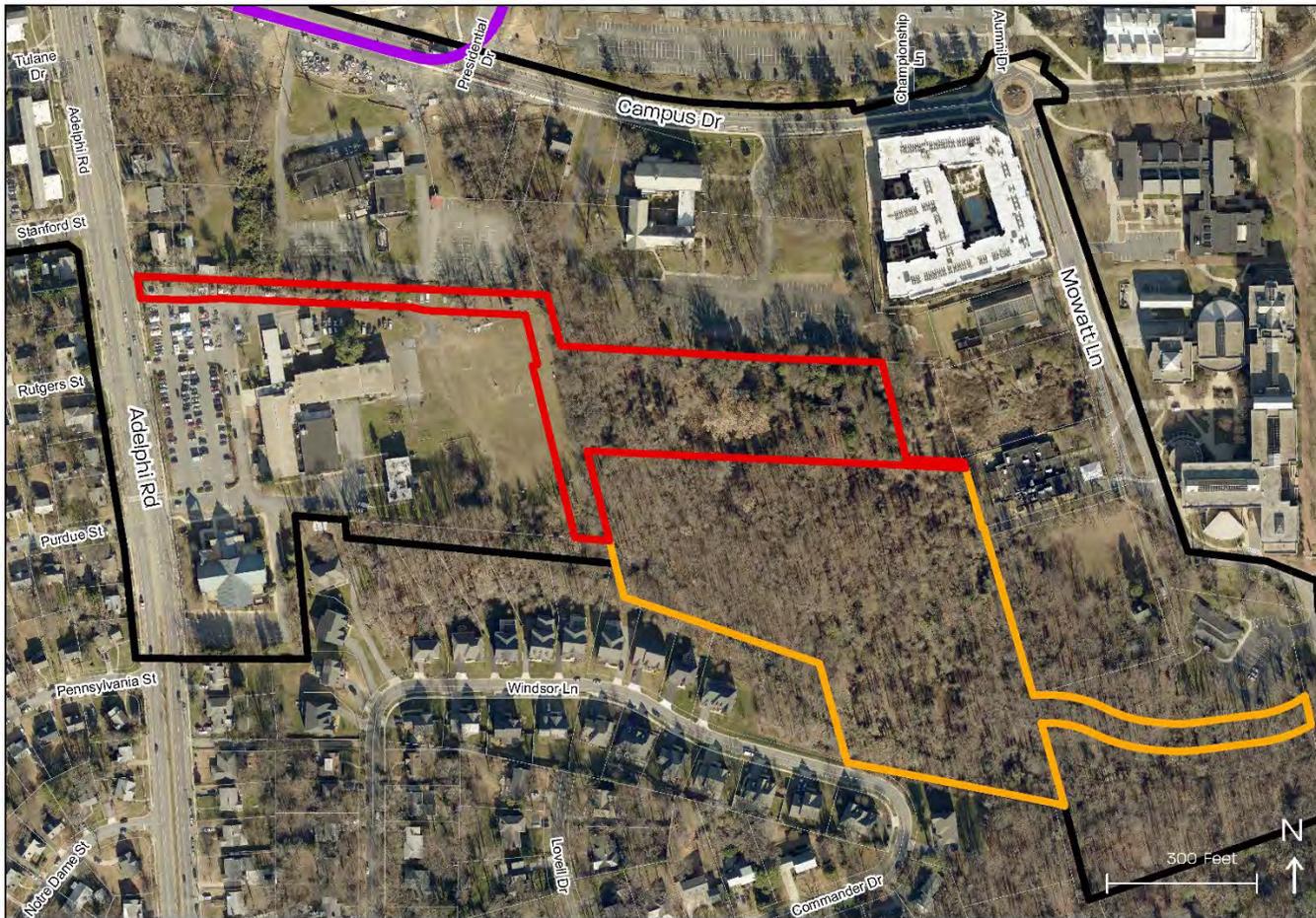
### **Staff Analysis:**

The staff analysis provides an overview of the history of the properties, entitlements, rationale for the preliminary sector plan recommendations, and analysis of the zoning proposals submitted by the two property owners on their testimonies.

The property at 3623 Campus Drive is owned by GD Mowatt Townhomes, LLC, is 4.666 acres and has direct access to Adelphi Road. It is otherwise currently landlocked on all sides. The property is currently classified in the RSF-65 Zone and was recommended by the proposed SMA for reclassification to the LTO-e Zone. The property at 7500 Mowatt Lane is owned by the State of Maryland, is 9.53 acres, and has direct access to Mowatt Lane. It is otherwise currently landlocked on all sides. The property is currently classified in the NAC Zone and was recommended by the proposed SMA for reclassification into the LTO-e Zone.

# Section II. B2: Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development

Map B. Parcels at 3623 Campus Drive and 7500 Mowatt Lane



2021 Aerial Photography

- Sector Plan Boundary
- Property
- Purple Line (in construction)
- Proposed Station
- 7500 Mowatt Ln
- 3623 Campus Dr

## Section II. B2: Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development

### I. Brief History and Background of the Properties and the Surrounding Area

#### a. History of the Two Properties

The subject properties (shown on Map B. *Parcels at 3623 Campus Drive and 7500 Mowatt Lane*) were historically farmland and residential sites, dating back to the 19<sup>th</sup> Century. The 1938 and 1965 aerial photography shows almost no tree canopy at 7500 Mowatt Lane, save a few specimen trees and immediately abutting Guilford Run. The 1965 aerial photography notes the significant tree canopy removal necessary to construct the early phases of College Heights Estates south of Guilford Run, though this area retains a significant tree cover compared to other neighborhoods of its vintage. The property at 3623 Campus Drive featured significantly greater tree canopy as a percentage of its overall property at this time, notably on the western side of the property closest to Guilford Run. [see Images 1-4. *Time Lapse of Development in and Around the Sector Plan Area (1938, 1965, 1984, and 2011)* on the following pages]

The 1984 aerial photography shows a steady increase in tree canopy over the 19 years since the 1965 photographs, as the properties transitioned from active farming to solely residential uses. It is important to note that much of the northern half of the property at 7500 Mowatt Lane remained clear of trees in 1984. The University of Maryland acquired this property in approximately 1986. Subsequent to acquisition, the University did not maintain the property for active use, nor did it take steps to prevent its use by the public. Accordingly, what was a partially cleared, developable site in 1986 evolved into a largely wooded site by 1998.

Less is known about the property at 3623 Campus Drive but it, too, transitioned from active use to unmaintained, undeveloped land between 1984 and 1998. A significant disturbance of woodlands associated with Guilford Run occurred with the construction of College Heights West subdivision. The 2011 aerial photography shows this subdivision, along Windsor Lane, completely cleared for construction. The sector plan intends, and language can be strengthened, if necessary, to strongly discourage this type of clear cutting for any development in the Sector Plan area, though the issuance of grading permits is ultimately the responsibility of DPIE.

## Section II. B2: Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development

Images 1-4. Time Lapse of Development in and Around the Sector Plan Area (1938, 1965, 1984, and 2011)



1938 Aerial Photography

- Sector Plan Boundary
- Property

- Proposed Station
- Purple Line (in construction)

- 7500 Mowatt Ln
- 3623 Campus Dr

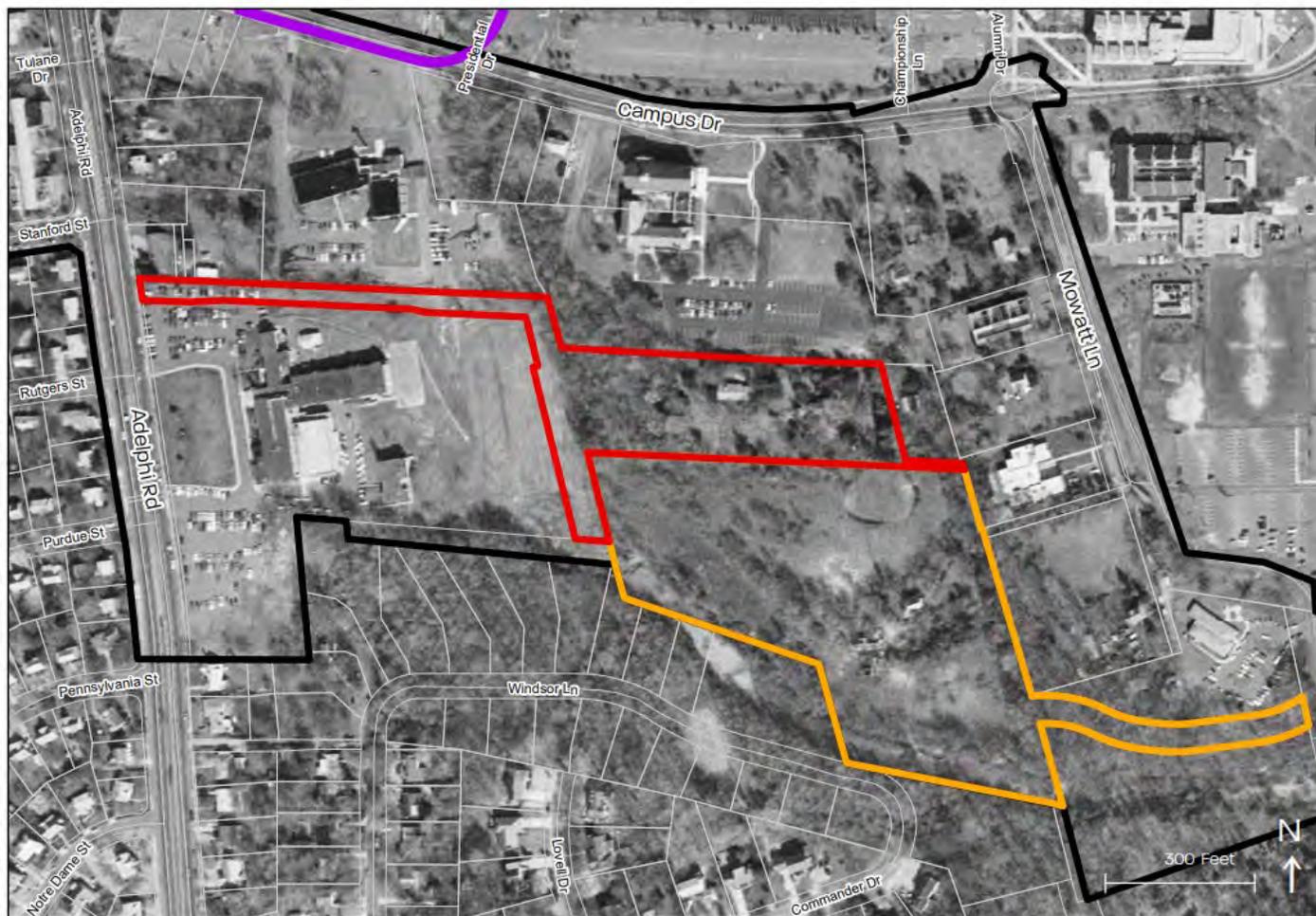
## Section II. B2: Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development



1965 Aerial Photography

- |  |   |  |
|--|---|--|
|  Sector Plan Boundary |  Proposed Station              |  7500 Mowatt Ln |
|  Property             |  Purple Line (in construction) |  3623 Campus Dr |

## Section II. B2: Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development



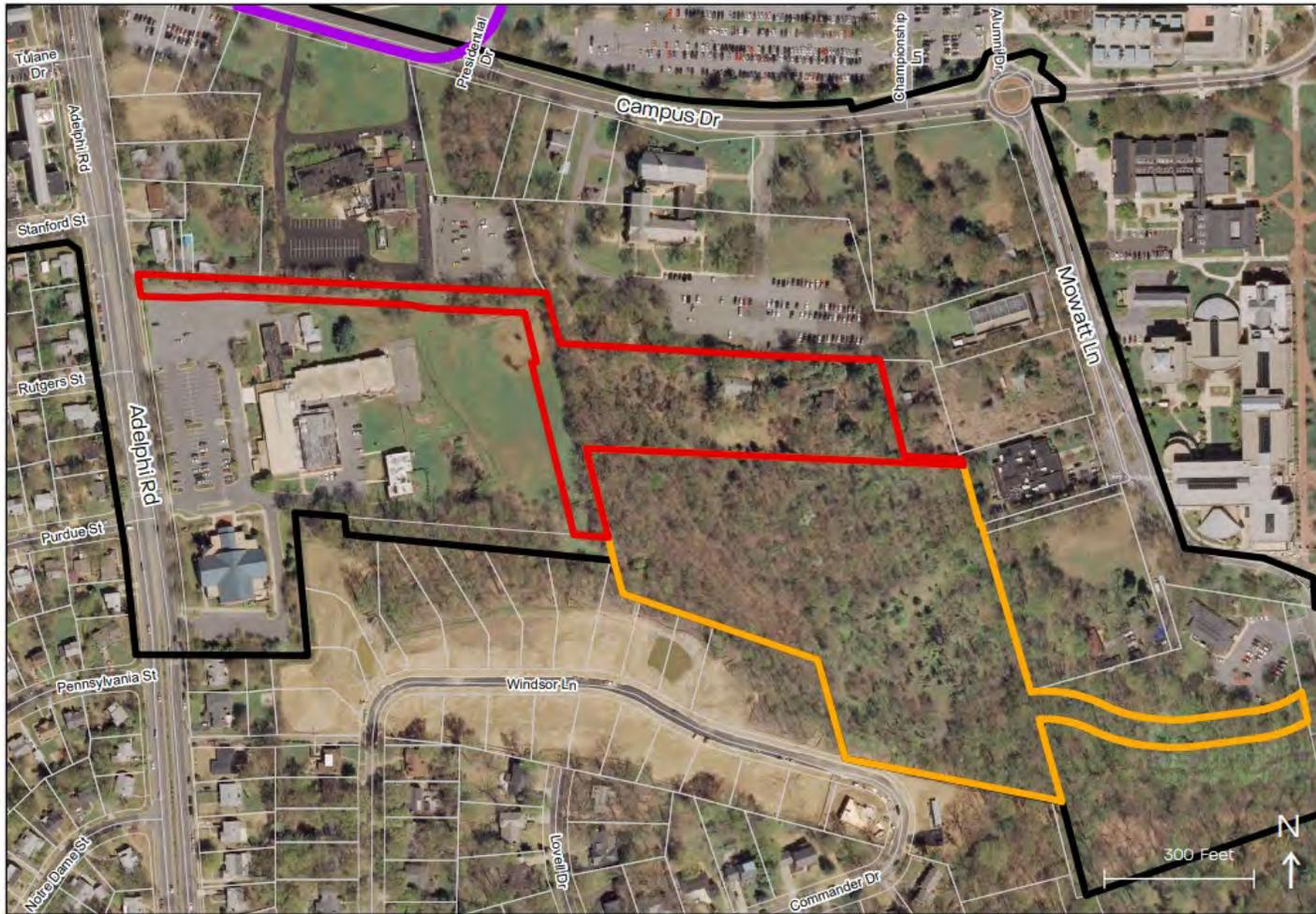
1984 Aerial Photography

- █ Sector Plan Boundary
- Property

- █ Proposed Station
- █ Purple Line (in construction)

- █ 7500 Mowatt Ln
- █ 3623 Campus Dr

## Section II. B2: Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development



2011 Aerial Photography

-  Sector Plan Boundary
-  Property

-  Proposed Station
-  Purple Line (in construction)

-  7500 Mowatt Ln
-  3623 Campus Dr

## Section II. B2: Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development

### b. 7500 Mowatt Lane Property

The property at 7500 Mowatt Lane is owned by the State of Maryland, is 9.53 acres, and has direct access to Mowatt Lane. It is otherwise currently landlocked on all sides.

#### i. Zoning and Entitlements

##### 1. Zoning Map Amendment to the Multifamily, High Density (R-10) Zone

On November 25, 2005, the County Council adopted CB-50-2005, establishing Section 27-113.04 of the Zoning Ordinance, creating a procedure for the Council to rezone property conveyed by the University of Maryland to a private entity. On October 12, 2006, the District Council approved Zoning Map Amendment A-9983-C, reclassifying the property at 7500 Mowatt Lane to the Multifamily, High-Density (R-10') Zone, with conditions, including that development is limited to 300 multifamily dwelling units, that a 100-foot stream buffer should be used, and that 95 percent of parking be structured.

##### 2. Mosaic at Turtle Creek

On May 31, 2007, the Planning Board approved PGCPB No. 07-108, approving Preliminary Plan of Subdivision 4-06138 for almost the entire property at 7500 Mowatt Lane except for the access corridor to Mowatt Lane, and a Type 1 Tree Conservation Plan. The platting of this subdivision included conservation and utility access easements, and variations to permit limited impact to the Primary Management Area along Guilford Run.

On October 30, 2008, the District Council approved Detailed Site Plan DSP-08001 and Type II Tree Conservation Plan (TCPII-054-08). This DSP approved an 80-foot-tall, 300-unit apartment building and site features that included approved clearance of approximately 7 acres of tree canopy, onsite preservation of 1.81 acres of woodland, and 1.4 acres of off-site mitigation credits.

##### 3. Countywide Map Amendment

On April 1, 2022, the Countywide Map Amendment reclassified the subject property to its current NAC Zone, which eliminated the condition limiting development of the property to 300 units and permits a mix of uses, by-right, up to 40 dwelling units per acre.

## Section II. B2: Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development

### ii. Implication of Entitlements and State/UMD Ownership

The entitlement mentioned above was valid through the entire development of the Sector Plan. The Planning Department must acknowledge existing entitlements when planning for the future of a community.

Between release of the Preliminary Sector Plan and proposed SMA (on October 28, 2021), and the close of the Joint Public Hearing record (on February 2, 2022), these entitlements expired (on December 31, 2021). It has been staff's experience that, every year since 2007, the County Council has voted to abrogate the expiration of development approval validity periods and had a reasonable expectation that the Council might do so again in 2021. With the Council's decision to let development approvals expire on December 31, 2021, Planning Board and District Council considerations are no longer legally restricted by prior entitlements encumbering this property.

Also important is that the University is subject to State requirements and, although they are **not** subject to the County Zoning Ordinance, they will have to comply with Subtitle 25, Division 2 of the County Code, which is authorized by the Maryland Forest Conservation Act. The University will also have to comply with stormwater management requirements.

The University of Maryland is not subject to the Prince George's County Zoning Ordinance because state owned property is exempt from local zoning regulations. The property at 7500 Mowatt Lane is included in the plan area exclusively because (a) from May 31, 2007 to December 31, 2021, inclusive of the entire plan development process, the property was approved for development of 300 multifamily units, and (b) from approximately 2014 to October 28, 2021, the date of release of the Preliminary Sector Plan and proposed SMA, the property owner was actively developing a residential development on the subject property involving a public-private partnership that would trigger review under the Zoning Ordinance. This is a key point in this analysis, as few participants during the planning process were aware that (a) this property was subject to an entitlement<sup>2</sup> or (b) that University of Maryland development of this property would likely be exempt from the Zoning Ordinance, until staff informed them.

---

<sup>2</sup> DSP-08001, Mosaic at Turtle Creek, which expired subsequent to the public release of the Preliminary Sector Plan on December 31, 2021.

## Section II. B2: Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development

### II. Collective Development Activities on the Two Properties

#### a. Western Gateway

On April 19, 2019, the University of Maryland Board of Regents approved the sale of approximately 9.1 acres and the lease of approximately 2.26 acres to Gilbane Development to construct 300 below-market-rate multifamily units for graduate students and 81 townhomes, by combining the properties at 3623 Campus Drive and 7500 Mowatt Lane.<sup>3</sup> On July 14, 2020, the District Council approved CB-10-2020, exempting the subject properties from the provisions of Section 27-113.04. On August 31, 2020, the provisions of CB-9-2020 took effect, permitting the proposed development in property zoned in both the R-10 and R-55 Zones under certain circumstances applicable to the two properties. The City of College Park endorsed this legislation<sup>4</sup> which staff believed at the time to be a tentative support of the proposed project, with further evaluation to come through the development application process. Staff met with representatives of the development team on several occasions during the plan process, as is necessary whenever a major development is in progress during a sector plan and SMA. Staff takeaways from these meetings included (a) the proposed roadway network, except for the southern access road to Mowatt Lane, were consistent with the site densities and general layout staff was envisioning for the sector plan; (b) a stormwater concept plan was underway that would control most, if not all, stormwater on-site, and that an application for a preliminary plan of subdivision was forthcoming in 2021.

Several people testified that the sector plan is too similar to, or overly influenced by, the Western Gateway proposal. The Sector Plan does contain a street network and recommendations for multifamily development similar to the Western Gateway project. Because the Western Gateway project was believed to be imminent, its proposed buildout was modeled as part of the scenario planning process. This was another source of frustration on the part of those opposed to development of the subject properties.

The Preliminary Sector Plan and Proposed SMA's recommendations reflect staff's disagreement with the provision of townhouses on the property at 3623 Campus Drive, given their proximity to the Purple Line and University. Staff recommended multifamily on this property and townhomes within the transition zones (see LU 1.7). In addition, staff also recommended removal of the primary access to the UMD parcel (at 7500 Mowatt Lane), from Mowatt Lane, along the southern end of the property (the access was previously approved for the Mosaic at Turtle Creek subdivision and is the only access currently available for the UMD parcel from any street), to minimize the negative impact to existing PMA and to allow expansion of preservation of existing tree canopies beyond the extent the project concept had identified (see TM 3.1).

---

<sup>3</sup> UMD has an informative website about this project at <https://adminvp.umd.edu/current-projects/western-gateway-currently-paused>. See also letter from Robert L. Caret, Chancellor of the University of Maryland to Dr Wallace Loh, President of UMD, College Park, May 8, 2019, at [https://adminvp.umd.edu/sites/default/files/2021-11/BOR\\_Western\\_Gateway\\_approval\\_letter\\_2019-05-08.pdf](https://adminvp.umd.edu/sites/default/files/2021-11/BOR_Western_Gateway_approval_letter_2019-05-08.pdf).

<sup>4</sup> Letter from The Honorable Mayor Patrick J. Wohan to the Honorable Dannielle Glaros, Chair, Prince George's County Council, March 19, 2020.

## Section II. B2: Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development

### b. Natural Resource Inventory NRI-152-06-03

On December 16, 2019, staff approved Natural Resource Inventory NRI-152-06-03 for the two subject properties, plus the St. Mark's Church at 7501 Adelphi Road. This approved NRI contains the official documentation of environmental resources on the subject properties and was used extensively by staff to prepare the Preliminary Sector Plan. This was a critical resource for staff in reviewing the testimony submitted concerning on-site environmental features and led to the recommended amendments to the Regulated Area of the Countywide Green Infrastructure Network in Strategy NE 1.3. This was a critical resource for staff in reviewing the testimony submitted concerning on-site environmental features and led to the recommended amendments to the Regulated Area of the Countywide Green Infrastructure Network in Strategy NE 1.3.

### III. What is "Guilford Woods"?

"Guilford Woods" is a name given by community members and advocates to the undeveloped property north of Guilford Run that includes the subject property. References to the woodland in this area in submitted testimony focus on specific portions of the property, like the legacy tree stand along Guilford Run on the University of Maryland's property, and on the entire planning area, such as the retention of all trees within the Adelphi Road Sector Plan, the boundary of which was developed in 2020.

#### a. History

Few references to "Guilford Woods" reference the actual legacy forest south of Guilford Run, much of which was removed by the construction of College Heights Estates in the 1950s through the 1970s. Approximately six acres were substantially removed in 2006-2008 by the College Heights West subdivision along Windsor Lane (see the 2011 aerial photograph above). Aerial photography for each phase of development along the south side of Guilford Run shows lot-to-lot variations as to the number of trees preserved during housing construction. A conservation easement along Guilford Run protects the most sensitive environmental assets in this area.

Advocates for "Guilford Woods" do not generally differentiate between the legacy trees that have existed along Guilford Run for decades, trees that have grown on residential and institutional properties in the subdivisions to the south and on institutional properties along Campus Drive and Mowatt Lane since the 1970s, and trees that have grown on the property at 7500 Mowatt Lane since its acquisition by UMD in the 1980s and the University's subsequent decision not to maintain the previously graded and clear-cut property.

This area is not recognized as a defined and discrete geographic area by any public agency with responsibility for identifying such assets.

### IV. Ecological and Health Benefits

Much research has been done and published (both through traditional and web-based media) on both the ecological value of as well as health benefits of experiencing nature, in particular forests or naturally preserved areas. Testimony was provided on how the intrinsic value of forests can be exemplified or aspirationally achieved by preserving "Guilford Woods." Staff recognizes that trees provide shade and natural habitat for plants and animals, increase

## Section II. B2: Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development

absorption of stormwater vs. traditional suburban impervious surfaces, and increase carbon sequestration, and this is only a snapshot of the benefits of trees.

There is a perception that uncontrolled stormwater that falls on natural areas, where absorption is perceived to be greater, is superior to the intentional, engineered control of stormwater. In an area such as the area around Guilford Run, which has some soils that drain poorly, this is not as cut-and-dried as may be perceived by advocates. In addition, areas that developed prior to the advent of modern stormwater management regulations in the 1980s can more often lead to perceived and actual flood conditions downstream than areas developed after these regulations were adopted. See Key Issue B6: Stormwater Management, below.

Staff agrees with the vast majority of submitted testimony that preservation of trees is an important County goal, critical to the preservation of ecosystems, important for stormwater management, integral to the reduction of the heat island effect, and important, at a scale well beyond this sector plan area, in improving air quality and carbon sequestration.

### V. “Guilford Woods”: Is it Currently a Park?

One misperception raised in the testimony is that many nearby residents and University staff and students believe that the area they know as “Guilford Woods” is an active public park, and they and others actively use the property accordingly. That is not true. Portions of the property are owned by the University, private owners, and institutional owners. Trails created by hikers reinforce the general perception of a publicly accessible public open space akin to a park. Some stakeholders expressed surprise during the public engagement process when they learned that this undefined area was not a County, State, or City park.

This area is not, and never has been, a public park, nor is it an actively preserved public property. The University of Maryland’s property at 7500 Mowatt Lane, which is almost universally considered “Guilford Woods” by the advocacy community, is a former farm which the University stopped maintaining, allowing vegetation to grow. Throughout the planning process, the University never expressed any opinion of its property at 7500 Mowatt Lane as anything other than an unmaintained future development site. However, the University has not communicated to the community or posted the area as private or posted signage on the site or issued any information concerning its purpose.

This lack of communication on the ownership and purpose of the UMD development project became evident during the development of this sector plan. The University is an open campus where public access is not regulated or restricted in any way. While the University community may argue that, as part of the campus, the property at 7500 Mowatt Drive is part of the overall academic environment, open to students, faculty, and staff for a variety of purposes, many neighbors and advocates not formally affiliated with the University may be accessing the property and using it in ways the University does not intend or desire. Property lines in this area are not marked on the ground, and it is presumed that many users of the University-owned parcels may be straying onto private and institutional property. While the Joint Public Hearing testimony focused heavily on the environmental benefits of preserving this area, during the plan development process a significant amount of input focused on preserving this area because nearby residents were actively using it as a park.

**Section II. B2: Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development**

## Section II. B2: Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development

There are four types of public open spaces in Prince George's County:

1. County parks owned by the M-NCPPC
2. Municipal parks
3. Parks owned by the Maryland Department of Natural Resources or the federal government, which are clearly marked and identified as such.
4. Private property with a public use easement and clear signage explaining the right to public access.

**The subject area does not fall into any of these categories.**

### VI. Rationale for Preliminary Sector Plan and Proposed SMA Recommendations on the Subject Property

The sector plan's recommendations for the subject properties are identified under "Plan/SMA Cross References" above. The key recommendations are:

1. Creation of a Guilford Run Stream Valley Park along Guilford Run.
2. Elimination of the southern access road to 7500 Mowatt Lane and providing vehicular access via UC-201.
3. Fronting all buildings on UC-201 at the northernmost part of 7500 Mowatt Lane.

The question facing staff and decisionmakers is whether requiring preservation of this wooded area in the Preliminary Plan is (a) legal; and (b) preferable from a County growth standpoint.

#### a. Is Requiring Preservation of this Wooded Area Legal?

A sector plan is limited in its ability to ensure the preservation of real property. The primary tools planners use during development of a sector plan are the identification of public parks and the zoning of property to its least impactful use. Generally, the zones that could accomplish this are, for 3623 Campus Drive, the Agriculture and Preservation (AG) Zone and for the property at 7500 Mowatt Lane, the ROS Zone. Both zones would limit private development of the subject properties to any combination of agricultural, preservation, or recreational use and one-to-two single-family detached homes on each property. **As stated earlier, the sector plan and Zoning Ordinance cannot prevent the University of Maryland from developing its property for University or other public purposes.**

The Sector Plan recommends a significant portion of the property at 7500 Mowatt Lane be preserved as a public park, Conservation Area C. This recommendation can be enhanced based on the University of Maryland's testimony and the great majority of other testimony.

## Section II. B2: Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development

### b. Is Preservation of this Wooded Area Preferable from a County Policy Perspective?

As noted in the [Plan Prince George's 2035 Approved General Plan Five-Year Evaluation](#) (2019), Prince George's County is meeting its target to enhance tree preservation, with a one percent increase countywide between 2014 and 2017. Staff continues to pursue tree conservation on a variety of fronts, working with legislators to prepare and advance legislation at the state level to refine tree preservation and conservation practices, recommended reclassification of the Belt Woods into the County's Rural and Agricultural Area, and working with developers to preserve approximately 150 acres in perpetuity in the Rural and Agricultural Area while simultaneously preserving approximately 70 acres of valuable wetland and forest in the Mattawoman Creek watershed.

Prince George's County has a considerable amount of:

1. Wooded areas, especially along stream valleys where the County's preservation effort continues to be a nationwide model for proactive public sector preservation.
2. Reserved open spaces.
3. Public parks and preserved environmentally sensitive areas, including the extensive Northwest Branch Stream Valley Park and associated parklands abutting the sector plan area.

Staff also note that the County's General Plan, Plan 2035, states that a majority of new residential and employment growth should be focused in the Regional Transit Districts and Local Centers where significant infrastructure investment, such as transit facilities, has already occurred. The General Plan is focused on creating live, work and play local center communities. Prince George's County does not have a considerable amount of the following:

1. Developable land walking distance to a fixed guideway transit station.
2. Developable land across the street from the state's flagship university.

Staff evaluated all of the recommended approaches by the public and stakeholders in the testimony and during the public participation process. In evaluating all alternatives presented, staff recommended developing 3623 Campus Drive and the northern portion of the property at 7500 Mowatt Lane, while preserving a significant portion of the southern part of that property, as a balanced approach to development around a light rail transit facility. Development of this area as recommended by the Sector Plan, enhanced by amendments proposed below, will accomplish the following goals:

1. Help meet the market demand for housing, especially affordable housing.
2. Help create housing options for University of Maryland students, faculty, and staff walking distance to the University.

## Section II. B2: Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development

3. Create housing opportunities that dramatically reduce household greenhouse gas emissions and carbon footprints.<sup>5</sup>

The Prince George's County Council, in its decision to rezone the property at 7500 Mowatt Lane R-10, to approve DSP-08001, and to approve CB-9-2020 and CB-10-2020, demonstrated its support for the continued policy of directing new growth to designated Centers around transit which is in accordance with Plan 2035's goals.

### VII. Analysis of Zoning Proposal Submitted by the Property Owners on their Testimonies

- a. GD Mowatt Townhomes, LLC. Zoning Proposal for 3623 Campus Drive

GD Mowatt Townhomes, LLC, the owner of 3623 Campus Drive, submitted testimony recommending an alternate zoning approach to their property. The property owner recommends the reclassification of 0.27 acres of the southwest portion of its property, extending south from the main portion of the property to the existing conservation easement along Guilford Run, to the ROS Zone in exchange for the reclassification of the remaining 4.19 acres into the LTO-c Zone.

Exhibit 69 states that "If the requested increase in development density allowable in the RTO-c [*sic*] is not approved, the Owner cannot afford to lose any density to a designation of land to the R-O-S zone." This testimony provides an analysis that reiterates the primary points of the sector plan and the positive GHG impacts of TOD. The recommendation for LTO-e for the subject property in the proposed SMA implements the recommendations of the sector plan, specifically Strategy LU 1.3:

"Designate the Edge of the UMD West Campus Center as shown on Map 10 to facilitate less intense development between the Core and the existing low-density, single-family neighborhoods to the south that contains a mix of residential units with ground-floor amenities and community spaces focused on the needs of the residents."

and Strategy LU 1.7:

"Construct buildings on the following properties within the Edge of the UMD West Campus Center that support a vertical mix of uses with multifamily (student units, and/or apartments) on upper floors and flexible ground-floor spaces that allow for institutional, cultural, and recreational uses. Alternatively, townhomes may be constructed on these properties; townhouses should be located south of multifamily buildings, creating a step-down in building heights to adjacent neighborhoods, where feasible."

---

<sup>5</sup> See also Natural Environment below.

## Section II. B2: Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development

The area of the subject property recommended by the property owner for reclassification to the ROS Zone will be completely covered by the Regulated Area of the Countywide Green Infrastructure Network and includes elements of the PMA that restrict or prevent their disturbance. In short, the subject 0.27-acre area would likely not be developed even if its zone classification changed, so there is no “loss in density” as suggested by the testimony. Furthermore, the Preliminary Plan did not evaluate the transportation impact or model scenarios that incorporated 4.19 acres at LTO-c density. Staff recommends retaining the property at 3623 Campus Drive in the LTO-e zone as proposed in the SMA.

### VIII. University of Maryland Zoning Proposal for 7500 Campus Drive

The University of Maryland, the owner of 7500 Mowatt Drive, submitted testimony recommending an alternate zoning strategy to reclassify the southern approximately 3.7 acres of 7500 Mowatt Lane into the ROS Zone. The University proposes to accomplish this as follows:

“The University proposes that it prepare a survey and legal description of that area roughly cross-hatched in blue on the map attached as Exhibit B (approximately 3.47 acres). Thereafter, the University will prepare and record a subdivision by deed creating, as a separate legal parcel, that highlighted southern portion of Lot 4 illustrated on Exhibit B. Combined, the area of Lot 3 (2.86 acres) plus the designated area on Lot 4 cross-hatched on Exhibit B total approximately 6.33 acres of University land that can and should be zoned for "park and open space" use.”<sup>6</sup>

The map in Exhibit 59, Exhibit B, is shown on the following page.

---

<sup>6</sup> Exhibit 59, p. 3. Lot 4 refers to the property at 7500 Mowatt Lane.

# Section II. B2: Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development

Image 5. Illustration of the zoning proposal submitted by UMD on Exhibit 59, Exhibit B





## Section II. B2: Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development

The University is offering, in effect, to support reclassification of the portion of their property subject to Condition 4 of the property's preliminary plan of subdivision, as stated in PGCPB No. 07-108:

“At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the expanded stream buffer, except for areas of approved variation requests as redesigned per the conditions of approval, and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat: **“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited** without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.” [emphasis added]

However, the timing of the University's proposal makes execution of this proposal extremely challenging. The University's proposal was submitted into the public record on or about February 1, 2022. The public record closed on February 2, 2022. Section 27-1600(c)(1) of the Zoning Ordinance states that:

“In determining the boundaries of any zone shown on the Zoning Map, the following rules shall apply: Zone boundary lines follow the center lines of street, railroad, or alley rights-of-way, and lot lines (or line parallel or perpendicular to the lot lines), unless the boundary lines are fixed by dimensions on the Zoning Map.”

### IX. Staff Conclusion

Staff recommend that this proposal can only be executed if the “boundary lines are fixed by dimensions on the Zoning Map” and that the only way to determine the dimensions of the proposed zone district would be through a survey and legal description, as proffered by the property owner. Staff concur with the intent of UMD to reclassify a portion of its property ROS but do not believe sufficient information exists in Exhibit 59 to delineate the area of Lot 4 that would be so reclassified. For the Planning Board to recommend such a reclassification in its endorsement of the Proposed SMA, such information would need to be submitted into the public record. See staff's April 8, 2022, memorandum entitled “Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and Proposed Sectional Map Amendment – Staff Analysis of Late Joint Public Hearing Testimony” (Rowe/Punase to Prince George's County Planning Board), for additional analysis of the zoning options for 7500 Mowatt Drive should the Planning Board and/or District Council vote to accept late testimony from UMD on this topic.

Staff further believe that consideration of the Sector Plan's general development concept, as presented to the public at the November 18, 2021, Open House Information Session, including the elimination of the southern access road on the subject property and replacement with a shared-use path (T-206), provides the University with additional opportunities to preserve additional wooded areas south of any buildings fronting on UC-201 and rear supporting infrastructure.

## Section II. B2: Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development

As stated in Strategy TM 3.1:

TM 3.1: Provide primary access to 7500 Mowatt Lane by constructing new recommended street UC-201 (See Table 7. Recommended Master Plan Transportation Complete and Green Streets; and Map 19. Master Plan of Transportation Complete and Green Street Recommendations). Replace the previously approved vehicular access on the southern side of the property with Shared-Use Path T-206. (See Map 20. Recommended Bicycle and Pedestrian Facilities).

Staff recommends preserving the southern portion of the property to the maximum extent practicable, and reclassification of a portion of the property to the ROS Zone as one way to do this. Another way to do this would be to expand the area covered by a conservation easement to include additional environmental features identified in the [2019 Natural Resource Inventory NRI-152-06-03](#). The up-to-date information contained within NRI-152-06-03 is the official County record of environmental resources identified on site.

Based on the testimony received on this topic, staff recommends the following amendments to the Sector Plan:

### Staff Recommendations:

Amend the Sector Plan as follows:

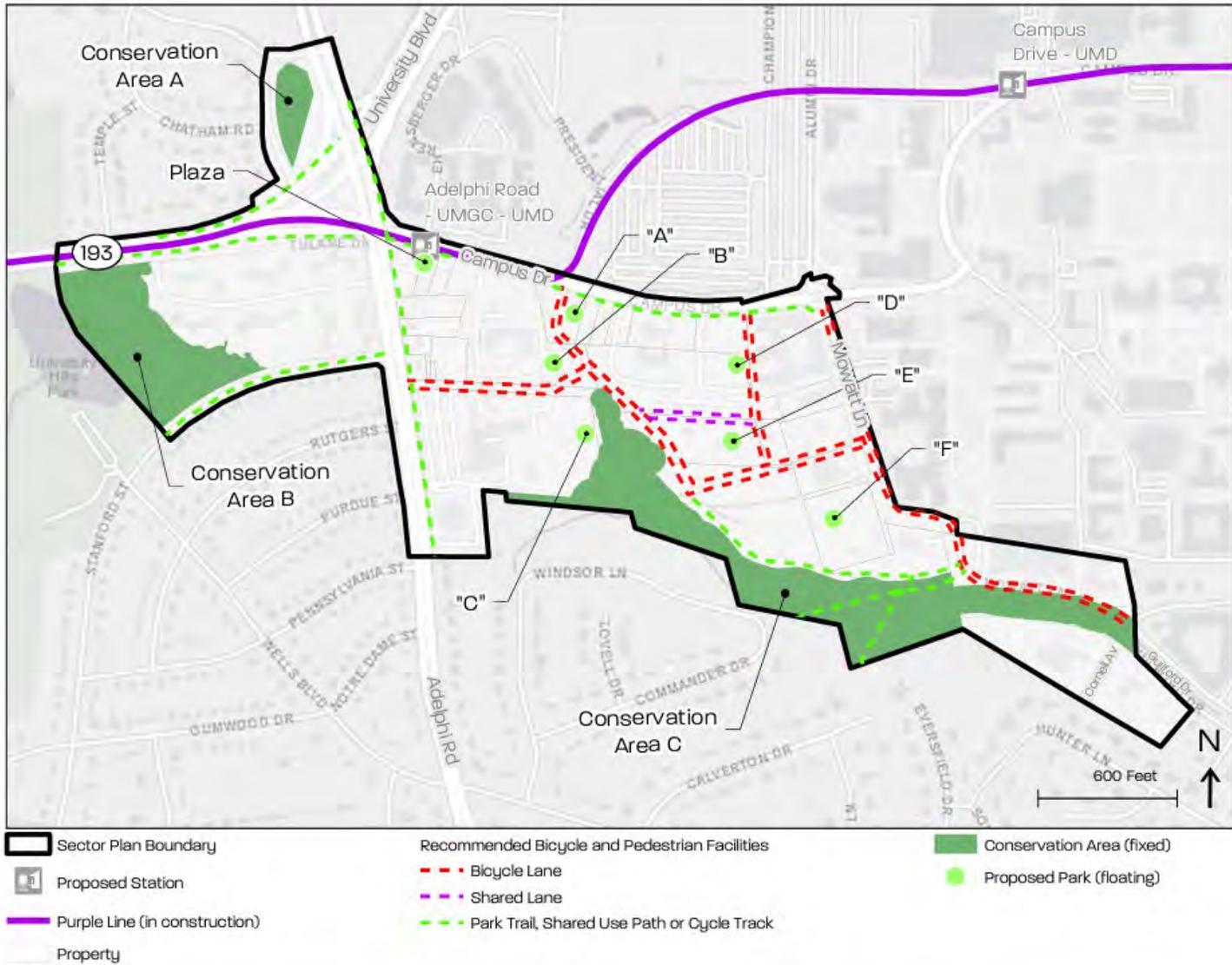
1. Revise the History Section (pp. 20-21) to include a montage of the 1938, 1965, 1977, 1984, and 2011 aerial photographs.
2. Delete Map 7. *Approved Development Applications* in the Plan Area, and renumber subsequent maps accordingly.
3. Revise the Parks and Open Space Text Box on p. 37 as follows:

The Future Land Use Map of a master or sector plan may identify certain properties for Parks and Open Space land uses. Parks and other public open spaces may be recommended in the Public Facilities Element (See Section X. Public Facilities) for other properties within a master or sector plan; a Parks and Open Space future land use designation is only applied when an entire property is recommended for park and open space uses. The Parks and Open Space future land use category is intended solely for property that has been acquired or designated by its owner as preserved open space or parks. Undeveloped properties are not automatically considered open space.

4. Add Strategy LU 2.2: Encourage the University of Maryland to subdivide the parcel at 7500 Mowatt Lane to facilitate conservation of southern portion of that property. Any new parcel or lot abutting Guilford Run created by such a subdivision should be reclassified to the Reserved Open Space (ROS) Zone.
5. Delete Footnote 4 on p. 81.
6. Add Strategy NE 1.4: Maximize the use of conservation easements to preserve, in perpetuity, sensitive environmental features within the sector plan area.
7. Revise Map 29. *Recommended Parks and Public Open Spaces*, to include all of the area west and south of recommended shared-use path T-206 within Conservation Area C.

# Section II. B2: Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development

Map C. Revised Map 29. Recommended Parks and Public Open Space Map (Preliminary Plan, p. 115)



## Section II. B2: Development Sites at 3623 Campus Drive and 7500 Mowatt Lane: Balance of Preservation and Development

8. Add Strategy PF 2.8: As the property at 7500 Mowatt Lane develops, facilitate the creation of recommended “Conservation Area C (Guilford Run Stream Valley Park)” through the transfer of ownership to DPR and appropriate acquisition process. This should include but not limited to all approved tree conservation areas, primary management areas (TDML stream buffer, preservation of Willow Oak and specimen tree critical root zones), and other sensitive environmental features on the subject properties to Conservation Area C.
9. Revise the description of Conservation Area C in Table 15. *Recommended Parks and Public Open Spaces* as follows:
  - a. Location: Located along [the] Guilford Run [Area] at the southern portion of the plan area.
  - b. Revise the acreage: At least 12.4 acres
  - c. Delete [Locate hard-surface trails outside the environmentally regulated areas] to recognize the potential for adding regulated or otherwise protected areas north of T-206.
10. Add LU 6: Maximize use of the Local Transit-Oriented, Planned Development (LTO-PD) Zone to encourage and facilitate the addition of desired amenities, including, but not limited to, Center-appropriate streetscapes, innovative stormwater management facilities, additional on-site tree preservation, and the provision of below-market-rate-housing.
  - a. Strategy LU 6.1: The LTO-PD Zone should be used on all properties in the UMD West Local Transit Center except those zoned ROS.

**Planning Board Action:**

**District Council Action:**

## Section II. B3: Scale and Intensity of Development and Center Designation

### Plan/SMA Cross References:

What's in a Name (p. 8)

Planning Background, (p. 29)

Policy LU 1: Create a high-intensity, mixed-use, pedestrian-oriented, and university- and transit-supportive neighborhood at the Adelphi Road-UMGC-UMD Purple Line Station Area (UMD West Campus Center). Discourage non-transit-supportive or automobile-oriented uses. (p. 39)

LU 1.1: Define the boundaries of the UMD West Campus Center as the entire Sector Plan area, with the exclusion of the properties at 3841 Campus Drive (Tax ID 2411122) and Lot 3 at 0 Mowatt Lane (Tax ID 4018016). See Map 10. UMD West Campus Center - Recommended Boundary, Core, and Edge.

LU 1.2: Designate the Core of the UMD West Campus Center as shown on Map 10 to facilitate the highest intensities of mixed-use, pedestrian-oriented, and transit- and university-supportive development closest to the Purple Line station, UMD, and US 1 (Baltimore Avenue). Classify these parcels in the Local Transit-Oriented- Core (LTO-C) Zone to implement the recommendations of this Sector Plan.

LU 1.3: Designate the Edge of the UMD West Campus Center as shown on Map 10 to facilitate less intense development between the Core and the existing low-density, single-family neighborhoods to the south that contains a mix of residential units with ground-floor amenities and community spaces focused on the needs of the residents.

Map 10: *UMD West Campus Center - Recommended Boundary, Core, and Edge* (p. 40)

### Exhibits/Speakers:

13 - Liz Ruth-Brinegar

16 - Patricia Noone

19 - Marc Simon

27 – Dan Behrend

28 - David Brosch

29 - Coalition to Save Guilford Woods

30/71 - Steve Hurtt

46/V5 - Cheryl Cort, Coalition for Smarter Growth

50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor

54 - M-NCPPC, Andree Green Checkley, Esq., Planning Director

55/V33 - Mary King

58 - Town of University Park, The Honorable Lenford C. Carey, Mayor

59 - University of Maryland, Edward J. Maginnis, Office of Real Estate

61 - Dr. Victor Yakovenko

64 – Dr. Stephen Prince

69 - Gibbs & Haller, Thomas H. Haller

77 - Trey Sherard, Anacostia Riverkeeper

V06 - Nancy Barrett

V15 - Arthur Horne

V16 -Elisabeth Herschbach

## Section II. B3: Scale and Intensity of Development and Center Designation

### Summary of Issues:

Several people testified in favor of increased density at the station in exchange for lower-density or preservation of the properties identified in Key Issue B2 above. Most of the testimony submitted, even that in opposition to the plan in general or to development identified in Key Issue B2 above, expressed support for dense, vertical mixed-use development at the Adelphi Road-UMGC-UMD Purple Line Station. The Coalition for Smarter Growth states, “The attractive combination of walking distance to the University of Maryland campus, and access to the Purple Line, along with local serving retail, makes this plan area an ideal site for substantial amounts of new housing.” and “We agree with staff that the LTO zone is more appropriate than the Neighborhood Activity Center (NAC) zone or low density residential, or the higher density Regional Transit-Oriented zone (RTO-H).”

There was also testimony in favor of lower intensity development. The City of College Park recommended an alternate zoning scheme that would substitute Euclidean zones, such as the Residential, Multifamily-20 (RMF-20) and Residential, Multifamily-48 (RMF-48) Zones in lieu of the recommended LTO Zones. The City of College Park also recommended retaining two parcels in the Residential, Single-Family-65 (RSF-65) Zones.

The City of College Park expressed concerns about the size and extent of the designated Core of the UMD West Center, stating that the resulting development would be “unsuitable for its location.” The proposed SMA recommends the Local Transit-Oriented (LTO) Core and Edge zones to facilitate the type of vertical mixed-use development that best meets the sector plan’s goals, the existing and future demand for transit-oriented and UMD-adjacent housing. The Planning Department submitted testimony recommending reclassification of the UMD West from a Campus Center to a Local Transit Center.

### Staff Analysis:

The record reflects that almost everyone who testified supports dense, vertical mixed-use development at the Adelphi Road-UMGC-UMD Purple Line Station. Where the testimony diverts from the Preliminary Sector Plan and proposed SMA on this topic is (a) the location of which properties should be zoned for transit-supportive densities and (b) the scale of the density (NAC vs. LTO).

### Campus Center Designation

On February 26, 2014, the District Council approved Plan 2035, designating the area around what is now the Adelphi Road-UMGC-UMD Purple Line Station as the UMD West Campus Center. Plan 2035 describes “Campus Centers” as transit-accessible low- to medium-density, mixed-use development oriented toward supporting university research, as well as community housing and retail needs, and student housing needs at Bowie State University.” Plan 2035 goes on to recommend the following for Campus Centers:

- New Housing Mix: Mid-rise and low-rise apartments and condos, townhouses, and small-lot single-family
- Average Net Housing Density for New Development: 10-15 dwelling units per acre
- Floor Area Ratio (FAR) for New Commercial Development: 0.5-3
- Transportation Characteristics: Light or commuter rail, arterial roadways, and local/express bus service.<sup>7</sup>

---

<sup>7</sup> Plan 2035, Table 16, Plan 2035 Center Classification System, p. 108.

## Section II. B3: Scale and Intensity of Development and Center Designation

The definition of Campus Center in Plan 2035 has created the following challenges in its implementation:

- Other than on the fringe of the Bowie State University MARC Station Campus Center (BSU MARC) Edge, which abuts the Rural and Agricultural Area near a University one-sixth the size of UMD, there is no place near the UMD West, UMD Center, UMD East Campus Centers, or the Core of the BSU MARC Campus Center, where 10-15 dwelling units per acre is economically feasible, begins to meet the demand for housing, or allows for the walkable urban environment people who move to a location walking distance to fixed guideway transit expect.
- Market demand for new housing at the UMD West and UMD East Campus Centers far exceeds that anticipated by a Campus Center. Recognizing this, the Countywide Map Amendment places much of the UMD East Campus Center in the LTO-e Zone.
- Unlike the Regional Transit Districts, Local Transit Centers, Neighborhood Activity Centers, or Town Activity Centers, there is no zone classification in the Zoning Ordinance to implement the recommendations for a “Campus Center” although other zones may be used.
- The built environment of the two universities around which this designation was originally applied, with mid- to high-rise dormitories and academic buildings, contains higher densities than those envisioned by this designation.

Recognizing these realities, the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* recommends the NAC Zone for the Bowie MARC Campus Center, which it also extended to cover the entire University campus. This recognizes the inherent density of a university campus and opens the potential for public-private partnerships that are critical to meet future University space and amenity demands. NAC is appropriate for Bowie MARC specifically because it is served by infrequent and relatively low-capacity commuter rail, and no other frequent transit connections. MARC serves the station with half-hour frequencies during peak periods, and hourly all other times.

Within a half-mile radius of any fixed guideway transit station, there is an opportunity to support higher residential densities. The Purple Line Light Rail is planned to run trains every ten minutes. This mid-to-high-frequency service allows for more hourly and daily ridership. Accordingly, more people can live, work, or reach destinations by the Purple Line, than MARC, and a higher density will support the public infrastructure investment and the creation of centers.

### Limitations of the Countywide Map Amendment Specific to this Sector Plan Area

A major purpose for this sector plan and SMA is to implement Plan 2035 at the UMD West Center in a way the Countywide Map Amendment does not. The Countywide Map Amendment instituted NAC zoning for all properties within a half-mile of the Adelphi Road-UMGC-UMD Purple Line Station with a zone classification above the previous Residential, Townhome (R-T) Zone. Unfortunately, since the existing 1989 master plan and its subsequent 1990 SMA did not anticipate the Purple Line, it left the Institutional and single-family residential properties within the plan area in the One-Family Residential (R-55) Zone. It is the purpose of this sector plan and its concurrent SMA to:

- 1) Identify the appropriate Center designation that reflects the growth potential of the plan area,
- 2) Identify the appropriate Core, Edge, and boundaries of the Center,
- 3) Identify the zoning classifications that implement those recommendations.

## Section II. B3: Scale and Intensity of Development and Center Designation

### Market Demand and Scenario Analysis

The sector plan market analysis identified unmet housing demand for around 2610 market rate dwelling units (DUs) for the sector plan area, over the next 25 years (*Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan - Market Study Report*, Table 11, p. 21). Project team utilized scenario planning tool to assess various development concepts for the sector plan area (see *Scenario Development Report*) and found that the NAC zone presented huge gaps in accommodating the much needed housing demand in this area (the NAC zone yielded 1,310 DUs, which is only 50% of the housing demand for market rate dwelling units). In addition, NAC limited the preservation of the natural areas (especially, on the Graduate Hills Student Apartment parcel that yielded fewer than the existing 331 DUs, with the preservation of 6.31 acres of the parcel as “Conservation Area B”).

### Zoning and Expectations

A recurring theme throughout the creation of the 2018 Zoning Rewrite and the Countywide Map Amendment, and the Preliminary Sector Plan, is the need for bulk regulations to have maximum flexibility to adapt to the real estate market as it evolves over the years. Recognizing that Plan 2035 recommends net densities for Centers across the entire Center, rather than for each property, the Transit-Oriented/Activity Center Base Zones permit roughly double the density that Plan 2035 recommends. This is an explicit acknowledgement that (a) not all properties will experience the market conditions necessary to achieve maximum permitted buildout, and (b) not all properties will redevelop, leaving pockets of suburban-scale, out-of-context development over the life of a plan.

In an area of the County where environmental constraints are high, desire for additional amenities is strong, and where, accordingly, the costs of development are high, maximum density allows for the realization of financial returns that justify the expenses that are required to create the type of modern, walkable, urban community commensurate with proximity to transit and a major University.

The market analysis examined for this plan area looked specifically at what housing market needs exist and can be realistically met by the properties in this plan area. It identified a market specific to this area and should not be confused or conflated with the market for development along US 1, at the College Park-UMD Metro Station, in Takoma-Langley Crossroads, or at Hyattsville Crossing. A major purpose of this plan is to create housing opportunities at this location to serve residents, students, faculty, staff, and alumni of the University of Maryland who would otherwise live farther away from campus and might resort to driving to get around were the recommended housing options not available.

The City of College Park’s staff report on the sector plan, and the City Council’s subsequent testimony based on this report, did not take into account these considerations or evaluate the market demand for the plan area. See Key Issue B9 below for more information.

### **Staff Recommendations:**

As defined by Plan 2035, the Campus Center designation is inappropriate for all of the centers at the University of Maryland, College Park campus. Both the level and scale of housing needs and the development capacity for this area far exceed that envisioned by a Campus Center in Plan 2035. Accordingly, this sector plan should designate the UMD West Center as a Local Transit Center. The UMD Center and UMD East Campus Centers should be reclassified as higher-intensity centers as future sector plans and SMAs occur.

## Section II. B3: Scale and Intensity of Development and Center Designation

Amend the Plan 2035 Center designation for the “UMD West” Local Center by reclassifying it from a “Campus Center” to “Local Transit Center” as follows:

1. Plan-wide: Replace all prospective references to the UMD West Campus Center with UMD West Local Transit Center.
2. Revise the “What’s in a Name” Text Box on page 8 as follows:

This sector plan is named the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan. This plan makes references to the UMD West [Campus] Center. This plan defines the boundaries, core, and edge of the Plan 2035-designated UMD West [Campus] Center and recommends that it be reclassified from a Campus Center to a Local Transit Center, in recognition of its proximity to the University of Maryland and the Purple Line. The Center includes all but two parcels within the Sector Plan area and may be further expanded by future master or sector plans. See Policy LU 1 and Map 10 for more details.

3. Revise the description of “Centers” on page 23 as follows:

Local Centers are focal points of concentrated residential development and limited commercial activity serving the County’s Established Communities. A location’s center designation is based on its access or proximity to high-capacity transit services, universities, or significant public and private investments in infrastructure. Plan 2035 further categorizes Local Centers into Local Transit Centers, Neighborhood Centers, Town Centers, and Campus Centers. [This Plan covers the entire UMD West Campus Center.] Plan 2035 defined the UMD West Center as a Campus Center, in anticipation of this designation being re-evaluated through this sector plan. Campus Centers [are] were envisioned by Plan 2035 to be transit accessible with low- to medium-density, mixed-use development oriented toward supporting university research as well as community and student housing and retail needs. As defined by Plan 2035, the Campus Center designation is inappropriate for all of the centers at the University of Maryland, College Park campus. Both the level and scale of housing needs and the development capacity for this area far exceed that envisioned by a Campus Center. Accordingly, this sector plan designates the UMD West Center as a Local Transit Center. Plan 2035 defines Local Transit Centers as “smaller-scale, mixed-use centers that are well connected by transit. Many of these areas are integrated with an established street grid and offer local-serving retail and limited office uses.”

## Section II. B3: Scale and Intensity of Development and Center Designation

4. Revise the UMD West Center Text Box on page 23 as follows:

UMD WEST [Campus] Center

Plan 2035 identifies the Adelphi Road-UMGC-UMD Purple Line Station area as the UMD West Campus Center, which is defined by development that is still dense and walkable, but at much lower densities than a typical transit-oriented development around a Metro station. Campus Centers were envisioned by Plan 2035 to have an average net housing density of about 10-15 dwelling units per acre and floor area ratios between 0.5 and 3. However, residential market demand at the Campus Centers associated with the University of Maryland far exceeds Plan 2035's recommendations for Campus Centers. Accordingly, this sector plan classifies the UMD West Center as a Local Transit Center and defines the Center's [This plan defines the] boundaries, Core, and Edge [of the UMD West Campus Center].

5. Create a new Strategy LU 1.1 as follows:

LU 1.1: Designate the UMD West Center as a Local Transit Center.

Renumber the remaining strategies in Policy LU 1 accordingly.

6. Update Table 19 in Appendix D: Plan 2035 and Functional Master Plan Amendments accordingly.

**Planning Board Action:**

**District Council Action:**

## Section II. B4: Stormwater Management

### Plan/SMA Cross References:

Policy TM 1: Incorporate active transportation safety features, attractive streetscaping, and stormwater management best practices into all streets throughout the sector plan area and supporting strategies. (pp. 60-64)

Policy TM 9: Manage parking to encourage walking, bicycling, transit, and other alternative modes of transportation, and supporting strategies. (p. 75)

Discussion of Green Infrastructure (pp. 78-79)

Policy NE 2: Proactively address stormwater management. (p. 85)

NE 2.1: To more fully protect undisturbed green infrastructure and given the presence of compacted soils and density of the proposed development creating space constraints, limit the use of environmental site design (ESD) to manage stormwater management volume.

NE 2.2: Construct underground stormwater management facilities as a space-saving option to hold and slowly release stormwater consistent with proposed development densities.

NE 2.3: As redevelopment and street construction/reconstruction occur, retrofit portions of properties and rights-of-way using stormwater best management practices (known as BMPs) to enhance stormwater infiltration.

Policy NE 3: Reduce urban heat island effect, thermal heat impacts on receiving streams and public health, reduce stormwater runoff by increasing the percentage of shade and tree canopy over impervious surfaces, and use pervious surfaces. (p. 85)

NE 3.1: Maximize use of pervious surfaces (pervious pavement, green roofs, etc.) during construction.

## Section II. B4: Stormwater Management

### Exhibits/Speakers:

04 – M-NCPPC	42 – Dr. Amy Sapkota	73 - Rev. Michelle Mejia, University United Methodist Church
22 - Judith Lichtenberg	44 - Marilyn Yang	74 - College Heights Estates Association (CHEA), Christopher Oehrle, President
24/64 – Dr. Stephen Prince	46 - Cheryl Cort, Coalition for Smarter Growth	75 - Lee Poston
25 - Louiqa Raschid	50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor	77 - Trey Sherard, Anacostia Riverkeeper
32 - Becky Livingston	56 - Constance L. Belifiore, Esq.	78 Dr. John Rogard Tabori
33 - Dan Oates, President, Calvert Hills Citizens Association	61 - Dr. Victor Yakovenko	80 - Callie Dosberg
35 - Stuart Adams	63 - University of Maryland Student Government Association Sustainability Committee	81 - Matt Dosberg
36 – Dr. Rachel Golden Kroner	70 - David Hickam	V32 - Meg Oates
39 - Helen Kaiser	71 - Steve Hurtt	
40 - Meg Oates		

### Summary of Issues:

Exhibits/speakers expressed concerns about the impact of the sector plan on the management of stormwater, and especially the relationship of new development to flooding along Guilford Run downstream of the sector plan area. The Town of University Park recommends strengthening the plan’s recommendations to make sure new development provides sufficient stormwater management infrastructure to mitigate any adverse impacts.

Several exhibit/speakers explicitly tied the development of the area referred to as “Guilford Woods” (See Key Issue B2 above) to the potential for increased downstream flooding.

## Section II. B5: Reducing Automobile Use through Transit-Oriented Development and Perceptions of Traffic Congestion

### Staff Analysis:

#### What Does the Plan Say?

Applicable policies and strategies are identified above. The key strategies recommend a) the storage of stormwater in underground facilities and b) the construction of streets to the County's Urban Street Design Standards, which incorporate bioswales and other SWM BMPs along streets.

#### Guilford Run

Guilford Run and its associated primary management area are located along the southern edge of the sector plan area. The headwaters of Guilford Run are located within the sector plan area, where groundwater first emerges and runs overland. Much of the sector plan area, and the southern part of the UMD campus, drain into Guilford Run, which drains into the Northeast Branch of the Anacostia River. Guilford Run has experienced several documented flooding events downstream of the sector plan area, including one on September 10, 2020, during the scoping of this sector plan.

#### Flooding

This topic is a concern to the community and the Preliminary Sector Plan contains policies and strategies designed to highlight the need for proactive and complete management of stormwater so that the sector plan has a positive, or neutral impact on stormwater management (SWM). There are several reasons for downstream flooding, but the two primary reasons are:

1. The largest potential contributor to runoff and downstream flooding is the number of impervious surfaces constructed in and around the sector plan area prior to the advent of modern stormwater management practices in the 1980s. Much of the area surrounding the sector plan area was constructed decades prior to the advent of best stormwater management practices (BMPs) or regulation of stormwater that requires on-site controls and other actions that mitigate downstream impacts. This is a concern in many older parts of Prince George's County that developed prior to stormwater management ordinances.
2. Soil drainage in the sector plan area varies. Some of the soils in the sector plan area drain poorly, while upland soils all have good drainage. While some testimony suggested that wooded areas in general, and the wooded area of the sector plan in particular, are irreplaceable rain infiltration areas, the reality is that soil quality is not the only variable that determines the quality and quantity of rain infiltration. Infiltration usually does not occur in an inundated stream bed area like Guilford Run. Existing slopes going down from north to south of the sector plan area contribute to rapid stormwater run-off down the Guilford Run watershed, causing flooding on Baltimore Avenue and Guilford Drive. Besides soil types and slopes, the flow of water across a site is slowed by tree canopy, understory vegetation, and leaf litter.

## Section II. B5: Reducing Automobile Use through Transit-Oriented Development and Perceptions of Traffic Congestion

3. Environmental Site Design (ESD) is normally encouraged outside of the existing regulated environmental areas. However, due to the small size of the sector plan, ESD is not recommended because there is not enough room to control the water. In response to higher density development, structured stormwater management is needed to control the volume of stormwater for a slower release across the site, where natural systems can be allowed to provide water quality benefits. When parcels are developed and redeveloped, runoff from places such as rooftops and impervious surfaces can be structurally harnessed (e.g., vaults under parking lots or in basements) to allow natural systems and drainage patterns to work. Flooding was one of the issues that was brought up multiple times during our community engagement efforts. Staff recognizes that this issue needs to be addressed within the sector plan area, as well as regionally. The plan offers at least fourteen policy recommendations that directly or indirectly addresses the topic of downstream flooding and runoff in a positive way (see NE 1, NE 2, NE 3, NE 4, NE 5).

### Stormwater Management and Planning

A significant portion of the testimony on this topic stated that the sector plan does not “go far enough” in addressing stormwater management. There are several reasons why a sector plan is limited in what it can do to impact stormwater management, including:

1. Stormwater management is regulated by Subtitle 32 of the Prince George’s County Code, which is enforced by the Department of Permitting, Inspections, and Enforcement (DPIE). All new development must meet the Stormwater Management regulations. Section 32-178 contains the County’s *minimum* stormwater management requirements.<sup>8</sup> Since most of the development within and adjacent to the sector plan area precedes 1980, when the County standards were adopted, it currently lacks the essential infrastructure to address the issue. This also means that the new development would be required to provide the infrastructure to mitigate these issues. As a local government policy document, a master or sector plan *must presume adherence to, and enforcement of, the law*. A master or sector plan, as a 25-year policy document, assumes that future development will comply with applicable regulations in place at that time.
2. State property, including the UMD campus, is not subject to most County laws and regulations, and does not need to conform to this sector plan or recommended zoning, with few exceptions (see Key Issue B2 above). The State of Maryland owns most of the upper Guilford Run drainage area, therefore it may not be subject to County SWM regulations.

---

<sup>8</sup>[https://library.municode.com/md/prince\\_george's\\_county/codes/code\\_of\\_ordinances?nodeId=PTIITI17PULOLAPRGECOMA\\_SUBTITLE\\_32WAREPRGRCO\\_DIV3STMA\\_S\\_D2STMADEPL\\_S32-178MISTCORE](https://library.municode.com/md/prince_george's_county/codes/code_of_ordinances?nodeId=PTIITI17PULOLAPRGECOMA_SUBTITLE_32WAREPRGRCO_DIV3STMA_S_D2STMADEPL_S32-178MISTCORE)

## Section II. B5: Reducing Automobile Use through Transit-Oriented Development and Perceptions of Traffic Congestion

3. A sector plan is only applicable to the area covered by the plan. However, several other master plans adjacent to this plan area also contain strategies to address Guilford Run watershed stormwater management as follows:
  - a. “To assure that stormwater is properly managed, major streams and detention/retention basins should be monitored for water quality and flow characteristics. Furthermore, the County should require that swales and drainage ditches be left in their natural state as much as practical and that stormwater management practices such as the use of infiltration ditches, trenches and porous pavement should be employed on site as much as possible.”<sup>9</sup>
  - b. “Manage stormwater through the increased use of urban stormwater management techniques, including cisterns, green roofs, rain tanks, biofiltration measures, storage cells underneath streets and new development, and street tree planters.”<sup>10</sup>

Some of the testimony expects the plan to solve the stormwater management and flooding challenges in the Guilford Run watershed. Other testimony suggests that, by preserving properties in the sector plan area, flooding events can be reduced or avoided in the future. The basic realities of stormwater management are:

1. Controlled stormwater has fewer downstream impacts than uncontrolled stormwater. Guilford Run has flooded numerous times with the sector plan area in its current underdeveloped state. All future stormwater must be controlled.
2. Subwatersheds and drainage areas are regional in nature, often cross multiple jurisdictions, and present differing challenges and opportunities throughout their area.

The regional stormwater impacts generated from the development outside the sector plan area are outside the scope of this project. But agencies have been assessing the flooding issue of this area and are currently working on some potential solutions for addressing some of the regional impacts that cause flooding.

### Ongoing Flood Mitigation and Stormwater Management Efforts

Agencies also conduct hydrology studies to first assess the issues and then identify design solutions to mitigate these impacts. The Prince George’s County Department of the Environment (DoE) and DPIE have done so in the past; DoE is currently leading an assessment of flooding issues and the design of stormwater management facilities to address some of the major historical flooding issues along Guilford Drive, Baltimore Avenue and in Calvert Hills. More information about this project can be found on a two-page fact sheet created by DoE and posted to the City of College Park’s website:

[https://www.collegeparkmd.gov/DocumentCenter/View/1973/2019\\_01-15-DOE\\_Calvert-Hills-Drainage-Improvement\\_Factsheet?bidId=](https://www.collegeparkmd.gov/DocumentCenter/View/1973/2019_01-15-DOE_Calvert-Hills-Drainage-Improvement_Factsheet?bidId=)

This project is designed to “reduce the frequency of significant flooding and to improve stormwater runoff conveyance.”<sup>11</sup>

---

<sup>9</sup> 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt*, p. 45.

<sup>10</sup> 2010 *Approved Central US 1 Corridor Sector Plan*, p. 63.

<sup>11</sup> Per the fact sheet posted at [https://www.collegeparkmd.gov/DocumentCenter/View/1973/2019\\_01-15-DOE\\_Calvert-Hills-Drainage-Improvement\\_Factsheet?bidId=](https://www.collegeparkmd.gov/DocumentCenter/View/1973/2019_01-15-DOE_Calvert-Hills-Drainage-Improvement_Factsheet?bidId=) and confirmed by DoE.

## Section II. B5: Reducing Automobile Use through Transit-Oriented Development and Perceptions of Traffic Congestion

### Stormwater Management and the Development Process

Section 24-4303(b) of the Subdivision Regulations states “A preliminary plan of subdivision (minor or major) shall not be approved until evidence is submitted that a stormwater management concept has been approved by DPIE or the municipality having approval authority, if the municipality has approval authority. Submittal materials shall include evidence that the applicable site development concept has been approved.”

Section 24-4303(d) states “To ensure the purpose and intent of this Section is advanced, a proposed subdivision (minor or major) shall comply with the following:

1. The preliminary plan of subdivision (minor or major) shall demonstrate adequate control of increased run-off.
2. Stormwater control shall be provided on-site unless, upon recommendation from the County, it is demonstrated equally effective stormwater controls can be provided off-site.”

The sector plan proactively addresses stormwater management by encouraging the construction of underground stormwater management facilities consistent with proposed development densities, and also the retrofitting of existing properties and rights-of-way using stormwater best management practices to enhance stormwater infiltration. The plan encourages maximizing the preservation and/or restoration of valuable natural resources through environmental site design and open space set asides. The plan encourages maximizing the use of pervious surfaces and green building techniques.<sup>12</sup> The plan also advocates for the addition of wetlands and their 25-foot buffer identified in NRI-152-06-03 to the Regulated Area.

The plan recognizes that there are multiple methods to achieve green infrastructure, especially in the midst of a high growth area. These methods include preservation of tree canopy, green stormwater methods, urban green spaces, open space, connected natural areas, connected stream valleys, green roofs, and energy efficient buildings.

### Quantifying Stormwater Impacts

Staff met with the Department of the Environment on February 17, 2022, to discuss whether a sub-watershed level hydrology analysis for Guilford Run would help address this issue. At this time, sufficient data exists from work performed for the Calvert Hills SWM project and from approved Natural Resource Inventory NRI-152-06-03 for agencies to understand the SWM situation in Guilford Run and to explore potential solutions.

### **Staff Recommendation:**

This analysis recommends additional preservation measures that staff believe will improve stormwater management in the Guilford Run watershed. See Key Issue B2, Natural Environment, Land Use, and Transportation and Mobility for more information. Nonetheless, the testimony submitted conveys to staff a need to include more information in this and future sector plans to inform the public as to how stormwater is managed in Prince George’s County. Please see below for more information.

---

<sup>12</sup> See Policy NE 5 and text box on p. 88.

## Section II. B5: Reducing Automobile Use through Transit-Oriented Development and Perceptions of Traffic Congestion

The Preliminary Sector Plan contained few recommendations on stormwater management because (a) stormwater management is already regulated in Prince George's County, and the law is stronger than this plan; (b) the necessary projects needed to retrofit the Guilford Run watershed with modern SWM infrastructure are largely outside this sector plan area, and (c) the control of 100% of stormwater as required by Subtitle 32, meaning that all projects to be built in the sector plan area would have stringent stormwater controls most currently do not have.

Amend the Sector Plan as follows:

1. Add Strategy TM 1.4: Where existing streets cannot be retrofit to the DPW&T Urban Street Design Standards due to operational considerations, retrofit such streets with stormwater management facilities, such as bioswales and other best SWM best management practices (BMPs), as encouraged or required by the DPW&T Urban Street Design Standards or equivalent SHA design standards. (See Strategy NE 2.3 for a definition of best management practices.)
2. Strategy NE 2.2: Construct underground/structured stormwater management facilities as a [space]land-saving option to retain [hold] and [slowly] release the stormwater volume [consistent with] resulting from proposed development densities, pursuant to County stormwater management regulations.
3. Strategy NE 2.3: As redevelopment and street construction/reconstruction occur, retrofit portions of properties and rights-of-way using stormwater best management practices (known as BMPs) to facilitate stormwater infiltration, reduce surface runoff volumes, and minimize adverse impacts to water quality [enhance stormwater infiltration.] Stormwater BMPs are defined as control measures implemented to mitigate changes to both the quality and quantity of runoff. BMPs usually focus on water quality problems caused by an increase in impervious surfaces. Stormwater BMPs can include storage practices (e.g., retention ponds or green infrastructure design), vegetative practices (e.g., buffers, green roofs, or wetlands), filtration/infiltration practices (e.g., porous pavement or functional stormwater design), and water-sensitive development (e.g., low impact development [LID]). (See also Strategy TM 1.4).
4. Add Strategy NE 2.4: Retrofit the University of Maryland campus with modern stormwater management facilities and green infrastructure to reduce runoff into Guilford Run.

See also recommendations for Key Issue B2 and Issues on G. Natural Environment (Section VI).

**Planning Board Action:**

**District Council Action:**

## Section II. B5: Reducing Automobile Use through Transit-Oriented Development and Perceptions of Traffic Congestion

### Plan/SMA Cross References:

Policy TM 2: Minimize the potential motor vehicle traffic impact generated by all future developments in the sector plan area.

TM 2.1: Ensure all existing and new streets within the sector plan area meet the required Level of Service (LOS) for Transportation Service Area 1<sup>13</sup> or for the Local Transit-Oriented (LTO) Zones in both the AM and PM peak periods.

Policy TM 8: Support the County's efforts to achieve Vision Zero Prince George's, a Countywide interdisciplinary approach to eliminate all traffic-related fatalities and serious injuries.

TM 8.1: Provide traffic-calming measures to slow traffic and increase driver awareness of pedestrians, bicyclists, transit riders, and other motorists on new and existing streets.

TM 8.2: Evaluate the potential for the construction of protected intersections to calm traffic to prioritize pedestrians and bicyclists at all intersections in the sector plan area.

TM 8.3: When assessing the feasibility of traffic-calming measures to address observed safety deficiencies, the roadway operating and permitting agencies should institute traffic-calming facilities regardless of roadway traffic volumes or the LOS adequacy threshold.

TM 8.4: Increase engagement and education regarding the importance of safety and best practices when driving, walking, bicycling, and riding transit.

---

<sup>13</sup> The result of the Sector Plan is that all of the streets will abut or run through the LTO Zones, so the reference to Transportation Service Area 1 will be removed.

## Section II. B5: Reducing Automobile Use through Transit-Oriented Development and Perceptions of Traffic Congestion

### Exhibits/Speakers:

37 - Aimee E Hart

39 - Helen Kaiser

41 - Jon Robinson

50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor

55 - Mary King

58 - Town of University Park, The Honorable Lenford C. Carey, Mayor

65 - Joshua Batugo, St. Mark's the Evangelist Church

73 - Rev. Michelle Mejia, University United Methodist Church

76 - Jon Robinson

78 - Dr. John Rogard Tabori

V03 - The Honorable Martha Wells, Councilperson, Town of University Park

V05 - Cheryl Cort, Coalition for Smarter Growth

V33 - Mary King

### Summary of Issues:

Several participants expressed concerns about the potential vehicular traffic generated by the development envisioned by the Preliminary Sector Plan and Proposed SMA, and the extent to which the Sector Plan's recommendations account for it.

Concerns were raised about the operation of the large intersection of MD 193 (University Boulevard), Campus Drive, and Adelphi Road.

The Coalition for Smarter Growth notes, "Making the most of this plan area with sufficient amounts of new housing is also an important contribution to reducing greenhouse gas (GHG) emissions of county residents. We calculate that Purple Line/(Local Transit Center) Metro station areas have 19% lower GHG emissions per household than the County average and 30% lower emissions than outlying town centers. So enabling more people to live here dramatically reduces their carbon footprint."

### Staff Analysis:

Whenever a plan for growth is proposed, concerns about traffic congestion are raised. This reflects two common phenomena in planning: public assumption that a vast majority of travelers use single-occupant vehicles for every trip and public assumption that free-flowing traffic should be expected at most, if not all, times. As mentioned above, planners and decisionmakers are always confronted with the challenge - inherent with change - that we engage people who bring their present and past experiences to a conversation about how their children and grandchildren will live, work, play, and travel in the near to far-flung future.

## **Section II. B5: Reducing Automobile Use through Transit-Oriented Development and Perceptions of Traffic Congestion**

In this, as in other plans for transit-oriented development in suburban locations throughout the United States, communities of residents and workers whose automobile dependence is a culturally-ingrained fact of life are often dismissive of, or simply unaware of, the changing trends and desires of younger generations for climate-conscious, shared, and/or active transportation modes, and increasing demand, among all generations, for a mix of land uses, amenities, and opportunities within walking distance of their homes and workplaces.

There are few environments in the United States where more people walk from their homes to their jobs or classes than universities. As with most universities, UMD is arranged for maximum walkability, with a mix of destinations a 10-20-minute walk from on-campus housing. UM Shuttle provides the most frequent transit service in the County, connecting off-campus faculty and staff with destinations throughout UMD's main and extended campus. Generally, a combination of this convenience, limitations on residential parking, and financial considerations, means that universities are among the largest car-free locations in the country. UMD is no different.

This plan strives to capitalize on this combination by increasing the supply of housing available to students (graduate and undergraduate), faculty, staff, and others affiliated with UMD where residents can walk, bike, take the bus, take the Purple Line, or use other alternate means of transportation other than automobiles. Even though the plan presumes that most people who choose to live close to new housing adjacent to a Purple Line station do so because they intend to walk or take transit for a significant portion of their trips, it reinforces this by (a) creating an environment that focuses on pedestrian and bicycle mobility, accessibility, and safety and (b) recommending the use of every tool available in the Zoning Ordinance to limit the availability of parking. Creating a bicycle/pedestrian-friendly environment and restricting parking signals to potential residents that automobile use is strongly discouraged at this location, while simultaneously strongly encouraging alternate modes of mobility. Potential residents, businesses, and workers can then make a voluntary decision whether they want to locate in this location or not. Regional trends suggest that many people do, and the market analysis conducted for this study reinforces that.

Significantly, this plan encourages development that will provide housing to those associated with the University who would otherwise have to live farther away and possibly drive to campus, rather than walk, bike, or take transit. Providing these options has the potential to remove thousands of vehicle trips from the area's roads. Staff firmly believe that Prince George's County must do all it can to (a) provide opportunities for people to live and work in locations where they do not have to drive and (b) maximize the preservation of trees and forests throughout the County. However, there are several locations in the County, this being one of them, where balanced tradeoffs must occur. In these situations, staff believe the savings on GHG emissions of traffic reduction are an equivalent or superior counterbalance to the impacts of woodland carbon sequestration, especially at the micro-scale, and especially given the County's aggressive Woodland Conservation and Tree Canopy Coverage ordinances, which are among the strictest and most successful in the United States.

Strategy TM 1.1 of Plan 2035 states:

Design all capital road improvements and streetscape enhancements and all new development in the Regional Transit Districts, the Innovation Corridor, and Local Centers, to improve multimodal travel for pedestrians, cyclists, transit, and other alternatives to the automobile. The primary transportation improvements in these areas should be focused on pedestrian and bicyclist facilities and public transit upgrades and retrofits.

## Section II. B5: Reducing Automobile Use through Transit-Oriented Development and Perceptions of Traffic Congestion

As part of any master and sector plan, the Planning Department runs a traffic model, called “TransForM”, that identifies the traffic impact of the plan’s recommendations. Staff use this model to inform the recommendations of the plan, but successful master and sector planning must balance the impact of traffic generation with the broader goals of Plan 2035. Centers are intended to concentrate people in an environment where they can safely walk, bicycle, and take transit to get around; and improvements to infrastructure and operations that facilitate that travel must take precedence over improvements to facilitate vehicle travel, especially vehicle travel by those driving to or from destinations outside the Center who choose to drive through the Center over alternative routes or modes of transportation. The transportation system is a regional system, and the ongoing Countywide Master Plan of Transportation may identify improvements outside of the Sector Plan area to ensure that vehicle traffic flows at acceptable levels of service, which it will establish through a broad, inclusive public planning process.

Strategy TM 2.1 states:

Ensure all existing and new streets within the sector plan area meet the required Level of Service (LOS) for Transportation Service Area 1 or for the Local Transit-Oriented (LTO) Zones in both the AM and PM peak periods.

The result of the Sector Plan is that all streets will either abut or run through the LTO Zones, so the reference to Transportation Service Area 1 will be removed. However, inherent in this strategy is that traffic impact of each specific development is evaluated at the time of Preliminary Plan of Subdivision, and that impact is measured on- and off-site to encompass the impact of trips generated by the proposed development. Section 24-4502(b)(1) of the Subdivision Regulations establish the County’s public facility adequacy standards:

“‘Edge’ areas of RTO and LTO base and PD Zones: LOS ‘Transit Edge’ (Critical Lane Volume of 1601-1800)  
‘Core’ areas of RTO and LTO base and PD Zones: LOS “Transit Core” (Critical Lane Volume of 1801-2000)”

Preliminary Plans of Subdivision must receive a Certificate of Adequacy that certifies that the development approved does not exceed acceptable thresholds for traffic set by the *Transportation Review Guidelines*. Mitigation measures for traffic include a reduction in the size of the development, provision of alternate transportation demand management measures, and/or capital improvements to improve traffic flow. See Section 24-4504 for more information.

Planners and decision-makers must always balance the reality of the built environment and the economy with public expectations for free-flowing traffic. In any successful place, occasional traffic congestion occurs, while failing places often have free-flowing traffic. Congestion management is a systemic issue, rather than a local issue, and will be addressed systemically through the ongoing Countywide Master Plan of Transportation. One key to managing congestion, as stated above, is to create an environment where walking, biking, and taking transit are more attractive travel modes than driving.

### The Big Intersection

Numerous participants identified the intersection of MD 193 (University Boulevard), Adelphi Road, and Campus Drive as a particular area of concern. Options are extremely limited for the re-design of this intersection, which was evaluated for traffic flow and pedestrian safety as part of the Purple Line design. The plan anticipates additional pedestrian activity through this intersection once the Purple Line station goes into service. The amount of pedestrian activity should reduce travel speeds and improve pedestrian safety by creating an environment for vehicular commuters where they know to expect a high volume of pedestrians.

## **Section II. B5: Reducing Automobile Use through Transit-Oriented Development and Perceptions of Traffic Congestion**

Accordingly, the Preliminary Sector Plan recommends the following:

Policy TM 8: Support the County's efforts to achieve Vision Zero Prince George's, a Countywide interdisciplinary approach to eliminate all traffic-related fatalities and serious injuries.

TM 8.1: Provide traffic-calming measures to slow traffic and increase driver awareness of pedestrians, bicyclists, transit riders, and other motorists on new and existing streets.

TM 8.2: Evaluate the potential for the construction of protected intersections to calm traffic to prioritize pedestrians and bicyclists at all intersections in the sector plan area.

TM 8.3: When assessing the feasibility of traffic-calming measures to address observed safety deficiencies, the roadway operating and permitting agencies should institute traffic-calming facilities regardless of roadway traffic volumes or the LOS adequacy threshold.

TM 8.4: Increase engagement and education regarding the importance of safety and best practices when driving, walking, bicycling, and riding transit.

Additional traffic controls and pedestrian enhancements require engineering analysis beyond the scope of a Sector Plan. While a plan can recommend such measures, only through a detailed engineering analysis can SHA, the University, or DPW&T. implement such measures

Staff believe the best way to reduce eastbound traffic into the University of Maryland is to provide sufficient housing options for students, faculty, and staff within walking, bicycling, and transit distance of campus. This, and other plans in and around the area, will strive to accomplish this. The opening of the Purple Line will also provide increased transit service for those currently accessing the campus by car. Campus Drive and Mowatt Lane are not cut throughs; they are main streets through a significant community. Drivers looking to cut through campus should expect congestion and should consider other routes.

However, staff acknowledges that anticipated traffic through this area warrants maintaining the current lane configuration on MD 193 (University Boulevard), Campus Drive, and Adelphi Road for the foreseeable future, while encouraging operating agencies to evaluate the potential for periodically, temporarily, or permanently reducing lane capacity to discourage through traffic and decrease pedestrian crossing times and potential interface with vehicles. There may also be opportunities to improve traffic flow by moving current on-street bicycle facilities off-street as development occurs in the future.

## Section II. B5: Reducing Automobile Use through Transit-Oriented Development and Perceptions of Traffic Congestion

### Staff Recommendations:

1. Clarify language pertaining to traffic on page 68 by making the following revision:

[The roadways in the sector plan area provide enough capacity to accommodate growth in traffic; however, the experience for motorists traveling in the area, especially when accessing Adelphi Road and MD 193 (University Boulevard), can be challenging. Unsignalized intersections and traffic speeds can complicate the ease of navigating the area. The introduction of the Purple Line represents an opportunity for additional traffic control devices, engineering improvements, or enforcement actions to improve access to and along Adelphi Road.] The roadways in the sector plan area provide capacity to accommodate some growth in traffic; however, some stakeholders expressed concerns about accessibility and spot congestion along Adelphi Road and MD 193 (University Boulevard). Unsignalized intersections and traffic speeds can complicate the ease of navigating the area, especially for bicyclists and pedestrians. The opening of the Purple Line and the addition of housing in the sector plan area where people can walk, bicycle, or take transit to most of their destinations, creates choices for travelers.

2. Remove the word “appropriate” from Strategy TM 1.1.
3. Add Strategy TM 1.3: Evaluate the potential to use off-peak, on-street parking as a traffic calming mechanism, and convenience for shoppers and visitors, on Campus Drive and Adelphi Road. Should a pilot project be successful, DPW&T and/or SHA should consider permanent on-street parking in the outside lanes.
4. Add Strategy TM 1.4: Where existing streets cannot be retrofit to the DPW&T Urban Street Design Standards due to operational considerations, retrofit such streets with stormwater management facilities, such as bioswales and other best SWM management facilities, as encouraged or required by the DPW&T Urban Street Design Standards or equivalent SHA design standards.

## Section II. B5: Reducing Automobile Use through Transit-Oriented Development and Perceptions of Traffic Congestion

5. Revise Table 7. *Recommended Master Plan of Transportation Complete and Green Streets* as follows:

Route Id	Facility Name	From	To	Min. Row	Right-Of-Way Type	Elements[*]	Motor Vehicle Lanes	Notes
A-10	Adelphi Road	Cool Spring Road	Pennsylvania Street	[93'] <u>106'</u> <u>122' w/ parking</u>	Mixed-Use Boulevard (A) Center Turn Lane Std. 100.24	10' wide sidewalks in Core 8' wide sidewalks outside Core <u>10' two-way cycle track on east side</u> <u>8' buffer</u> <sup>14</sup> [Separated bicycle lanes]	[2] <u>4</u> (with center turn lane)	<u>Cycle track may be replaced by buffered on-street bicycle lanes; see Strategy TM 4.6.</u> <u>Min. ROW will be less in Edge.</u> <u>Min. ROW will increase if on-street parking is added.</u> [(See Strategy TM 1.5 for more information.)]

<sup>14</sup> Per DPW&T Urban Street Design Standards, the 6-foot minimum street buffer and 2-foot minimum sidewalk buffer allow space for street trees, lighting, landscaping, street appurtenances and/or stormwater facilities. The sidewalk buffer can be expanded to allow space for street trees.

## Section II. B5: Reducing Automobile Use through Transit-Oriented Development and Perceptions of Traffic Congestion

Route Id	Facility Name	From	To	Min. Row	Right-Of-Way Type	Elements[*]	Motor Vehicle Lanes	Notes
A-16	MD 193 (University Boulevard)	Temple Street	Adelphi Road	137'	Urban Major Collector Std. 100.02  [Mixed-Use Boulevard (B) Std. 100.23]	[Light Rail] Purple Line 10' wide sidewalks in Core 8' wide sidewalks outside Core 10' two-way cycle track on south side Shared-use path on north side. 8' buffer [Buffered bicycle lanes]	4	<u>Cycle track may be replaced by buffering the on-street bicycle lanes constructed as part of the Purple Line improvements; see Strategy TM 4.6.</u>  [This allows for construction of a complete street plus space for the Purple Line]
[C-203 <sup>15</sup> ]	[Campus Drive]	[Presidential Drive]	[Guilford Drive]	[83']	[Neighborhood Connector Std. 100.26]	[10' wide sidewalks in Core 8' wide sidewalks outside Core Separated bicycle lanes]	[2]	

<sup>15</sup> Per Errata 15a.

## Section II. B5: Reducing Automobile Use through Transit-Oriented Development and Perceptions of Traffic Congestion

Route Id	Facility Name	From	To	Min. Row	Right-Of-Way Type	Elements[*]	Motor Vehicle Lanes	Notes
<u>C-203</u>	<u>Campus Drive</u>	<u>MD 193 (University Boulevard)</u>	<u>Presidential Drive/UC-201</u>	<u>106'</u> <u>122' w/ parking</u>	<u>Mixed-Use Boulevard (A)</u> <u>Std. 100.22</u>	<u>Purple Line</u> <u>10' wide sidewalks</u> <u>10' two-way cycle track on south side</u> <u>8' buffer</u>	<u>4</u>	<u>Cycle track may be replaced by buffered on-street bicycle lanes; see Strategy TM 4.6</u> <u>Min. ROW will increase if on-street parking is added.</u> <u>As of March 31, 2022, the Purple Line design along Campus Drive has not been finalized. This number will be revised prior to plan approval upon finalization of Purple Line design along Campus Drive.</u>
<u>C-203</u>	<u>Campus Drive</u>	<u>Presidential Drive/UC-201</u>	<u>Mowatt Lane</u>	<u>106'</u> <u>122' w/ parking</u>	<u>Mixed-Use Boulevard (A)</u> <u>Std. 100.22</u>	<u>10' wide sidewalks</u> <u>10' two-way cycle track on south side</u> <u>8' buffer</u>	<u>4</u>	<u>Cycle track may be replaced by buffered on-street bicycle lanes; see Strategy TM 4.6</u> <u>Min. ROW will increase if on-street parking is added.</u>
<u>C-203</u>	<u>Mowatt Lane</u>	<u>Campus Drive</u>	<u>Guilford Drive</u>	<u>103'</u>	<u>Mixed-Use Boulevard (A)</u> <u>Center Turn Lane</u> <u>Std. 100.24</u>	<u>10' wide sidewalks</u> <u>8' buffer</u> <u>Separated bicycle lanes</u>	<u>2</u>	

## Section II. B5: Reducing Automobile Use through Transit-Oriented Development and Perceptions of Traffic Congestion

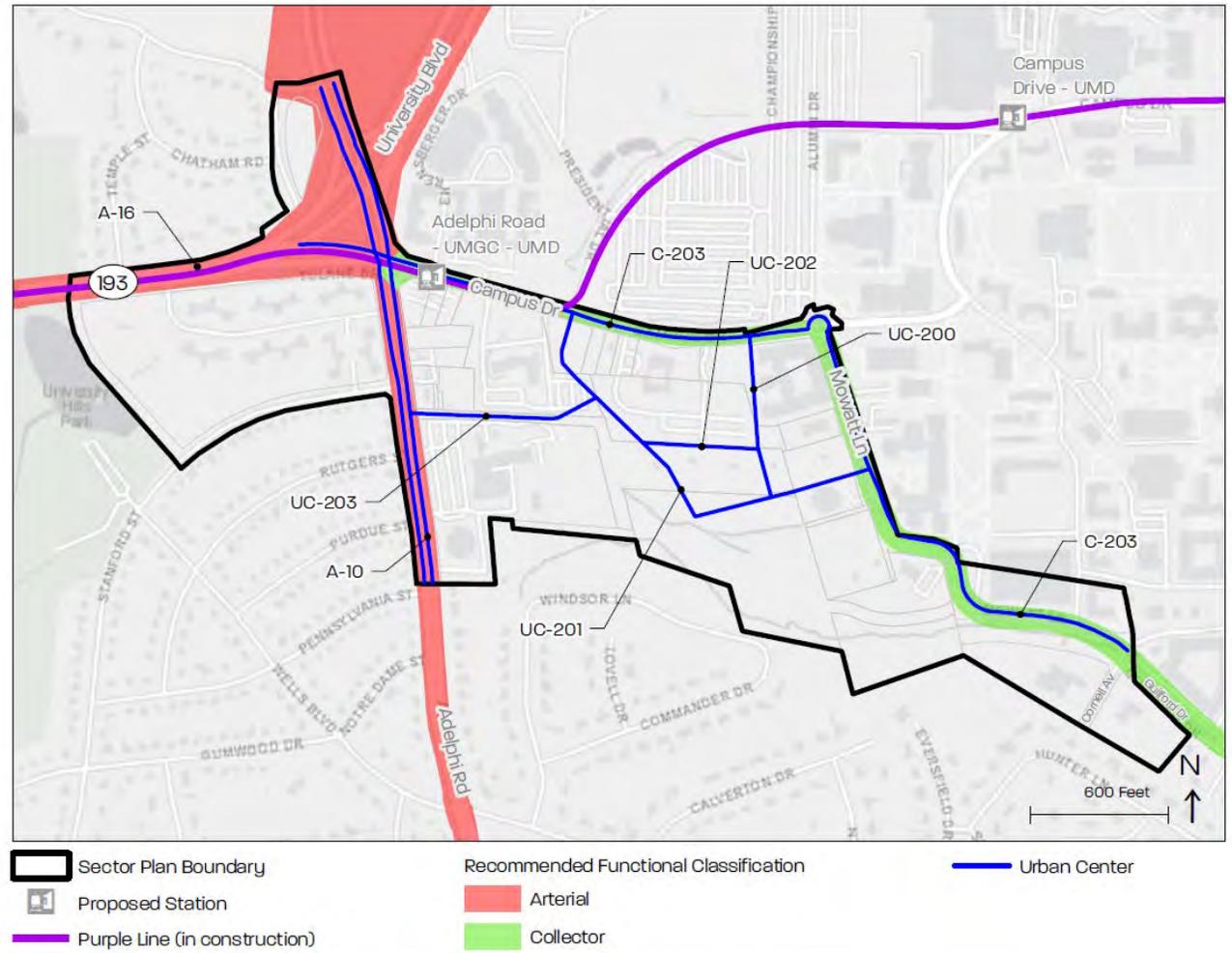
Route Id	Facility Name	From	To	Min. Row	Right-Of-Way Type	Elements[*]	Motor Vehicle Lanes	Notes
UC-200	UC-200	Campus Drive (C-203)	UC-201	83''	Neighborhood Connector Std. 100.27	10' wide sidewalks in Core 8' wide sidewalks outside Core Separated bicycle lanes <sup>16</sup>	2	
UC-201	UC-201	Mowatt Lane (C-203)	Campus Drive (C-203)	83'	Neighborhood Connector Std. 100.27	10' wide sidewalks in Core 8' wide sidewalks outside Core Separated bicycle lanes	2	
UC-202	UC-202	UC-200	UC-201	60'	Neighborhood Residential Std. 100.28.	Shared lane markings (Sharrows)	2	
UC-203	UC-203	UC-201	Adelphi Road (A-10)	83'	Neighborhood Connector (B) Std. 100.27	8' wide sidewalks Separated bicycle lanes	2	

6. Revise Map 19. *Master Plan of Transportation Complete and Green Street Recommendations* (Preliminary Plan, p. 63) to reflect the revisions in Table 7. *Recommended Master Plan of Transportation Complete and Green Streets* above.

<sup>16</sup> Per Errata 15.

## Section II. B5: Reducing Automobile Use through Transit-Oriented Development and Perceptions of Traffic Congestion

Map D. Revised Map 19. Master Plan of Transportation Complete and Green Street Recommendations (Preliminary Plan, p. 63)



## Section II. B5: Reducing Automobile Use through Transit-Oriented Development and Perceptions of Traffic Congestion

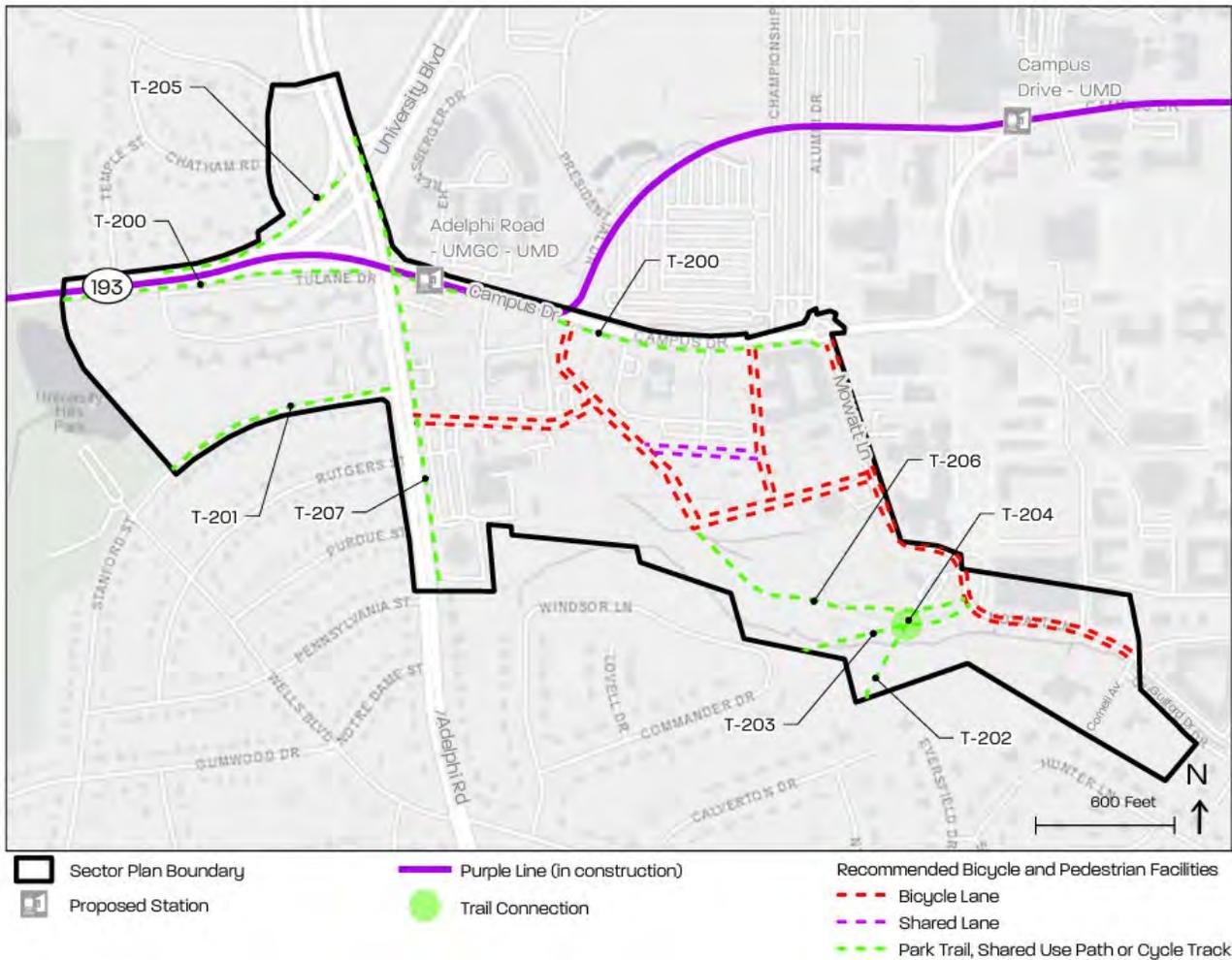
7. Revise Table 8. *Recommended Master Plan of Transportation Shared-Use Paths and Trails*, to reflect the changes identified above and in the errata sheet:

Route Id	Facility Name	From	To	Min. Row	Right- Of- Way Type	Notes
T-200	[Trail A] <u>Cycle Track A</u>	[Adelphi Road] <u>Mowatt Lane</u>	Northwest Branch	10'	[Shared- Use Path] <u>Cycle Track</u>	[Connect] <u>Construct the planned 10'-12' hard-surface [shared-use path] off-street cycle track consistent with AASHTO Guidelines along the south side of University Boulevard and Campus Drive.</u>
T-201	Trail B	Adelphi Road	University Hills Duck Pond Park	10'	Shared- Use Path	Construct the planned side path as a 10' - 12' hard-surface shared-use path consistent with AASHTO Guidelines from the west side of Adelphi Rd to the University Hills Duck Pond Park.
T-202	Trail C	Mowatt Lane	Calverton Drive	10'	Shared- Use Path	Complete the natural-surface shared-use path but connecting the University of Maryland Hillel property and the College Heights neighborhood via the State of Maryland property in the southeastern corner of the plan area. This replaces a previous MPOT trail in this location.
T-203	Trail D	Mowatt Lane	Commander Drive	10'	Shared- Use Path	Formalize the existing undeveloped natural-surface shared-use path from Mowatt Lane to Commander Drive in the College Heights Neighborhood. This replaces a previous MPOT trail in this location.
T-204	Trail C + Trail D Connection	N/A	N/A	10'	Shared- Use Path	Connect Trail C + Trail D to expand connectivity between the University of Maryland Campus and the College Heights Neighborhood.
T-205	Shared- Use Path A	Adelphi Road	University Boulevard	8'	Shared- Use Path	Connect the plan area to the existing sidepath along Cool Spring Rd. and Adelphi Road.
T-206	Shared- Use Path B	Mowatt Lane	UC-201	8'	Shared- Use Path	Path will replace previously approved access road to 7500 Mowatt Lane.
<u>T-207</u>	<u>Cycle Track B</u>	<u>Sector Plan Boundary</u>	<u>MD 193 (University Boulevard)</u>	<u>10'</u>	<u>Cycle Track</u>	<u>Construct the planned 10'-12' hard-surface off-street cycle track consistent with AASHTO Guidelines along the east side of Adelphi Road.</u>

## Section II. B5: Reducing Automobile Use through Transit-Oriented Development and Perceptions of Traffic Congestion

8. Revise Map 20. *Recommended Bicycle and Pedestrian Facilities* to show the bicycle accommodations on Campus Drive and Adelphi Road as off-street cycle tracks.

Map E. Revised Map 20. *Recommended Bicycle and Pedestrian Facilities* (Preliminary Plan, p. 68)



## **Section II. B5: Reducing Automobile Use through Transit-Oriented Development and Perceptions of Traffic Congestion**

9. Revise Strategy TM 2.1 as follows: Ensure all existing and new streets within the sector plan area meet the required Level of Service (LOS) for [Transportation Service Area 1 or for ]the Local Transit-Oriented (LTO) Zones in both the AM and PM peak periods.
10. Revise Strategy TM 4.7 as follows: Evaluate the potential for replacing the five-lane segment of Adelphi Road from the southern plan boundary to Campus Drive with the Mixed-Use Boulevard (A) Center Turn Lane (DPW&T Standard [Std.] 100.24), which includes on-street parking, separated bicycle lanes and wide sidewalks, and reduces vehicle travel lanes from four to two.

**Planning Board Action:**

**District Council Action:**

## Section II. B6: Housing Affordability

### Plan/SMA Cross References:

Map 3. *Sector Plan Area: County Context* (p. 16)

Who We Are (p. 19)

Housing and Neighborhoods: Residential Market Area and Existing Conditions Summary (pp. 90-93)

Policy HN 1: Construct a range of housing units affordable to students, employees, and seniors at transit-supportive densities proximate to the Adelphi Road-UMGC-UMD Purple Line Station. (p. 93)

HN 1.1: Construct a mix of multifamily, student, and single-family attached housing units and mid-to-high densities, at varying price points catering to students, faculty, staff, rail commuters, and seniors.

HN 1.2: Construct housing for graduate and undergraduate students to accommodate projected demand.

HN 1.3: Expand universal design housing choices, including “visitable” units, which allow for barrier-free access into the first floor and to a first-floor restroom.

HN 1.4: Identify opportunities to attract senior housing by capitalizing on the attractiveness of the sector plan areas, College Park, and the University of Maryland, especially to university alumni. See Appendix G for more information.

HN 1.5: Identify opportunities to develop affordable senior multifamily housing by forming a partnership with the Prince George’s County Housing Authority, DHCD, and the City of College Park.

### Exhibits/Speakers:

20 - Melissa Schweisguth

30 - Steve Hurtt

31 - Nina Jefferies

39 - Helen Kaiser

44/V08 - Marilyn Yang

46 - Cheryl Cort, Coalition for Smarter Growth

50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor

63 - University of Maryland Student Government Association Sustainability Committee

68 - Bryan Franklin

73 - Rev. Michelle Mejia, University United Methodist Church

77 - Trey Sherard, Anacostia Riverkeeper

V03 - The Honorable Martha Wells, Councilperson, Town of University Park

## Section II. B6: Housing Affordability

### Summary of Issues:

Several testimonies submitted expressed concerns about the impact of the sector plan's recommendations on the affordability of housing. Some persons expressed frustration that the plan did not do more to "ensure" affordable housing, with a range of affordable housing options and maintaining the long-term affordability into the future. Other exhibits expressed concerns about "gentrification" or potential displacement.

### Staff Analysis:

#### What the Plan Says

Section VII, Housing and Neighborhoods goal of the Preliminary Sector Plan states, "in 2047, the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan area provides a range of housing options for a diverse population that meets the needs of the community and supports the anchor institutions and market demand to create an inclusive neighborhood." (p. 89) The goal is intended to encourage affordable housing options for all future and current residents. The market study determined that there is a specific housing affordability need for students, including undergraduate and graduate students, and seniors.

Policy HN 1 states, "Construct a range of housing units affordable to students, employees, and seniors at transit-supportive densities proximate to the Adelphi Road-UMGC-UMD Purple Line Station." (Policy HN 1, p. 93)

Strategy HN 1.1 states, "Construct a mix of multifamily, student, and single-family attached housing units and mid-to-high densities, at varying price points catering to students, faculty, staff, rail commuters, and seniors."

The preliminary plan contains strong policy and strategy language: to construct a range of affordable housing units in the Sector Plan area.

#### Affordable Housing in Plan 2035 Centers

Discussions of housing affordability in Centers inevitably bump up against the challenges of creating the desired walkable, mixed-use environments, addressing stormwater and preservation concerns, and generating sufficient rents to make such physical investments financially feasible. In the absence of public subsidy, the market must set rents at an appropriate level.

#### Ongoing County Efforts

In 2019, the County completed the "Comprehensive Housing Strategy: Housing for Opportunities for All" strategy. The strategy is based on the County's General Plan, Plan 2035 and is a ten-year plan to "address the housing needs of all county residents, both current and future, while expanding access to opportunity through housing, invested, ... (page 3, Comprehensive Housing Strategy: Housing for Opportunities for All). More information about Housing Opportunities for All may be found here: <https://www.princegeorgescountymd.gov/2803/Comprehensive-Housing-Strategy>; a summary is found on page E-6 of the Preliminary Sector Plan.

## Section II. B6: Housing Affordability

The strategy includes several specific recommendations for expanding options and affordability in the County. These specific actions included: local, public investment to spur walkable, mixed-use development around Metro stations, expanding use of Tax Increment Financing (TIF) and Payments in Lieu of Taxes (PILOTs) to support more affordable housing, etc. The County Council and the Department of Housing and Community Development are the lead entities responsible for implementing the recommendations of Housing Opportunities for All, and the University of Maryland and Cities of College Park and Hyattsville can also play a role in increasing housing opportunity and affordability.

Housing opportunity and affordability are region-wide issues. The small size of the sector plan area limits its ability to identify opportunities to retain existing or create new affordable housing vis-a-vis other areas of the County where demand for market-rate housing is less and where naturally occurring affordable housing exists.

### Impacts of Market Rate Housing on Surrounding Areas

Several people testified to express concerns about gentrification, which means different things to different people but can broadly be described based in testimony as physical and/or cultural displacement as redevelopment occurs. The Sector Plan has three types of existing housing within its boundaries: a handful of single-family houses, The Domain at College Park, and the University-operated Graduate Hills Apartments. The Adelphi Road-UMGC Purple Line Station Area Sector Plan Market Study Report states the "... Plan area offers a competitive location for new residential development given the presence of UMD and UMGC, ... the introduction of the Purple Line, and projected employment growth." (p. 17), staff notes with the anticipated residential market demands in this area, existing and future housing prices may eventually increase in the immediate vicinity of the plan area. This plan is not intended to remove "long-standing residents" from the sector plan area; however, a variety of housing programs will be needed to address this issue.

Staff notes that there is a distinct difference between the displacement that occurs when the owner of an existing for-rent product decides to sell or redevelop their property, and/or to raise rent, and when a property owner voluntarily sells their house for profit and moves. This plan can include stronger language to discourage the former.

### Market Analysis

The City of College Park expressed concern about the market analysis, its scope, and its results. Staff worked with a consultant with market analysis expertise identify the residential demand in the Sector Plan area. The [Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan - Market Study report](#) is available on the department website and also available to refer on the Preliminary Plan, Appendix B: Technical Reports section (p. Appendix B-1).

Staff note that drawing upon a broader assessment area for the market study of a small area plan, like Adelphi Road Sector Plan, is a common and widespread practice in planning. As mentioned in the Market Study report, the analysis looks at the region to identify sector plan-specific interests and potential. This includes recognizing the presence of other markets where housing and commercial and office markets exist. The market analysis recognizes the major regional impact of the County's largest employer UMD, its growing enrollment, the under-construction Purple Line, existing and proposed residential and non-residential development, and other planning initiatives in the sector plan area. The market identified for this sector plan area takes into account, and accommodates, the broader College Park market. The conclusions drawn for the market demand are sector plan area specific after looking at all the competing markets.

## Section II. B6: Housing Affordability

The market study also looked at student housing and determined there is a need for additional affordable housing for students, including undergraduate and graduate students, and seniors.

The City of College Park also recommended adding several existing and pipeline residential projects to the Market Study. Staff recognize that the presence of these projects was not included on the market analysis. Staff also note that these projects may impact the timing of development in the Sector Plan area but not ultimate buildout. Staff recommend including these projects as a note on the Market Study (see staff recommendations on Issue H.4). One of the key aspects of this plan, which can be made more specific, is that it is intended to provide walkable housing options for those students, faculty, staff, and other university affiliates who would otherwise work at, or attend, the University of Maryland but live beyond walking, biking, or transit access to campus. The relocation of these residents to closer residences in the sector plan area may open affordable housing options in other areas of the County.

### Staff Recommendations:

Staff recommends the following amendments to the Sector Plan to address the concerns raised about Housing Affordability:

1. Under Policy LU 3, remove the property at 3623 Campus Drive from Consolidation Group 4 and update Map 12. *Recommended Consolidation of Parcels*, and Table 18. *Recommended Consolidation of Parcels*, accordingly, to facilitate the phasing scheme in Policy LU 5 below.
2. Add Policy LU 6: Maximize use of the Local Transit-Oriented, Planned Development (LTO-PD) Zone to encourage and facilitate the addition of desired amenities, including, but not limited to, Center-appropriate streetscapes, innovative stormwater management facilities, additional on-site tree preservation, and the provision of below-market-rate-housing.

Strategy LU 6.1: The LTO-PD Zone should be used on all properties in the UMD West Local Transit Center except those zoned ROS. See also Key Issue B2.

3. Revise Policy HN 1 as follows:

To accommodate projected demand, [C]construct a range of housing units affordable to undergraduate and graduate students, employees, and seniors at transit-supportive densities proximate to the Adelphi Road-UMGC-UMD Purple Line Station.

4. Revise Strategy HN 1.5 as follows:

Identify opportunities to implement the recommendations of Housing Opportunities for All, including developing affordable [senior] multifamily housing, especially for students and seniors, by forming a partnership with the Prince George's County Housing Authority, DHCD, the University of Maryland, and the City of College Park.

## Section II. B6: Housing Affordability

5. Add Strategy HN 1.6: To increase housing opportunities and affordability for university students, faculty, and/or staff, consider the construction of dormitory or other on-campus residential space for students, faculty, and/or staff on the appropriate areas of the University's property at 7500 Mowatt Lane, and/or at other areas of campus beyond the Sector Plan's boundaries.

**Planning Board Action:**

**District Council Action:**

## Section II. B7: Countywide Green Infrastructure Network

### Plan/SMA Cross References:

Green Infrastructure (pp. 78-80), including Map 22, Existing Environmental Easements and Regulated Areas of the Countywide Green Infrastructure Network  
Forest and Tree Canopy/Impervious Surfaces (p. 81)

Balancing Growth and Preservation, p. 82

Policy NE 1: Preserve the maximum amount of existing natural resources practicable within the context of creating urban, walkable communities. Ensure that areas of connectivity and ecological functions are maintained, restored, or established.

NE 1.1: There should be minimal-to-no impact to the Regulated Areas of the Countywide Green Infrastructure Network within the sector plan area.

NE 1.2: During development and redevelopment of properties within the sector plan area, maximize preservation and/or restoration of valuable natural resources through site design and open space set asides that overlap with natural areas identified within the Countywide Green Infrastructure Network.

NE 1.3: Amend the Countywide Green Infrastructure Network, as delineated by the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan* (RCP), as follows:

- a. Add the following parcels as Evaluation Areas: i. Conservation Area A (3841 Campus Drive; Tax ID 2411122) ii. Conservation Area B (western portion of 3424 Tulane Street; Tax ID 1965334) iii. 7715 Adelphi Road (Tax ID 2314870) iv. Parcel A on Mowatt Drive (Tax ID 2411528).
- b. Remove The Domain at College Park, 3711 Campus Drive (Tax ID 5516582) from the Evaluation Area, as the property has been fully developed.
- c. Add the wetlands and their 25-foot buffer identified in NRI-152-06-03 to the Regulated Area.

Evaluation Areas (p. 83)

Map 23: *Proposed Amendments to the Countywide Green Infrastructure Network* (p. 84)

Policy NE 4: Preserve the tree canopy to support the conservation of the natural environment.

NE 4.5: Locate open space set-aside areas directly adjacent to the existing platted conservation easement along Guilford Run and maximize preservation of specimen trees. Also see Policy PF 2.

NE 4.6: Preserve the northwest area of the Sector Plan as Conservation Area A. See Policies LU 2 and PF 2, Strategy NE 1.3, Table 15. Recommended Parks and Open Spaces, and Map 29. Recommended Parks and Open Spaces for more details.

## Section II. B7: Countywide Green Infrastructure Network

NE 4.7: Preserve the western side of the sector plan area adjacent to University Hills Duck Pond as Conservation Area B to protect steep slopes, woodlands, and floodplain. See Policy PF 2, Strategy NE 1.3, Table 15. Recommended Parks and Open Spaces, and Map 29. Recommended Parks and Open Spaces Recommended Parks and Public Open Spaces. for more details.

NE 4.8: Preserve the southern area of the Sector Plan along Guilford Run as Conservation Area C. See Policies LU 2 and PF 2, Strategy NE 1.3, Table 15. Recommended Parks and Open Spaces, and Map 29. Recommended Parks and Open Spaces Recommended Parks and Public Open Spaces.

Policy PF 2 Provide a variety of parks and recreational facilities in the Sector Area to create a vibrant transit-oriented development with public gathering spaces and areas, preserve environmental assets, and help address identified park needs. See also Policy LU 2.

PF 2.1: Construct the Park and Recreational Facilities outlined in Table 15. Recommended Parks and Open Spaces.

PF 2.5: Secure public-use easements for privately built and/or maintained open spaces in the sector plan area.

PF 2.6: Finalize all recommended park functions/amenities based upon the community needs identified at the time of park facility planning through community engagement.

PF 2.7: Acquire or establish easements for publicly accessible park spaces, either through fee-simple purchase or the parkland dedication process, at the fixed locations and in the proximity of the floating park symbols identified in Map 29 and Table 15.

### Exhibits/Speakers:

15 – Todd Larsen

46 - Cheryl Cort, Coalition for Smarter Growth

50 - City of College Park, The Honorable  
Patrick J. Wojahn, Mayor

74 - College Heights Estates Association  
(CHEA), Christopher Oehrle, President

80 - Callie Dosberg

81 – Matt Dosberg

### Summary of Issues:

The City of College Park (and several others) expressed concern about the size of the area shown in the Countywide Green Infrastructure Network, both in the Regulated Area and the Evaluation Area, and requested expansion of Conservation Area C to strengthen preservation of natural areas, and to create additional buffers between the sector plan area and adjacent residential single family detached homes.

## Section II. B7: Countywide Green Infrastructure Network

### Staff Analysis:

#### Regulated Areas

Page 79 of the Sector Plan contains a text box that states:

#### “COUNTYWIDE GREEN INFRASTRUCTURE NETWORK AND REGULATED ENVIRONMENTAL FEATURES

The Green Infrastructure Network “Regulated Areas” represent a conceptual delineation of connected regulated environmental features including streams, wetlands and their buffers, the 100-year floodplain, and their adjacent steep slopes.” These features are identified as Regulated Environmental Areas by the County Code. Regulated Areas of the Countywide Green Infrastructure Network “are considered conceptual until their features and their buffers are mapped in greater detail on an approved Natural Resource Inventory (NRI).” Regulated environmental features identified on an approved NRI are protected through the subdivision, floodplain, and woodland conservation ordinances. “Impacts to regulated environmental features are recommended for approval only where necessary for construction of road crossings, the installation of necessary public utilities, or the placement of stormwater outfalls when no alternatives are feasible.”

Regulated Areas, as the name suggests, depict “connected regulated environmental features.” Each master and sector plan evaluates its plan area to determine whether additional regulated environmental features have been identified since the Countywide Green Infrastructure Network was last mapped, either by the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan* (RCP) or a subsequent master or sector plan. The primary method for determining the location of these features is through an approved NRI. As described under Key Issue B2, above, [NRI-152-06-03](#), covering a significant portion of the sector plan area (26.19 acres, 34% of the 77.42 acres of land available for development within the sector plan area), identified additional regulated environmental features. Accordingly, the sector plan recommends adding the wetlands identified through this NRI, along with their 25-foot buffer, to the Regulated Area (see Strategy NE 1.3).

The 2018 Environmental Technical Manual establishes the proper sequence for preparing a design for a site that has regulated environmental features:

- Avoidance: Can the impacts be avoided by another design? Are the road crossings as shown necessary for the reasonable development of the property? Is it necessary to place the utilities within the boundaries of the regulated environmental features?
- Minimization: Have the impacts been minimized? Are road crossings placed at the point of least impact? Are the utilities placed in locations where they can be paired or grouped to reduce the number of different locations of impacts? Are there alternative designs that could reduce the proposed impacts?
- Mitigation: For areas of significant impacts, has a mitigation package been proposed to provide an equal or better trade-off for the impacts proposed?

(For more context, refer to the 2018 Environmental Technical Manual, Part C: Preservation, Restoration and Enhancement of Regulated Environmental Features.)

## Section II. B7: Countywide Green Infrastructure Network

Staff notes that, outside of the Regulated Area, the Sector Plan identifies several broader areas explicitly recommended for preservation as Conservation Areas. Three Conservation Areas are recommended for public parks for preservation of riparian buffers and natural areas (Conservation Area A, B, and C) on the “Section X. Public Facilities” (Table 15. Recommended Parks and Public Open Spaces, and Map 29. Recommended Parks and Public Open Spaces). The Sector Plan recommends approximately 15.9 acres of conservation areas for publicly accessible parks and open spaces, preserving 40% of the 39.21 acres of existing tree canopies; 20.5% of the 77.42 acres of the sector plan area). Seven additional parks are recommended that would help in achieving up to 7.5 acres of parks and open spaces. The park locations prioritize areas with existing natural areas and tree canopies.

In addition, the Woodland and Wildlife Habitat Conservation Ordinance (WCO) requires a woodland conservation threshold of 15 percent of the net tract area in the LTO zone, with additional replacement required for woodland clearing and environmental impacts with development. Further, during the design of a Tree Conservation Plan, in accordance with the Woodland and Wildlife Habitat Conservation Ordinance, a Forest Stand Delineation is prepared which identifies Specimen, Champion and Historic Trees on the site. Removal of these trees is subject to approval of a Subtitle 25 variance, and retention of specimen trees in good condition is evaluated in the determination of the development envelop.

This means up to 23.4 acres of tree canopies (60% of the 39.21 acres of existing tree canopies, and 30% of the 77.42 acres of properties within the sector plan area) are already identified for preservation as park and open spaces on the Preliminary Plan. Beyond that, additional tree canopies will be preserved under the WCO requirements, and preservation of specimen trees. Finally, all streets would require a minimum number of tree planting along all the urban streets and as per the Landscape Manual within the plan area. While these areas contain a mix of regulated and non-regulated environmental features, staff believes their preservation is reasonable, prudent, and enhances the goals of this Sector Plan.

This sector plan also used NRI-152-06-03 to map Conservation Area C. Additional evaluation of the Sector Plan area based on submitted testimony identified several additional areas that staff recommend as additions to Conservation Area C. One such addition is the current public-right-of-way (a “paper street”) known as Guilford Road, along the southern border of St. Mark’s Church at 7501 Adelphi Road. The entire conservation site is within the Anacostia River watershed, which is subject to a total maximum daily load (TMDL) for sediment. Per the Environmental Technical Manual (ETM) and the Prince George’s County Sediment Control, the site needs to be delineated and protected. Item 3.5.3 in the ETM indicates that the buffer delineation is required for both Tier II waters and Impaired Waters with Sediment TMDL.

As the Sector Plan develops and redevelops, additional regulated areas within the sector plan may be identified by NRI review during the development review process and in response to enhanced environmental protection standards over the sector plan’s 25-year horizon.

## Section II. B7: Countywide Green Infrastructure Network

### Evaluation Areas

Page 83 of the Sector Plan contains a text box that clearly states:

“Evaluation Areas

According to the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan*, page 30:

“The Evaluation Areas [of the Countywide Green Infrastructure Network] will be considered during the [development] review process as areas of high priority for on-site woodland and wildlife habitat conservation and restoration of lost connectivity. These areas should be considered before the use of off-site conservation options. Properties that contain evaluation areas will develop in keeping with the underlying zoning and in conformance with the other regulations of applicable ordinances; however, consideration must be given to the resources that exist and their priority for preservation, restoration, and permanent conservation.”

Most of the Evaluation Areas of the Countywide Green Infrastructure Network run along the southern portion of the plan area boundary along the Guilford Run vegetated buffer. (See Map 23. *Proposed Amendments to the Countywide Green Infrastructure Network* on the Preliminary Plan, p. 84).

Staff received much feedback and testimony expressing the belief that Evaluation Areas were either regulated environmental features that could not be legally disturbed or areas that should be evaluated for permanent conservation, or reclassification as Regulated Areas, during a master/sector planning process. While staff does evaluate the environment features of all sector plan areas to identify places where strategic preservation/conservation should occur, the Evaluation Area is not a place where development is prohibited or even discouraged. It is simply a place where, as a property owner develops their property, the most sensitive and valuable environmental resources are located and/or where on-site conservation should occur. Several parcels within the Sector Plan area are partially or entirely within the Evaluation Area. Practically speaking, this makes the role of the NRI much more important, as an NRI can identify the most sensitive and most vital environmental assets are located and where preservation or conservation garners the best environmental value for Prince George’s County.

The plan adds 7.08 acres to the Evaluation Area (see Strategy NE 1.3).

The Green Infrastructure Network is a vital planning tool that helps property owners, the development community, and planners understand where impacts to sensitive environmental features or assets should be limited, or not occur, as development happens. It is not a tool to restrict or prohibit development.

## Section II. B7: Countywide Green Infrastructure Network

### Buffers

CHEA expressed concerns during the plan process and in testimony about the location of the Regulated Area and existing Easements. *Existing Environmental Easements and Regulation Areas on the Countywide Green Infrastructure Network* with the plan recommendations for amendments to the Green Infrastructure Network. Testimonies received on this topic advocated for the expansion of existing and planned buffers along Guilford Run, with several residents testifying in favor of a 200-foot minimum buffer on top of the existing buffers that exist through conservation easements.

The sector plan is located in a Local Center, per Plan 2035 (pp. 18-19). Plan 2035 designates 26 Local Centers, which includes new Purple Line stations, as focal points for development and civic activity based on their access to transit or major highways. The plan contains recommendations for directing medium- to medium-high residential development, along with limited commercial uses, to these locations, rather than scattering them throughout the Established Communities. These centers are envisioned as supporting walkability, especially in their cores and where transit service is available and are envisioned to receive 25 percent of project new residential and employment growth.

There are several regulations within the County standards, Zoning Ordinance, Subdivision Regulations, and Landscape Manual standards that addresses the concerns of buffers and transitional areas from a transit center to low density single family residential neighborhoods.

1. Subtitle 24 of the County Code outlines requirements for the development of subdivisions (County subdivision regulations were updated and adopted in 2018 and will become effective on April 1, 2022).
  - a. Section 24-4303(c) of the 2018 Subdivision Regulations states that regulated stream buffers in Environmental Strategy Areas shall comply with the requirements in Table 24-4303(c): Regulated Stream Buffers in Environmental Strategy Areas. The Code allows for a regulated stream buffer within a minimum of 60 feet to a maximum of 100 feet, depending on the respective level (1 through 3) of the Environmental Strategy Area.
  - b. Section 24-4304 states that development shall comply with the provisions for woodland and wildlife habitat conservation and tree preservation established in Division 2 of Subtitle 25: Woodland and Wildlife Habitat Conservation Ordinance, of the County Code, and the tree canopy requirements of Division 3 of Subtitle 25: Tree Canopy Coverage Ordinance, of the County Code.
  - c. Section 24-4302(a)(4) states that floodplain areas shall be delineated in accordance with Subtitle 32, Division 4, the Floodplain Ordinance, of the County Code. The County recognizes a 100-year floodplain.
2. Also refer to the following standards:
  1. 2018 Zoning Ordinance, Section 27-61203. Neighborhood Compatibility Standards.
  2. 2018 Landscape Manual, Section 4.7. Buffering Incompatible Uses, and Table 4.7-1 Minimum Buffer yard Requirements for additional information about buffer requirements.

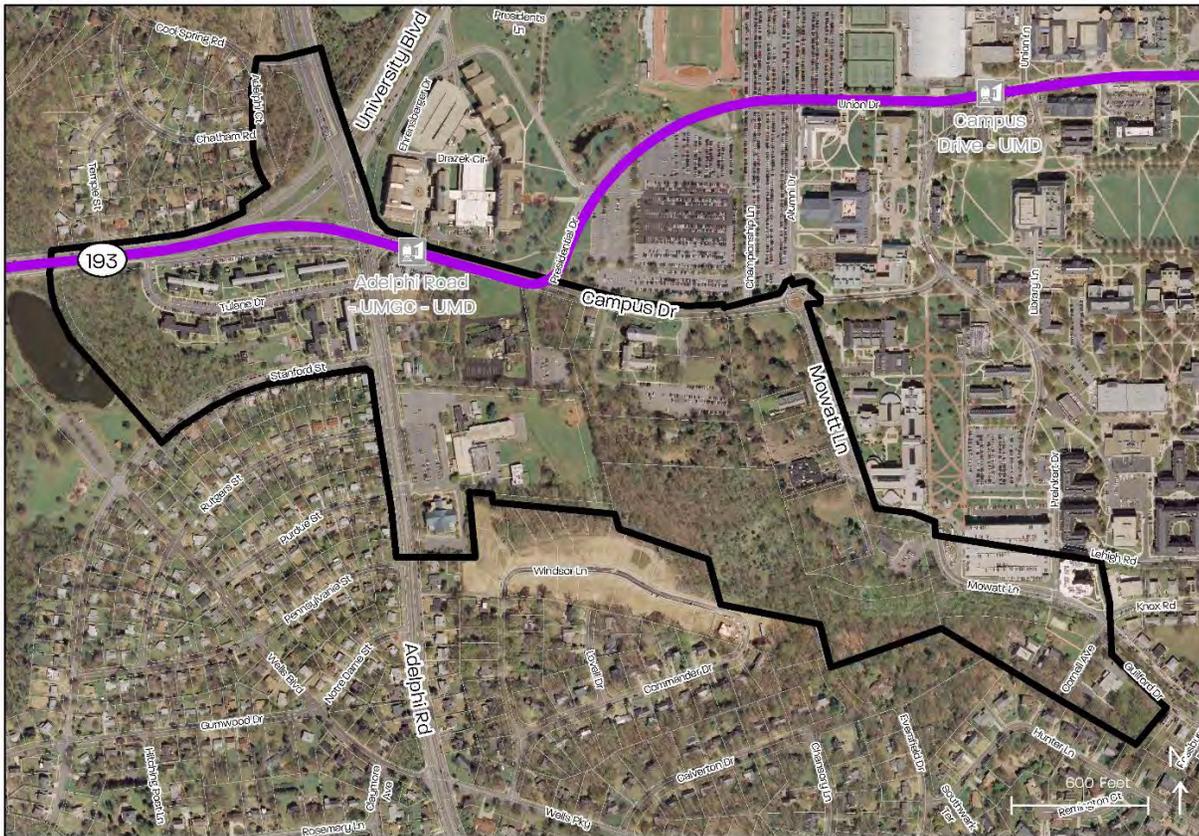
As noted in testimony, conservation easements are another tool available for preservation of existing natural areas, and forests. See Strategy 4.2 of the Resource Conservation Plan--“Continue to require the placement of conservation easements over areas of regulated environmental features, preserved or planted forests, appropriate portions of land contributing to Special Conservation Areas, and other lands containing sensitive features.” (p. 52)

## Section II. B7: Countywide Green Infrastructure Network

Regulated Areas of the Countywide Green Infrastructure Network and conservation easements exist in all types of locations, including in the backyards of residents. The existing easements shown on Map 22. *Existing Environmental Easements and Regulation Areas on the Countywide Green Infrastructure Network*, in College Heights Estates are regulated areas located within those specific properties.

Staff believes that the existing easements are sufficient buffer between College Heights Estates and its neighbors. Several recommendations in the Sector Plan and amendments proposed through this analysis may strengthen the quality and extent of the buffer between the Sector Plan area and its neighbors.

Map F. 2011 Aerial Imagery with the Sector Plan boundary and property lines



2011 Aerial Photography

Sector Plan Boundary

Proposed Station

Property

Purple Line (in construction)

## **Section II. B7: Countywide Green Infrastructure Network**

### **Staff Recommendation:**

See staff recommendations on Key Issue B2. No other changes to plan/SMA are recommended.

### **Planning Board Action:**

### **District Council Action:**

## Section II. B8: Plan Boundaries

Plan/SMA Cross References: [CR-123-2020](#)

Map 1: Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan Boundary, p. 9

### Exhibits/Speakers:

07 – Alexi Boado	39 - Helen Kaiser	74 - College Heights Estates Association (CHEA), Christopher Oehrle, President
08 - Elisabeth Herschbach	40 - Meg Oates	75 - Lee Poston
19 - Marc Simon	42/V4 - Dr. Amy Sapkota	77 - Trey Sherard, Anacostia Riverkeeper
21 - Jack Hedgman	44 - Marilyn Yang	V06 – Nancy Barrett
22 - Judith Lichtenberg	46 - Cheryl Cort, Coalition for Smarter Growth	V12 - Fran Riley
25 - Louiqa Raschid	50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor	V16 - Elisabeth Herschbach
28 - David Brosch	56 - Constance L. Belifiore, Esq.	V23 - Alexandra Bely
29 - Coalition to Save Guilford Woods	61 - Dr. Victor Yakovenko	V24 - Leo Shapiro
30 – Steve Hurtt	63 - University of Maryland Student Government Association Sustainability Committee	V29 - Dr. John Tabori
31 - Nina Jeffries		V31 - Riya Sharma
34 - Fran Riley		
38 - David Hickam	64 - Dr. Stephen Prince	

### Summary of Issues:

Several exhibits/speakers expressed concerns about the boundaries of the Sector Plan. The Town of University Park expressed a concern that the sector plan area is “too narrowly defined, and thus does not provide enough scope to lessen many of the impacts of future development upon the neighboring communities.” Several people criticized the exclusion of certain areas of the UMD campus north of Campus Drive, including UMD Parking Lot 1 and the UMD Golf Course from the Sector Plan. Several people expressed concerns that, despite the opposition noted in Key Issues B1 and B2 above, the area that some refer to as “Guilford Woods” remained part of the plan through public release. Additional testimony expressed concern about the manner, in general, in which plan boundaries are selected.

## Section II. B8: Plan Boundaries

### Staff Analysis:

The Zoning Ordinance gives the District Council sole authority to initiate a master or sector plan and/or SMA, and Section 27-3502(c)(2)(A) states “The Resolution shall designate the area involved.” It is through this process that the boundaries of a sector plan are established, along with a plan’s public engagement process. [CR-123-2020](#) identified the extant boundary of the sector plan and SMA.

A master or sector plan is designed to identify goals, policies, and strategies specific to the area covered by the plan. The ability of a master or sector plan in Prince George’s County to legally effect actions is limited by law to making zoning recommendations and in limited circumstances where conformance to the master or sector plan is required for approval of a development application. Implementation of many of the recommended policies and actions within a plan require voluntary efforts by public, private, institutional, and/or nonprofit partners; a plan cannot force action.

Creating a plan for a different geographic area would require re-initiation of the sector plan and SMA. While precedent dictates that, in very limited circumstances, the District Council may remove a property from a sector plan or SMA<sup>17</sup>, for a variety of reasons, adding property to a sector plan is extremely inadvisable. Owners of a property may object to being summarily added to a sector plan without having the same opportunities for input, or consideration of the plan and its relationship to their property, as residents in the plan area, from the beginning.

The Planning Department’s proposed [FY 2023-2028 Six-Year Planning Work Program](#) recommends two new sector plans that surround the boundaries of this sector plan. The Planning Department anticipates initiating a new sector plan for the “Northern Gateway” that encompasses all of the unincorporated area of Councilmanic District 2 later this calendar year. The Planning Department also recommends a new master or sector plan that would encompass, in their entirety, the UMD campus and the City of College Park. Furthermore, the broader transportation impacts of this sector plan are currently under analysis as part of the current update to the [Countywide Master Plan of Transportation](#).

### Staff Recommendation:

Staff recommends no action.

### Planning Board Action:

### District Council Action:

---

<sup>17</sup> In the most recent examples of this, the District Council removed property from the 2017 *Approved East Riverdale-Beacon Heights Sector Plan* because the boundary contained a mapping error that inadvertently strayed into part of the Town of Edmonston governed by the 2009 *Approved Port Towns Sector Plan* and removed the Hyattsville Fire/EMS Station site (6206 Belcrest Road) from the 2016 *Approved Prince George’s Plaza Transit District Development Plan* at the request of Prince George’s County, who wanted their property excluded from the associated transit district overlay zone.

## Section II. B9: City of College Park SMA Recommendations

### Plan/SMA Cross References:

Zoning Change 3, NAC and RSF-65 to LTO-e  
Zoning Change 4, NAC and RSF-65 to LTO-c  
Zoning Change 5, RSF-65 to ROS  
Zoning Change 6, RSF-65 to LTO-e  
Zoning Change 7, RSF-65 to LTO-e

### Exhibits/Speakers:

50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor

### Summary of Issues:

The City of College Park recommended zoning reclassification of several parcels within the sector plan area to a different zone from the ones recommended in the Proposed SMA (Also see Summary of Issues for Key Issue B3).

The City of College Park expressed concerns about the size and extent of the designated LTO-c zone, stating that the resulting development would be “unsuitable for its location.” City recommended an alternate zoning scheme that would substitute Euclidean zones, the ROS Zone, and retaining current Residential, Single-Family-65 (RSF-65) Zones to facilitate preservation and protection of natural areas, tree canopies and open space within the sector plan area.

The City of Hyattsville supported the Proposed SMA zoning recommendations for the non-wooded parcels. However, City didn’t recommend any specific zoning on the parcels located within their boundaries.

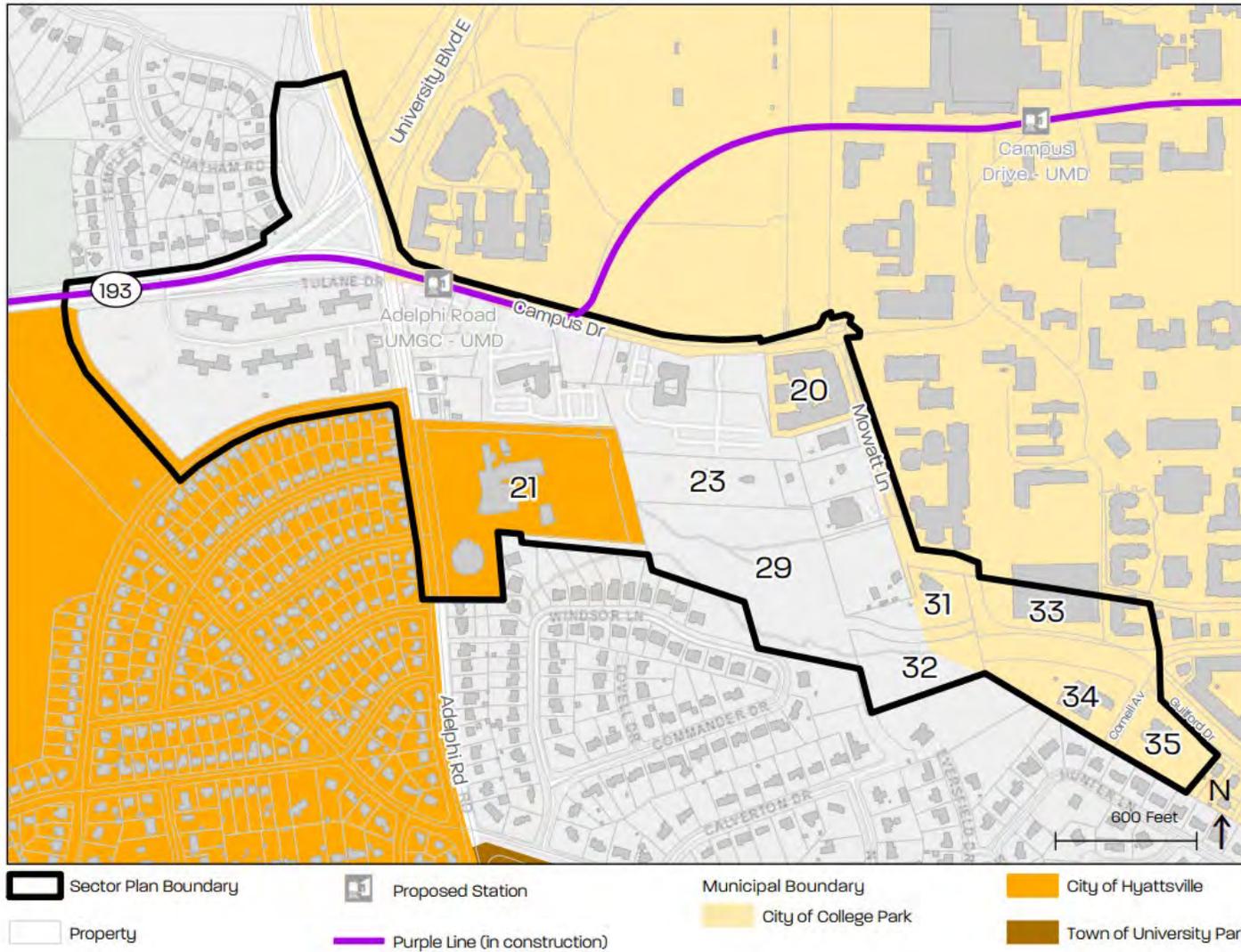
The Planning Department submitted testimony recommending reclassification of the UMD West from a Campus Center to a Local Transit Center.

#### I. Zoning Ordinance Requirements:

- a. Zoning Ordinance requires staff to present a detailed analysis of testimony for all the recommended changes in zoning classification by municipalities for the properties partially or completely within that municipality.
- b. Pursuant to the Zoning Ordinance Section 27-3503(b)(6)(C)--“A two-thirds majority vote of the full Council shall be required to approve any portion of the amendment that is contrary to the recommendation of a municipality concerning land within its boundaries or a governed special taxing district concerning land within its district. If the Council fails to obtain this two-thirds majority vote, the land may be rezoned to any alternate zone recommended by the municipality (in writing) if:
  - i. The zone is consistent with the adopted and approved master plan or sector plan; or
  - ii. The zone is the same as the one existing on the land prior to the sectional map amendment.”

## Section II. B9: City of College Park SMA Recommendations

Map G. Sector Plan Area and Municipal Boundaries (with Parcel Numbers)



## Section II. B9: City of College Park SMA Recommendations

### II. City of College Park Recommendations

#### a. Properties Entirely within the City of College Park

##### i. Recommended zoning reclassification: LTO-e to RMF-20 zone

SMA Map 6 ID	Address	Tax Account	Lot	Parcel	Existing Zoning	SMA Proposed Zoning	City Recommendation
34	4141 Guilford Drive	2379410		A	RSF-65	LTO-e	RMF-20
35	4201 Guilford Drive	2347151			RSF-65	LTO-e	RMF-20

#### Staff Analysis:

Euclidean zones, such as RMF-20, are inappropriate for a Plan 2035-designated Center, as UMD West is. These parcels are also within the half-mile radius of the UMD Campus Center Station and are adjacent to a Walkable Node and a Walkable Node (University) as designated by the 2010 *Approved Central US 1 Corridor Sector Plan*.

The LTO-e Zone permits the construction of buildings up to 70 feet in height, with step-downs in the rear of the property pursuant to the Neighborhood Compatibility Standards in Section 27-61200 of the Zoning Ordinance. The subject properties are across the street from properties in the Regional Transit-Oriented, Low-Edge (RTO-LE) and LTO-e Zones, and next door to parcels in the Neighborhood Activity Center (NAC) Zone.

A 70-foot height limit provides the flexibility for property owners to construct buildings that maximize the frontage on Guilford Drive consistent with the character of the neighborhood and to concentrate the bulk of their buildings in the front of the property, allowing for transition zones in the rear of the property. These properties are also downhill from the adjacent residential community, further minimizing height impacts.

The purpose of the Transit-Oriented, Center-Based zones are to:

- Serve “as focal points for a neighborhood or series of neighborhoods.”
- Provide development that is more urban than the areas they serve, are walkable, and contain mixed-use development.
- Concentrate intense urban development around major transit stations and the principal targets for the County’s future planned growth and mixed-use development.<sup>18</sup>

---

<sup>18</sup> Section 27-4204(a) of the Zoning Ordinance.

## Section II. B9: City of College Park SMA Recommendations

These zones contain design standards and other regulations that encourage walkability and transit-use, discourage automobile use, promote vertical development that lessens the physical footprint of buildings, and create an active street environment that is the hallmark of an attractive walkable neighborhood. Conversely, the Euclidean, single-use zones allow for the flexibility to construct modern buildings and landscape, but also to create traditional suburban apartment development, including garden-style apartments and “towers in the park” that ignore or disregard the street and the community and are designed for increased automobile usage.

In addition, the RMF-20 Zone permits a maximum 40 percent net lot coverage, and a maximum building height of 50 feet at 20 dwelling units to the acre. Given the size of these two parcels and the Neighborhood Compatibility Standards, construction of the desired uses requires additional permissible building heights and the up-to-90 percent lot coverage for residential uses permitted in the LTO-e Zone, along with the other design standards that make LTO-e zoning preferable to Euclidean zoning. The Euclidean zones are not appropriate for either the Walkable Nodes or designated Centers.

The current RSF-65 zoning is inappropriate for property this close to the University of Maryland and to the Purple Line station, given its location, the recommendations of this Sector Plan, and the goals of Plan 2035.

### **Staff Recommendation:**

1. No change to SMA.
2. The City’s proposed RMF-20 Zone is not consistent with the concurrent preliminary sector plan.
3. Should the District Council approve the City’s recommendation; staff recommends that the subject property be eligible for the LTO-Planned Development (LTO-PD) Zone by virtue of its presence within the UMD West Local Transit Center.

### **Planning Board Action:**

### **District Council Action:**

## Section II. B9: City of College Park SMA Recommendations

b. Properties Partially within the City of College Park

The provisions of Section 27-3503(b)(6)(C) only apply to the zoning recommendations for the portion of the property within the City.

i. Recommended zoning reclassification: LTO-e to ROS zone

SMA Map 6 ID	Address	Tax Account	Lot	Parcel	Existing Zoning	SMA Proposed Zoning in City	City Recommendation
29	7500 Mowatt Lane	4018024	4		NAC/RSF-65	LTO-e	ROS

**Staff Analysis:** See Key Issue B2.

**Staff Recommendation:** No change to SMA.<sup>19</sup>

**Planning Board Action:**

**District Council Action:**

---

<sup>19</sup> Should the Planning Board vote to accept late testimony Exhibit T-4, further staff analysis and recommendations concerning the zoning of this property can be found in staff's memorandum to the Planning Board dated April 7, 2022, entitled "Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and Proposed Sectional Map Amendment – Staff Analysis of Late Joint Public Hearing Testimony" (Rowe/Punase to Prince George's County Planning Board).

## Section II. B9: City of College Park SMA Recommendations

ii. Recommendation zoning reclassification from LTO-e to ROS zone

SMA Map 6 ID	Address	Tax Account	Lot	Parcel	Existing Zoning in City	SMA Proposed Zoning in City	City Recommendation
31	7601 Mowatt Lane	4007274		52	RSF-65	LTO-e	RSF-65

### Staff Analysis:

The subject property fronts Mowatt Lane, which, along with Campus Drive, are the primary streets through this neighborhood. It lies immediately across the street from a six-story parking deck and is singularly located across from the Robert H. Smith School of Business and the William E. and Kathy Mayer Mall; this is a prime location for new residential or academic-related construction at densities commensurate with those of the University campus and walking distance to a Purple Line station.

Staff disagrees with the City's recommendation that the subject property remain in the RSF-65 zone. The importance of developable and re-developable property to the success of the University of Maryland, the City's and County's largest employer, makes this zone inappropriate for any non-residential property abutting the University of Maryland campus.

### Staff Recommendation:

1. No change to the SMA
2. The City's proposed RSF-65 Zone is not consistent with the concurrent sector plan.
3. Should the District Council approve the City's recommendation; said recommendation only applies to the portion of this property within the City of College Park. Should this situation occur, staff recommends that the subject property be eligible for the LTO-Planned Development (LTO-PD) Zone by virtue of its presence within the UMD West Local Transit Center.

### Planning Board Action:

### District Council Action:

## Section II. C: Defining the Context (Section II)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>PLAN AREA DEMOGRAPHICS</b>							
C.1	Expressing need for including demographic data for sector plan area.	Staff notes that the Preliminary Plan highlights the demographic information (p. 19) which includes population, race and ethnicity, median household income, jobs, etc.	p. 19	50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor	No change to Sector Plan/SMA.		
<b>ADDITIONAL INFORMATION ON THE “WHO WE ARE” SECTION</b>							
C.2	Expressing need to include additional information and maps (such as the TAZ geography and maps) to clarify the data shown on “Who We Are” (p. 19)	Staff notes that the information requested here was provided in the <a href="#">Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan - Market Study report</a> , and also available in the Preliminary Plan, Appendix B: Technical Reports section (p. Appendix B-1).	p. 19	50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor	No change to Sector Plan/SMA.		

## Section II. D: Land Use (Section III)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>SUPPORT FOR TRANSIT-ORIENTED DEVELOPMENT</b>							
D.1	Supports prioritization of TOD next to Purple Line station. All transportation policies align with City of Hyattsville's Transportation plan.	Staff concur.	Preliminary Plan  Proposed SMA  TM 1-9	48 - City of Hyattsville, The Honorable Kevin Ward, Mayor  63 - University of Maryland Student Government Association Sustainability Committee	No change to Sector Plan/SMA.		
<b>PARCEL ASSEMBLY</b>							
D.2	Concerned that parcel assemblage would allow development to not require environmental mitigation required on properties during development/redevelopment (especially on the Guilford Woods parcel)	Staff notes that any new development or redevelopment on a property will be subject to the most current county regulations. This will include any proposed developments on the assembled parcels, as well.  State-owned properties, such as those owned by the University, are subject to the most current development standards and regulations from State. State- and county-owned properties are not subject to zoning requirements unless the property is used for a private purpose, for example if it is sold to a private developer and ultimately sold to a homebuyer.	p. 43  LU 3	74 - College Heights Estates Association (CHEA), Christopher Oehrle, President	No change to Sector Plan/SMA.		
D.3	Requests that property at 3623 Campus Drive be included in Consolidation Area 2 to facilitate coordinated planning for achieving vision of the plan.	This parcel was included in Consolidation Area 3 keeping in mind the previous proposed public-private partnership this property owner had with UMD at the 7500 Mowatt Lane property. Staff believes the consolidation group will help with the phasing and collective development of the sector plan edge zone.	p. 43  LU 3	69 – Thomas H. Haller, Gibbs & Haller, attorney for GD Mowatt Townhomes, LLC	No change to Sector Plan/SMA.		
<b>NEIGHBORHOOD SCALE SERVICES</b>							
D.4	Advocates for limiting commercial uses to neighborhood-scale establishments and to also discourage large or big-box commercial uses in EP 1.	The Preliminary Plan recommends, “integrate neighborhood-scale retail, service, eating and drinking establishments into the ground-floor of residential buildings.” (Strategy EP 1.3, p. 48) This strategy is intended to encourage the development of context sensitive commercial uses that complement the neighborhood scale of the plan area. More specifically, the plan encourages commercial uses to be integrated into mixed use residential developments.  While the Preliminary Plan does not specifically discourage “large or big-box commercial uses.” However, Section 27-5101(d) of the Zoning Ordinance permits a Combination Retail use (as a Retail Sales and Service Use) by Special Exception within the LTO zones.  Policy LU 1 (p. 39) states that “... Discourage non-transit-supportive or automobile-oriented uses”. Stating that a use permitted by right is “discouraged” in a plan creates unrealistic stakeholder expectations that such uses may be prohibited.	LU 1  EP 1.2 -1.3	48 – City of Hyattsville, The Honorable Kevin Ward, Mayor	No change to Sector Plan/SMA.		

## Section II. D: Land Use (Section III)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>LOCATION OF RETAIL</b>							
D.5	Advocates for removal of Mowatt Lane as a “Commercial Main Street,” and instead concentrating retail near Purple Line station and along Campus Drive	<p>Strategy LU 1.5 recommends, “construct buildings on all properties in the Core of the UMD West Campus Center that support a vertical mix of uses with multifamily residential units (apartments) on upper floors and flexible ground-floor spaces that allow for commercial, personal services, office, institution, cultural, and recreational uses.” (LU 1.5, p. 41)</p> <p>The Preliminary Sector Plan encourages the integration of a range of commercial uses as well as personal services, office, institution, cultural, and recreational uses on the ground floor of the residential buildings along Campus Drive and Mowatt Lane.</p> <p>In addition, LU 1.5 (on p. 41) recommends that retail should be prioritized on the parcels closest to the Purple Line station (as shown on the Map 11. <i>Strategies LU 1.4, LU 1.5, LU 1.6, and LU 1.7</i>, p. 42 of the Preliminary Plan).</p> <p>The recommended main street concept was intended to develop Mowatt Lane into a vibrant neighborhood mixed-use corridor.</p> <p>We also recognize that a main street will be best along the Campus Drive and a vibrant mixed-use neighborhood could be still achieved through LU 1.5 strategy that permits a range of activating amenities, such as personal services, office, institution, cultural, and recreational uses along Mowatt Lane.</p>	<p>LU 1.5 EP 1.3</p> <p>Map 11. <i>Strategies LU 1.4, LU 1.5, LU 1.6, and LU 1.7</i> (p. 42)</p> <p>Map 13. <i>Commercial Main Streets</i> (p. 49)</p>	<p>50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor</p> <p>71 - Steve Hurtt</p> <p>50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor</p>	<p>Amend the Preliminary Plan as follows:</p> <ol style="list-style-type: none"> <li>1. Revise strategy EP 1.3: Concentrate new ground-floor retail along Campus Drive [and Mowatt Lane].</li> <li>2. Delete Map 13. <i>Commercial Main Streets</i>.</li> </ol>		

**Section II. D: Land Use (Section III)**

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>LOCATION OF MIXED USE</b>							
D.6	Advocates that mixed use should be limited to ¼ mile from Purple Line station.	<p>Mixed-use allows co-locating housing, jobs, essential services, and amenities within walking distance to each other and allows fulfilling resident’s daily needs within easy walking or biking on day to day basis. This reduces automobile dependency, creates active communities, and helps businesses thrive.</p> <p>Plan 2035 defines the Transit Centers - Core and Edge as—"Walkable, mixed-use areas, including transit-oriented developments, are often roughly one-half mile in diameter and organized around a core and edge." (pg. 109) Hence, the sector plan recommends mixed use throughout the UMD West Center boundary (that includes all properties within ½ mile from the Purple Line station) for achieving a transit-oriented community.</p> <p>However, staff also recognizes the need for minimizing the potential impacts on adjacent existing low density single-family detached residential neighborhoods from the mixed-use development recommended within the center. The preliminary Plan addresses this through the following policy and strategies:</p> <p style="padding-left: 40px;">“Policy HD 2: Minimize and mitigate the impacts associated with new development on existing neighborhoods.</p> <p style="padding-left: 80px;">HD 2.1: Minimize and mitigate the visual effects of new buildings on adjacent low-density, single-family neighborhoods by constructing the tallest buildings closest to MD 193 (University Boulevard), Campus Drive, and Mowatt Lane, and reducing building heights toward the single-family neighborhoods through the application of the Neighborhood Compatibility Standards in the Zoning Ordinance. (Page 62 contains additional information on the Neighborhood Compatibility Standards)</p> <p style="padding-left: 80px;">HD 2.2: Provide landscape buffers between new development and adjacent low-density, single-family detached homes beyond the minimum requirements identified in Section 4.7 of the Landscape Manual to mitigate visual and noise impacts.</p> <p style="padding-left: 80px;">HD 2.3: Discourage locating community gathering spaces that allow for noise generating activities (such as movies, festivals, concerts, etc.) within the Edge of the UMD Campus Center and non-center properties adjacent to existing single-family detached homes.”</p> <p>In addition, the Zoning Ordinance requires development to comply with the Neighborhood Compatibility Standards (Section 27-61200 of the 2018 Zoning Ordinance). These standards regulate the transition between new buildings and existing houses by requiring step-downs in height as new buildings get closer to existing houses. New buildings in the sector plan area will be required to conform to the provisions of Section 27-61200.</p> <p>Also see staff responses to Key Issues B3 and B7.</p>	<p>Map 11. <i>Strategies LU 1.4, LU 1.5, LU 1.6, and LU 1.7</i> (p. 42)</p> <p>LU 1.4</p> <p>LU 1.5</p> <p>LU 1.6</p> <p>LU 1.7</p>	73 - Rev. Michelle Mejia, University United Methodist Church	No change to Sector Plan/SMA.		

## Section II. D: Land Use (Section III)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>MARKET DRIVEN DENSITY / ZONING</b>							
D.6	Concerned that the larger area Market Study used has incorrect representation of actual market within plan boundary.	Staff notes that drawing upon a broader assessment area for the market study of a small area plan, like Adelphi Road Sector Plan, is a common and widespread method practiced in planning. As mentioned in the <a href="#">Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan - Market Study report</a> , the analysis looks at the regional impacts and cooperation, to identify sector plan-specific interests and potential. This includes recognizing the presence of other markets where housing and commercial and office markets exists. The market analysis recognizes that the huge regional impact of the presence of the county's biggest employer UMD, its growing enrollment, upcoming Purple Line, existing and proposed residential and non-residential development, and other planning initiatives on the sector plan. The market identified for this sector plan area takes into account, and accommodates, the market considered for the broader College Park area. The conclusions drawn for the market demand are sector plan area specific after looking at all the competing markets.	LU 1;  Proposed SMA	50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor	No change to Sector Plan/SMA.		
<b>SUPPORT FOR TRANSIT-ORIENTED DEVELOPMENT WITH CONDITIONS</b>							
D.7	Support transit-oriented development that is context sensitive to existing natural features, promotes both sustainability, and equity.	See staff response on Key Issues B1, B2, B3, and B7	Planwide	64 - Stephen Prince 27 - Dan Behrend V23 - Alexandra Bely 50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor 74 - College Heights Estates Association (CHEA), Christopher Oehrle, President 78 - John Rogard Tabori V8 - Marilyn Yang	See staff recommendations on Key Issues B1, B2, B3, and B7		
<b>DENSITY WOULD DESTROY PARKS AND OPEN SPACES</b>							
D.8	States that density would destroy the valuable natural areas within the sector plan are and	See staff responses to Key Issues B1, B2, B3 and B7	Proposed SMA;  NE 5	37 - Aimee E Hart	See staff recommendations to Key Issues B1, B2, B3 and B7		
D.9	States that the proposed zoning doesn't meet the sustainability goals by lacking preservation of tree canopies	See staff responses to Key Issues B3 and B7	Proposed SMA;  NE 5	61 - Victor M. Yakovenko 19 - Marc Simon	See staff recommendations to Key Issues B3 and B7		

## Section II. E: Economic Prosperity (Section IV)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>QUALITY OF RECOMMENDED RETAIL</b>							
E.1	Concerned that Preliminary Plan is primarily focused on bringing “high end” commercial options to this area.	<p>The Preliminary Plan recommends, “create a neighborhood destination by attracting high-quality retail, eating, and drinking establishments, and services to the Adelphi Road-UMGC-Purple Line Station.” (EP 1, p. 48) The plan encourages the highest quality of commercial establishments to be in this area. However, the determination if those establishments will be “high-end” or not, are largely determined by demographic criteria and the private market demand.</p> <p>According to the retail and marketability study states, “retailers have a specific set of site criteria that they look for when determining where to locate.” (p. 6) The criteria include population density, median household income, educational attainment, and employment concentrations, etc.</p>	EP 1	44 - Marilyn Yang	No change to Sector Plan/SMA.		
<b>JOBS/HOUSING IMBALANCE</b>							
E.2	Concerned about increase in residential housing options disproportionate relationship to amount of future employment opportunities in area.	<p>The Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan Market Study report states, “...new residential development given the presence of UMD and UMGC, heavy investment in transit infrastructure with the introduction of the Purple Line, and projected employment growth.” (p. 17)</p> <p>The market study reported that future housing demand would be heavily supported by the current and future employment market in the area. Especially since the station will be located near the campus of Prince George’s County’s largest employer, the University of Maryland.</p> <p>Additionally, staff do not anticipate there will be an imbalance between housing and employment in this area. We understand many residents will choose to reside in this area to take advantage of the amenities, including the transit station, future retail, walkable neighborhoods, etc. The future residential area is expected to accommodate largely students, staff, faculty who work and/or study at UMD.</p> <p>Moreover, the County’s largest employer – UMD, which employs 13,977 staff and faculty on the College Park campus – as well as UMGC, with more than 5,580 employees, are both located across the sector plan boundary within walking distance.</p> <p>The Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan - Market Study Report states, “Longitudinal Employers – Household Dynamics data confirm the university’s dominance in the College Park economy. Educational services accounted for 19,555 jobs in the College Park in 2018 – two-thirds of the citywide total job base. Retail trade and accommodations and food services, which are largely supported by the university-related activity, accounted for another 13 percent of jobs. College Park had 2,214 public administration jobs in 2018, reflecting the presence of federal offices as well as the City of College Park itself.” (ARSP Market Study, pg. 12)</p>		76 - Jon Robinson	No change to Sector Plan/SMA.		

## Section II. F: Transportation and Mobility (Section V)

Issue No.	Summary of Issues	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>SUPPORT FOR TRANSPORTATION AND MOBILITY POLICIES AND STRATEGIES: THE COALITION FOR SMARTER GROWTH</b>							
F.1	Supports plan's vision for interconnected network of complete and green streets. Reduces driving trips, encourages walking and bicycle trips.	Staff concurs.		46 - Cheryl Cort, Coalition for Smarter Growth	No change to Sector Plan/SMA		
F.2	Agrees with pedestrian friendly development	Staff concurs.		V5 - Cheryl Cort, Coalition for Smarter Growth	No change to Sector Plan/SMA		
<b>TRANSPORTATION DEMAND MANAGEMENT</b>							
F.3	Advocates for adding stronger recommendations for TDM (such as further reducing parking requirements, additional parking reduction programs, encouraging sharing of existing parking spaces available elsewhere on UMD campus for any university-related uses, and other vehicle trip reduction strategies).	<p>The Preliminary Plan includes several recommendations that focus on Transportation Demand Management (TDM) including, "permit a 50 percent parking reduction within one-quarter mile of the Purple Line Station..." (Strategy TM 9.4, p. 75) This and several strategies under Policy TM 9 are intended to reduce the parking requirements for new developments limit parking options, which reduces vehicle use.</p> <p>Additionally, the sector plan recommends, "collaborate with the city of College Park, the Revenue Authority of Prince George's County, the University of Maryland, businesses, and property owners to advance parking management practices, such as variable demand-based parking pricing, carpool parking priority, parking cash out programs, and unbundled parking costs among others." (TM 9.2, p. 75) This strategy is intended to reduce parking and encourage alternative transportation methods.</p> <p>As per Section 27-6308 of the Zoning Ordinance, Reduced Parking Standards for Parking Demand Reduction Strategies, additional Transportation Demand Management strategies are encouraged within transit centers for all new developments.</p>	<p>TM 9.4</p> <p>TM 9.2</p>	46 - Cheryl Cort, Coalition for Smarter Growth	No change to Sector Plan/SMA		
<b>RECOMMENDATIONS FOR BICYCLE AND PEDESTRIAN FACILITIES</b>							
F.4	Recommends the plan consider east-west hiker-biker greenway from Rt 1 @ Guilford to Adelphi Purple Line Station	<p>The Preliminary Plan recommends separated bicycle lane along Mowatt Lane for the portions within the sector plan boundary. It also recommends a cycle track on Campus Drive to the Adelphi Road-UMGC-UMD Purple Line station. (Table 7. <i>Recommended Master Plan of Transportation Complete and Green Streets</i>, p. 64, and Map 20. <i>Recommended Bicycle and Pedestrian Facilities</i>, p. 68)</p> <p>US 1 (Baltimore Avenue) is outside of the sector plan boundaries. However, the 2010 <i>Approved Central US 1 Corridor Sector Plan</i> recommends a full cycle track along US 1 and shared roadways from Campus Drive to US 1 along Guilford Drive. (Table 7. <i>Existing and Proposed Bikeways and Trails</i>)</p>	<p>TM 4.1</p> <p>Map 20. <i>Recommended Bicycle and Pedestrian Facilities</i> (p. 68)</p>	35 - Stuart Adams	No change to Sector Plan/SMA		

## Section II. F: Transportation and Mobility (Section V)

Issue No.	Summary of Issues	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
F.5	Recommends improving the hillside dirt path between Calverton Drive and Mowatt Lane and locating a new walking/bike path through Woods that transverses generally in East-West direction approximately parallel to Campus Drive and Mowatt Lane.	The Preliminary Plan recommends a pedestrian facility, Park trail and shared use path (Route ID T-202) in this area. (Map 20. <i>Recommended Bicycle and Pedestrian Facilities</i> , p. 68, Table 8. <i>Recommended Master Plan of Transportation Shared-Use Paths and Trails</i> , p. 69)	Map 20. <i>Recommended Bicycle and Pedestrian Facilities</i> (p. 68)  Table 8. <i>Recommended Master Plan of Transportation Shared-Use Paths and Trails</i> (p. 69)	28 - David Brosch	No change to Sector Plan/SMA		
F.6	On Map 20. <i>Recommended Bicycle and Pedestrian Facilities</i> , reflect proposed pedestrian path from 3623 Campus Drive to Mowatt Lane. Subject property has existing 15' right of way easement extending to Mowatt Lane intended for pedestrian connection.	Staff concur.  Map 20. <i>Recommended Bicycle and Pedestrian Facilities</i> (p. 68), and Table 8. <i>Recommended Master Plan of Transportation Shared-Use Paths and Trails</i> (p. 69) of the ARSP show pedestrian connections from Mowatt Lane to undeveloped portions along Campus Drive (specifically from 3623 Campus Drive)	Map 20. <i>Recommended Bicycle and Pedestrian Facilities</i> (p. 68)  Table 8. <i>Recommended Master Plan of Transportation Shared-Use Paths and Trails</i> (p. 69)	69 – Gibbs & Haller, Thomas H. Haller	No change to Sector Plan/SMA		
<b>FUNDING FOR TRANSPORTATION IMPROVEMENTS</b>							
F.7	Concerned that pedestrian and bicycle improvements at intersection of University Blvd., Adelphi Road and Campus Drive will need coordination, financial commitments from County and State	All transportation improvements require such coordination and dedicated funding. County and State agencies have already reviewed the proposed Transportation facilities and are in support of the plan recommendations and funding needs. Demand for bicycle and pedestrian facilities will also be evaluated as development applications are submitted and improvements may be required to be constructed as a condition of development approval.  The Sector Plan contains an Implementation Matrix that identifies the lead and partner agencies needed to further these projects. (Table 16. <i>Implementation Matrix</i> , p. 132)	Table 8. <i>Recommended Master Plan of Transportation Shared-Use Paths and Trails</i> (p. 69)  Table 16. <i>Implementation Matrix</i> (p. 132)	50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor	No change to Sector Plan/SMA		

## Section II. F: Transportation and Mobility (Section V)

Issue No.	Summary of Issues	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>BICYCLE AND/OR PEDESTRIAN SAFETY (GENERAL)</b>							
F.8	Advocates for including recommendations in the plan for both short- and long-term changes (such as quick build interventions to narrow the cross sections, and other long term design improvements) for intersection of Adelphi Road, University Blvd, and Campus Drive, to address pedestrian and bicycle safety and accessibility issues and concerns	<p>Staff understand the pedestrian and bicycle safety concerns at the Adelphi Road, University Blvd, and Campus Drive intersection. Therefore, the Adelphi Road-UMGC-UMD Purple Line Station Sector Plan recommends separate bicycle lanes along with a minimum of 8' wide sidewalks along University Blvd, Adelphi Road and Campus Drive. (Table 8. <i>Recommended Master Plan of Transportation Shared-Use Paths and Trails</i>, p. 69)</p> <p>In addition, the Sector Plan recommends, "evaluate the potential for the construction of protected intersections to calm traffic to prioritize pedestrians and bicyclists at all intersections in the sector plan area." (TM 8.2, p. 73) This is intended to help eliminate all traffic-related fatalities and serious injuries.</p> <p>In 2021, the Prince George's County Planning Department completed the SPACES study for MD 193. The study includes several recommendations to help address sidewalk and streetscape improvements at this intersection.</p> <p>The County's <a href="#">Urban Street Design Standards</a> (excerpted on p.61 and p.64 of the Preliminary Sector Plan) include recommended street sections that include parking bulbouts, which increase pedestrian comfort and safety at intersections.</p>	Table 8. <i>Recommended Master Plan of Transportation Shared-Use Paths and Trails</i> (p. 69)	46 - Cheryl Cort, Coalition for Smarter Growth	See staff recommendation #5 on Key Issue B5		
<b>BICYCLE AND/OR PEDESTRIAN SAFETY CONCERNS (SPECIFIC LOCATIONS)</b>							
F.9	Recommends re-evaluation of intersection of Stanford Street and Adelphi Road to determine enhanced pedestrian and bicyclist safety; Evaluate vehicular egress and visibility, and crosswalk adequacy and if additional striping or pedestrian signalization is warranted as part of Policy TM 4	<p>Crosswalks are recommended at all intersections along Adelphi Road (see Strategy TM 4.2). Additional recommendations for Adelphi Road include active transportation and pedestrian/bicycle safety features such as enhanced buffering for bicycle lanes and sidewalks. (Strategy TM 4.1, p. 67)</p> <p>Crosswalk intersection assessments are typically evaluated by outside agencies, specifically DPW&amp;T and the City of Hyattsville. Intersections will be also evaluated to assess the impact of any development or redevelopment of a property during the development review process.</p>	TM 4.1-4.2	48 - City of Hyattsville, The Honorable Kevin Ward, Mayor	No change to Sector Plan/SMA		
F.10	<p>City of Hyattsville does not support elimination of sidewalk on Stanford Street. Proposed mixed-use path (T-201) should be in addition to existing sidewalk</p> <p>States that plan proposes to remove sidewalk on Sanford St to create bike lane; bike lane should be additive as sidewalk is critical for public safety</p>	<p>The Preliminary Plan Table 28: <i>Transportation Facilities</i> (p. Appendix 1-4) states, "Construct shared use path along Stanford Street from Adelphi Road to University Hills Duck Park Pond."</p> <p>The recommended shared use path is intended to provide travel for a variety of users including pedestrians and bicyclists.</p> <p>Staff concurs with the recommendation of testimony but notes that the current Stanford Street right of way would not accommodate a sidewalk with a separate shared-use path.</p>	Table 28. <i>Transportation Facilities</i> (p. Appendix 1-4)	<p>48 - City of Hyattsville, The Honorable Kevin Ward, Mayor</p> <p>20 - Melissa Schweisguth</p>	<p>Amend the Preliminary Plan as follows:</p> <p>1. Add a new strategy <u>TM 5.5: Explore the opportunity to expand the Stanford Street right-of-way to accommodate a sidewalk in addition to the recommended shared use path as development occurs.</u></p>		

## Section II. F: Transportation and Mobility (Section V)

Issue No.	Summary of Issues	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
F.11	Although plan prioritizes pedestrian and bicyclist safety within plan boundary, concerned that University Park residents' (pedestrians and bicyclists) safety will decrease due to potentially increased traffic on the Adelphi Road (residents often walk and/or bike to nearby amenities such as several churches along Adelphi Road).	Recommendations for Adelphi Road include an off-street cycle track and expanded sidewalks, which are designed to increase overall safety for all forms of travelers.  Additionally, any new development must comply with Section 24-4505 of the new Subdivision Regulations, which establishes a threshold for transportation adequacy.	TM 8.1-8.4	58 - Town of University Park, The Honorable Lenford C. Carey, Mayor	See recommendations on Key Issue B5.		
<b>PARKING CONCERNS</b>							
F.12	States that plan does not include parking options for commuters. Respondent not clear what kind of underground parking has been envisioned to accommodate thousands of potential Purple Line users who will be using this station.	The purpose of the Purple Line is to encourage transit ridership and discourage driving; thousands of riders will access the station on foot; parking is not necessary. Therefore, parking areas for stations without Metrorail service are not proposed. Access improvements to stations focus primarily on bicycle and pedestrian access. The Preliminary Plan provides elaborate recommendations on parking including, "evaluate the potential for residential parking districts per ... the County Code or municipal parking ordinances to discourage/reduce overflow parking in surrounding neighborhoods." (Strategy TM 9.1, p. 75)	TM 9.1-9.6	39 - Helen Kaiser	No change to Sector Plan/SMA		
<b>MOTOR VEHICLE DATA</b>							
F.13	Opines that it is not clear why mortality and injury data are 3 years out of date	Staff notes the mortality and injury data in the Vision Zero Prince George's is a Countywide strategy is from 2015-2020.		78 - John Rogard Tabori	No change to Sector Plan/SMA		
F.14	Would like data necessary to do vehicle miles traveled and greenhouse gas (VMT/GHG) analysis for sector plan from UMD Sustainable Transportation program	Staff concur, however, such data gathering and analysis cannot occur for this Sector Plan given the schedule for its adoption and approval.		46 - Cheryl Cort, Coalition for Smarter Growth 39 - Helen Kaiser	No change to Sector Plan/SMA		

## Section II. F: Transportation and Mobility (Section V)

Issue No.	Summary of Issues	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>REQUESTED ADDITIONAL PURPLE LINE INFORMATION</b>							
F.15	States that plan should include proposed ridership information and design details for station	The Maryland Department of Transportation (MDOT), Maryland Transit Administration (MTA) proposed Purple Line station design can be found on the Purple Line project website. ( <a href="https://www.purplelinemd.com/">https://www.purplelinemd.com/</a> ) Additionally, staff notes that the MTA proposed ridership information pre-dates the Preliminary Adelphi Road-UMGC-UMD Purple Line Area Sector Plan; buildout of the plan may be reasonably expected to increase ridership at the station.		50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor	Following final approval of Purple Line design, insert, as an appendix, design plans for the segment of the Purple Line along Campus Drive between MD 193 (University Boulevard) and Presidential Drive into the Sector Plan.		
F.16	Requests plan include exhibit showing plan and section for proposed Purple Line stop	MODT MTA-proposed Adelphi Road-UMGC-UMD Purple Line station plan and section design can be found on the Purple Line project website. ( <a href="https://www.purplelinemd.com/about-the-project/stations">https://www.purplelinemd.com/about-the-project/stations</a> )		50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor			
F.17	Requests plan include information about the impact of Purple Line	MDOT MTA conducted impact studies for the Purple Line, including the evaluation of impacts to communities, historic structures, natural features, etc. Additional information about these studies can be found on the Purple Line website. ( <a href="https://purplelinemd.com/about-the-project/studies">https://purplelinemd.com/about-the-project/studies</a> )		50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor			
<b>COMPLETE AND GREEN STEET RECOMMENDATIONS</b>							
F.18	Recommends revising Table 7 to add Mowatt Lane as separate facility from Campus Drive and classify as Neighborhood Residential	Staff concur. See Errata 15a.	Table 7. <i>Recommended Master Plan Transportation Complete and Green Streets</i> (p. 64)	50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor	See correction to Errata 15a.		
F.19	Recommends revising Table 7 to reclassify UC 200, UC 201, and UC-203 from Neighborhood Connector to Neighborhood Residential	This would remove separated bicycle lanes, requiring bicyclists to share the road with automobiles, while reducing the roadway width. All new roads have been recommended to maximize accommodation for bicycle and pedestrian comfort and safety.	Table 7. <i>Recommended Master Plan Transportation Complete and Green Streets</i> (p. 64)	50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor	No change to Sector Plan/SMA		
F.20	Requests the plan show Mowatt Lane connection to Guilford Drive clearly on all plan maps	All UMD owned ROWs are not shown on a property map. However, <a href="#">PGAtlas</a> shows all ROWs (including Mowatt Lane) on the "Master Plan Right of Way" layer. The Mowatt Lane ROW is also shown on Map 14. <i>Existing Master Plan of Transportation Rights-of-Way and Intersections</i> (p. 52), and Map 19. <i>Master Plan of Transportation Complete and Green Street Recommendations</i> (p. 63).	Map 14. <i>Existing Master Plan of Transportation Rights-of-Way and Intersections</i> , (p. 52)  Map 19. <i>Master Plan of Transportation Complete and Green Street Recommendations</i> (p. 63)	50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor	No change to Sector Plan/SMA		

## Section II. F: Transportation and Mobility (Section V)

Issue No.	Summary of Issues	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
F.21	States that recommended complete and green street design improvements along Campus Drive are located outside of plan boundary. In addition, this recommended improvement would require both UMGC and UMD to give up land.	Staff note that the current right-of-way of Campus Drive is completely within the sector plan boundary (see Map 19. <i>Master Plan of Transportation Complete and Green Street Recommendations</i> , p. 63). Wide sidewalks are currently in place along the north side of Campus Drive at this location. While some areas may fall out of the sector plan boundaries, staff recommendations combined with UMD planning can help coordinate complete streets along Campus Drive. 2009 MPOT currently recommends bicycle lanes along both sides. The ROW along this portion of Campus Drive does fall under the purview of the MPOT.	Map 19. <i>Master Plan of Transportation Complete and Green Street Recommendations</i> (p. 63)	78 - John Rogard Tabori	No change to Sector Plan/SMA		
<b>NEW INTERIOR STREET (UC-200) RELATIONSHIP TO WESTERN GATEWAY PROJECT</b>							
F.22	States that interior streets UC-200 based on & biased by paused Western Gateway Project.	See staff response to Key Issues B1, B2, B5, and B7	Map 19. <i>Master Plan of Transportation Complete and Green Street Recommendations</i> (p. 63)	35 - Stuart Adams	See staff recommendations to Key Issues B1, B2, B5, and B7		
<b>NEW INTERIOR STREET (UC-201) IMPACT ON HILLEL BUILDING</b>							
F.23	Observes that new interior street UC-201 “bisects” existing Hillel building property.	Staff recognize that UC-201 was drawn incorrectly and should have been designed along the property boundary instead (Map 19. <i>Master Plan of Transportation Complete and Green Street Recommendations</i> , p. 63) See Errata 14b.	Map 19. <i>Master Plan of Transportation Complete and Green Street Recommendations</i> (p. 63)	29 - Coalition to Save Guilford Woods 7 – Alexi Boado 77 - Trey Sherard, Anacostia Riverkeeper	See correction to Errata 14b.		
<b>NEW INTERIOR STREET(UC-201) IMPACTS GREEN INFRASTRUCTURE NETWORK/REGULATED AREA</b>							
F.24	Opines that new interior street UC-201 “infringes” on Regulated Area and Evaluation Areas of the Green Infrastructure Network. Several testimonies recommended deleting this street.	This was a mapping error. See Errata 14a.  See staff response to Key Issues B1, B2, B5, and B7	Map 19. <i>Master Plan of Transportation Complete and Green Street Recommendations</i> (p. 63)	77 - Trey Sherard, Anacostia Riverkeeper 29 - Coalition to Save Guilford Woods 7 – Alexi Boado 50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor 38/V22 - David Hickam V2 - The Honorable Stuart Adams, Councilperson, City of College Park	See correction to Errata 14a.  See also staff recommendations on Key Issues B5 and B7		
<b>NEW INTERIOR STREETS IMPACT ON EXISTING UNDEVELOPED PROPERTIES</b>							
F.25	Refers to Map 19 (p. 63) Master Plan of Transportation; new roads in blue [new urban street network] negatively impacting woods.	See staff response to Key Issues B1, B2, B5, and B7	Map 19. <i>Master Plan of Transportation Complete and Green Street Recommendations</i> (p. 63)	V22 - David Hickam	See staff recommendations to Key Issues B5, and B7		

## Section II. F: Transportation and Mobility (Section V)

Issue No.	Summary of Issues	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
F.26	States that the plan proposes building two new streets (UC-201 and UC-200 on Map 19, page 63). These roads would occupy considerable portion of acreage of State of Maryland land and open minimal amount of new land for development, destroying hundreds of mature trees	See staff response to Key Issues B1, B2, B5, and B7	Map 19. <i>Master Plan of Transportation Complete and Green Street Recommendations</i> (p. 63)	38 - David Hickam	See staff recommendations to Key Issues B5, and B7		
F.27	Requests removal of new interior street UC-200 to avoid disturbing the existing woods.	<p>Natural areas will remain undisturbed to the greatest extent possible. Non-motorized transportation while adding additional bike/pedestrian connections to campus is a primary focus of this sector plan.</p> <p>New proposed road UC-200 falls within the Green Infrastructure Network - Evaluation Area. The Green Infrastructure - Regulated Area is not proposed to be disturbed.</p> <p>See staff response to Key Issues B1, B2, B5, and B7</p>		<p>35 - Stuart Adams</p> <p>32 - Becky Livingston</p> <p>38 - David Hickam</p>	No change to Sector Plan/SMA		
<b>REMOVE NEW INTERIOR STREETS</b>							
F.28	Requests removal of new interior street UC-203 to avoid disturbing the existing woods.	See staff response to Key Issues B1, B2, B5, and B7.		32 - Becky Livingston	See staff recommendations to Key Issues B1, B2, B5, and B7		
<b>NEW INTERIOR STREETS (GENERAL)</b>							
F.29	Observes that the network of proposed new streets dependent on how development occurs, is subject to change	Staff notes that all MPOT recommended street alignments on the Preliminary Plan are drawn at a conceptual level to illustrate the potential alignments of streets in the future. All final alignments of recommended streets may differ depending upon the site constraints and design of the future development. The streets will be subject to additional standards, and regulations that will affect their final alignment during the design and construction of the street by an agency/private property owner.		50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor	No change to Sector Plan/SMA		
F.30	Opines that the recommended rights-of-way and street sections too large ("over designed") for anticipated development	The widths of rights-of-way includes accommodation of the bike and pedestrian facilities as well as stormwater management and landscaping requirements within all the urban street types. All roads have been recommended to be maximize bicycle and pedestrian comfort and safety.	<p>Table 7. <i>Recommended Master Plan of Transportation Complete and Green Streets</i> (p. 64)</p> <p>Prince George's County Urban Street Design Standards (p. 61-62)</p>	50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor	No change to Sector Plan/SMA		

**Section II. F: Transportation and Mobility (Section V)**

Issue No.	Summary of Issues	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
F.31	“Require all new streets to be public, not private roads.”	All the new streets shown on Map 19. <i>Master Plan of Transportation Complete and Green Street Recommendations</i> and Table 7. <i>Recommended Master Plan of Transportation Complete and Green Streets</i> are recommended as “public roads.”	Table 7. <i>Recommended Master Plan of Transportation Complete and Green Streets</i> (p. 64)  Map 19. <i>Master Plan of Transportation Complete and Green Street Recommendations</i> (p. 63)	50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor	Add <u>Strategy TM 1.5: All new streets should be dedicated to any municipality in which they are located, or Prince George’s County.</u>		

## Section II. G: Natural Environment (Section VI)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>ENVIRONMENTAL PRESERVATION/SUSTAINABILITY (GENERAL)</b>							
G.1	Strongly supports development that minimizes loss of tree cover and natural environment	Staff concurs.	Section VII. Natural Environment	58 - Town of University Park, The Honorable Lenford C. Carey, Mayor	No change to Sector Plan/SMA.		
G.2	States that the plan inconsistent with Tree Solutions Now Act; of the three tenets "walk, live, sustain," plan is short on "sustain;" plan may preserve tree canopy to maximum extent practicable but not to maximum extent to preserve natural resources	<p>Staff recognizes, and the plan demonstrates, that there are multiple methods for achieving sustainability, especially amid a high growth area. These methods include creating a range of housing options for people to travel sustainably by walking, bicycling, and taking transit to their destinations, and creating or preserving forest and tree canopy, implementing green stormwater methods, creating urban green spaces, open space, connected natural areas, and connected stream valleys, and encouraging green roofs and energy efficient buildings.</p> <p>The County's General Plan, Plan 2035, is the guiding document for the vision, goals, and policies for the County, and the foundation of the small area sector/master plans. Sector plans identify specific implementable strategies for achieving the Plan 2035 goals to implement the larger vision for the county.</p> <p>The Plan 2035 goal for the Land Use element is to - "Direct future growth toward transit-oriented, mixed-use centers to expand our commercial tax base, capitalize on existing and planned infrastructure investments, and preserve agricultural and environmental resources." (p. 93) In addition, the "Sustain" theme within the Land Use element states that, "Prioritizing denser, mixed-use, transit-oriented growth and promoting infill and redevelopment in existing communities will reduce pressures on undeveloped land and conserve forest and agricultural resources, improve water and air quality, and reduce our reliance on vehicular transportation." (p. 93)</p> <p>The Plan 2035 goal for the Natural Environment element is to "Preserve, enhance, and restore our natural and built ecosystems to improve human health, strengthen our resilience to changing climate conditions, and facilitate sustainable economic development." (p. 163). Its "Sustain" theme states that, "Protecting and enhancing our natural and built ecosystems now will help ensure we preserve our unique resources for future generations." (p. 163)</p> <p>The Plan 2035 goal for the Transportation and Mobility element is to "Provide and maintain a safe, affordable, accessible, and energy-efficient multimodal transportation network that supports the County's desired land use pattern and Plan 2035 goals." Its "Sustain" theme states that, "A multimodal transportation network lessens our reliance on vehicular travel reducing our greenhouse gas emissions and improving air quality in the County and the region. Prioritizing the maintenance of existing transportation facilities over the construction of new facilities helps protect our natural resources, such as forest and streams, and ensures that County resources are used efficiently."</p>	<p>Land Use Element</p> <p>Transportation &amp; Mobility Element</p> <p>Natural Environment Element</p>	<p>V1 - The Honorable Mary Lehman, Maryland House of Delegates</p> <p>24 - Dr. Stephen Prince</p> <p>26 - Dr. Victor Yakovenko</p> <p>29 - Coalition to Save Guilford Woods</p> <p>39 - Helen Kaiser</p> <p>63 - University of Maryland Student Government Association Sustainability Committee</p> <p>64 - Dr. Stephen Prince</p> <p>15 - Todd Larsen</p>	See Staff Recommendations for Key Issues B2, B5, and B7.		

## Section II. G: Natural Environment (Section VI)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
		<p>As part of a larger vision, staff recognizes the environmental resources within the sector plan area, and staff throughout its recommendations has committed to greening the built environment, restoring natural resources, mitigating environmental issues caused by post-World War II suburbanization, and promoting a more sustainable development pattern.</p> <p>Also see Staff Analysis for Key Issues B2, B5, and B7.</p>					
<b>CLIMATE CHANGE</b>							
<b>G.3</b>	<p>States that any discussion about County actions to mitigate climate changes should recognize importance of increased housing opportunities, mix of uses around transit hubs.</p> <p>Enabling more people to live in sector plan area, as well as an interconnected transportation network, dramatically reduces carbon footprint. Local Transit Centers have 19% lower greenhouse gas (GHG) emissions than County average, also 30% lower than outlying town centers</p> <p>New housing allows thousands of students and staff to live closer to campus, avoiding long commutes as well as opportunities to generate extra greenhouse gases</p>	Staff concurs.	<p>LU 1</p> <p>Section V. Transportation and Mobility</p> <p>Section VII. Housing and Neighborhoods</p>	46 - Cheryl Cort, Coalition for Smarter Growth	No change to Sector Plan/SMA.		
<b>G.4</b>	Highly concerned over climate change and strongly support(s) development that minimizes loss of tree cover and natural environment. Similar sentiment expressed.	<p>The Plan addresses climate change through smart growth and sustainable development. This includes TOD, with compact development that encourages sustainable transportation modes, and reduction in automobile dependency, reduction in VMT/GHG emissions, and the preservation of tree canopies and natural areas. It also includes addressing stormwater management needs, creating a network of range of open spaces and natural areas as parks, and encouraging the use of green building standards (such as green roofs, and energy efficient buildings).</p> <p>The Sector Plan also recognizes and supports the County's efforts to develop a draft Climate Action Plan (CAP) (see Strategy NE 5.1).</p> <p>See Issue G.9 below.</p>	<p>Land Use Element</p> <p>Natural Environment Element</p>	<p>58 - Town of University Park, The Honorable Lenford C. Carey, Mayor</p> <p>V16 - Elisabeth Herschbach</p> <p>V17 - Ross Salawitch</p> <p>29 - Coalition to Save Guilford Woods</p>	See Issue G.9 below for staff recommendation.		

## Section II. G: Natural Environment (Section VI)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>INTEGRATION OF TOD AND ENVIRONMENTAL PRESERVATION</b>							
<b>G.5</b>	States that it is difficult to see balance point between smart growth and the natural environment. Wants to see both smart development and environmental protections guiding decision-making. Plan fails to appropriately integrate environmental preservation with transit-associated development. Others say they can support height limits, tree requirements to maintain neighborhood feel.	See staff responses to Key Issues B2, B5 and B7.	Land Use Element  Transportation & Mobility Element  Natural Environment Element	52 – Nancy Barrett 16 - Patricia Noone 29 - Coalition to Save Guilford Woods	See staff recommendations for Key Issues B2, B5 and B7.		
<b>TREE CANOPY PRESERVATION</b>							
<b>G.6</b>	Agrees with preserving tree canopy	Staff concurs.	NE 4	V5 - Cheryl Cort Coalition for Smarter Growth	No change to Sector Plan/SMA.		
<b>G.7</b>	Strong support for preserving the forested area as a mature preserve for public use. Another suggestion was to include the entire UMD parcel at 7500 Mowatt Lane in Conservation Area C.	See staff responses to Key Issues B2 and B7.	Public Facilities Element	33 - Dan Oates, President, Calvert Hills Citizens Association 70 – David Hickam 23 - Alec Lynde	See staff recommendations on Key Issues B2 and B7.		
<b>G.8</b>	Concerned that currently the woods on the UMD and Gilbane properties collectively store approximately 1,949 Mg of carbon biomass that will be released into atmosphere if the woods are cleared. However, if preserved, the woods will help in sequestration of approximately 716 tons of CO2 equivalents annually, till perpetuity.	See staff responses to Key Issues B2 and B7.	NE 4	64 - Dr. Stephen Prince	No change to Sector Plan/SMA.		
<b>G.9</b>	States that tree canopy and green spaces must be protected. Plan is a great opportunity to make larger and more mature green spaces more accessible to more people. Concerned that insufficient tree canopy is preserved.	See staff responses to Key Issues B1, B2, and B7.	NE 4	26 - Dr. Victor Yakovenko V19 - Melissa Schweisguth	See staff recommendations for Key Issues B2, B5 and B7.		

## Section II. G: Natural Environment (Section VI)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>HEAT ISLAND EFFECT</b>							
G.10	<p>Concerned about impact of tree removal on urban heat island effect and overall warming.</p> <p>Clearance of forest would add to University campus “heat island,” increasing air temperature above its already elevated and frequently unhealthy levels. Mall at Prince George’s also suffers from heat island effect.</p> <p>Extension of heat island will lead to unhealthy conditions for humans as well as natural biota</p>	<p>The Preliminary Plan includes numerous policies and strategies for addressing urban heat island effect. The policies are:</p> <p>“Policy NE 1: Preserve the maximum amount of existing natural resources practicable within the context of creating urban, walkable communities. Ensure that areas of connectivity and ecological functions are maintained, restored, or established.”</p> <p>“Policy NE 3: Reduce urban heat island effect, thermal heat impacts on receiving streams and public health, reduce stormwater runoff by increasing the percentage of shade and tree canopy over impervious surfaces, and use pervious surfaces.”</p> <p>“Policy NE 4: Preserve the tree canopy to support the conservation of the natural environment.”</p> <p>“Policy NE 5: Support local actions that mitigate the impact of climate change.”</p> <p>“Policy PF 2: Provide a variety of parks and recreational facilities in the Sector Area to create a vibrant transit-oriented development with public gathering spaces and areas, preserve environmental assets, and help address identified park needs.”</p> <p>“Policy LU 2: Preserve key publicly owned natural areas to preserve environmental assets and create buffers between the UMD West Campus Center and adjacent neighborhoods.”</p> <p>Strategies that address urban heat island effect include: NE 1.1-1.3, NE 3.1, NE 4.1-4.8, NE 5.1-5.3, PF 2.12.7, and LU 2.1.</p>	<p>NE 1 NE 3 NE 4 NE 5 PF 2 LU 2</p> <p>NE 1.1-1.3, NE 3.1, NE 4.1-4.8, NE 5.1-5.3, PF 2.1-2.7, LU 2.1</p>	<p>V14 - Jordan Resnick</p> <p>74 - College Heights Estates Association (CHEA), Christopher Oehrle, President</p> <p>64 - Dr. Stephen Prince</p> <p>81 - Matt Dosberg</p> <p>80 - Callie Dosberg</p> <p>75 - Lee Poston</p> <p>42 - Dr. Amy Sapkota</p> <p>22 - Judith Lichtenberg</p> <p>63 - University of Maryland Student Government Association Sustainability Committee</p>	<p>No change to Sector Plan/SMA.</p>		

## Section II. G: Natural Environment (Section VI)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>DRAFT CLIMATE ACTION PLAN</b>							
<b>G.11</b>	<p>States that the Draft Climate Action Plan (draft CAP) and its Supplemental Public Comments Report were submitted to County Executive and County Council in January 2022. Several people submitting testimony for the plan stated that they also participated in community engagement efforts involving the draft CAP and expressed concerns that the Sector Plan and the draft CAP do not appear to align in all respects.</p> <p>Several people stated that ARSP does not take into account severity of impending climate crisis or align with County's climate and sustainability goals</p> <p>Recommends revising Sector Plan to "align" with draft CAP</p>	<p>As stated in Strategy NE 5.1, the Sector Plan also recognizes and supports the County's efforts to develop a <b>draft</b> Climate Action Plan (CAP). The document is currently in draft form and has not been approved or adopted by the County Council, hence its draft recommendations could not be incorporated into the draft of the sector plan.</p> <p>Also see staff responses to Key Issues B4 and B7.</p>	NE 5.1	<p>63 - University of Maryland Student Government Association Sustainability Committee</p> <p>29 – Coalition to Save Guilford Woods</p> <p>8 – Elisabeth Herschbach</p> <p>13 – Liz Ruth-Brinegar</p> <p>20 – Melissa Schweisguth</p> <p>75 – Lee Poston</p> <p>77 – Trey Sherard, Anacostia Riverkeeper</p> <p>V4/42 – Dr. Amy Sapkota</p> <p>14 and V18 – Lily Fountain Sierra Club of Prince George's County</p>	See Staff Recommendations for Key Issue B4, and B7.		
<b>PLAN CONFLICTS WITH RECENT STATE LEGISLATION</b>							
<b>G.12</b>	Plan conflicts with proposed Climate Solutions Now Act	As of this writing, the Climate Solutions Now Act of 2022 (SB0528) is being considered in the Maryland General Assembly.	NE 4	V1 - The Honorable Mary Lehman Maryland House of Delegates	No change to Sector Plan/SMA		
<b>G.13</b>	Plan conflicts with proposed Tree Solutions Act of 2021	<p>Staff recognizes the Tree Solutions Act of 2021 (Chapter 645) which established a statewide goal of planting 5 million trees within the next decade, aims to plant at least 500,000 of those trees in "underserved areas," and creates a "5 Million Tree Program Coordinator" position within the Maryland Department of the Environment to oversee this initiative.</p> <p>Staff also recognizes the Department of Transportation - Urban Tree Program – Establishment Act (Chapter 293) signed into law in 2021, that requires the Maryland Department of Transportation (MDOT) to replace trees "removed during the construction of certain transportation projects...including the area impacted by the Purple Line project."</p>	NE 4	V1 - The Honorable Mary Lehman Maryland House of Delegates	No change to Sector Plan/SMA		

## Section II. G: Natural Environment (Section VI)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>INVASIVE SPECIES</b>							
G.14	States that few species of the forested area are invasive aliens. Approximately 95% of trees in the forest are native, both species and individuals. Simple management can control some more troublesome aliens such as English Ivy and Japanese honeysuckle. Presence of alien plant species does not mean they are without value. Many aliens have adapted to woodland habitat and contribute to or replace ecosystem services formerly provided by the native flora. On the other hand, some have taken to removing non-native species from the forest.	<p>An invasive species management plan, as recommended by Strategy NE 4.4, would document the presence or absence of invasive species to a greater degree than a Natural Resource Inventory and would identify a program for the management Dr. Prince identifies.</p> <p>Per Section 25-121(a)(10) of the Woodland and Wildlife Habitat Conservation Ordinance (WCO). “Invasive non-native vegetation shall be evaluated for removal within 200 feet of the limits of disturbance and for potential credit per 25-122(d)(5) toward meeting the requirements of this Division when identified in the review of an FSD or NRI.”</p> <p>Invasive species are not considered sustainable tree preservation methods per county’s Landscape Manual standards. The following standards will be applied on invasive species per Section 4.9.(c) of the Landscape Manual during development and redevelopment of a property:</p> <p>“6. The planting schedule on the landscape plan shall not include species identified in Invasive Species of Concern in Maryland (as updated periodically by the Maryland Invasive Species Council) or in Plant Invaders of Mid-Atlantic Natural Areas, published by the National Park Service, U.S. Fish and Wildlife Service (as updated periodically).”</p> <p>“5. Existing trees and/or vegetation retained in fulfillment of the requirements shall not contain invasive species. A note shall be added to the landscape plan that requires removal of existing invasive species prior to certification in accordance with Section 1.5: Certification of Installation of Plant Materials.”</p>	NE 4.4	64 - Dr. Stephen Prince 11 - Marc Imlay	No change to Sector Plan/SMA		
<b>STREET TREES AS WOODLAND MITIGATION</b>							
G.15	Would like for sector plan to preserve more trees because street trees are not proper replacement for lost mature trees	Street trees are an important tool in moderating the heat island effect, stormwater management, and creating a healthy and attractive streetscape. Street trees are recommended for these purposes and would not be a substitute for tree conservation and mitigation under the County’s Woodland and Wildlife Habitat Conservation Ordinance (WCO) and the State’s Forest Conservation Act (FCA). Street trees are not intended (or expected) to serve as a substitute for mature, forested trees.	NE 4	V8 - Marilyn Yang	No change to Sector Plan/SMA.		

## Section II. G: Natural Environment (Section VI)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>OFFSETTING DEFORESTATION</b>							
G.16	States that any plan to "offset" deforestation by planting saplings is not providing equivalent ecosystem services.	<p>Staff understand the importance of preserving forested areas and strive to preserve the existing natural resources within the sector plan area through the preliminary plan recommendations.</p> <p>Staff recognizes the <a href="#">Tree Solutions Act of 2021</a>, which established a statewide goal of planting 5 million trees within the next decade, aims to plant at least 500,000 of those trees in “underserved areas,” and creates a “5 Million Tree Program Coordinator” position within the Maryland Department of the Environment to oversee this initiative. Staff also recognize <a href="#">Maryland House Bill 80</a>, signed into law in 2021, that requires the Maryland Department of Transportation (MDOT) to replace trees “removed during the construction of certain transportation projects....including the area impacted by the Purple Line project.”</p> <p>During the design of a Tree Conservation Plan, in accordance with the Woodland and Wildlife Habitat Conservation Plan, a Forest Stand Delineation is prepared which identifies Specimen, Champion and Historic Trees on the site. Removal of these trees is subject to approval of a Subtitle 25 variance, and retention of specimen trees in good condition is evaluated in the determination of the development envelope.</p> <p>See staff responses to Key Issue B7.</p>	NE 4	36 - Rachel Golden Kroner	No change to Sector Plan/SMA.		

## Section II. G: Natural Environment (Section VI)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>REQUIRE ON-SITE PRESERVATION OF TREES TO SATISFY THE WOODLAND AND WILDLIFE HABITAT ORDINANCE (WCO)</b>							
G.17	Require onsite preservation of trees to satisfy the Woodland and Wildlife Habitat Ordinance	<p>The Preliminary Plan has made several recommendations for on-site preservation of trees: Plan recommends at least 15.9 acres of conservation areas for publicly accessible parks and open spaces (40% of the 39.21 acres of existing tree canopies; 20.5% of the 77.42 acres of land available for development within the sector plan area). Seven additional parks are recommended that would help in achieving up to 7.5 acres of parks and open spaces. The park locations prioritize areas with existing natural areas and tree canopies. (See Map 29. <i>Recommended Parks and Public Open Spaces</i>, and Table 15. <i>Recommended Parks and Public Open Spaces</i>)</p> <p>Conservation easements are another great tool available for preservation of existing natural areas, and forests. Strategy 4.2 on the Resource Conservation Plan states--“Continue to require the placement of conservation easements over areas of regulated environmental features, preserved or planted forests, appropriate portions of land contributing to Special Conservation Areas, and other lands containing sensitive features.”</p> <p>During the design of a Tree Conservation Plan, in accordance with the Woodland and Wildlife Habitat Conservation Plan, a Forest Stand Delineation is prepared which identifies Specimen, Champion and Historic Trees on the site. Removal of these trees is subject to approval of a Subtitle 25 variance, and retention of specimen trees in good condition is evaluated in the determination of the development envelop.</p> <p>Up to 23.4 acres of tree canopies (60% of the 39.21 acres of existing tree canopies, and 30% of the 77.42 acres of land available for development with the sector plan area) are already identified for preservation as park and open spaces. Beyond that, additional tree canopies will be preserved under the WCO requirements, and preservation of specimen trees.</p> <p>Although the WCO requires a woodland conservation threshold of 15 percent of the net tract area in the LTO zone, with additional replacement required for woodland clearing and environmental impacts with development, the plan cannot legally recommend more on-site preservation than what the ordinance requires.</p> <p>See staff responses to Key Issues B3, B6, and B7</p>	<p>NE 1</p> <p>NE 4</p> <p>Map 29. <i>Recommended Parks and Public Open Spaces</i> (pg. 115)</p> <p>Table 15. <i>Recommended Parks and Public Open Spaces</i> (pg. 116-120)</p>	50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor	<p>See staff recommendations on Key Issues B3, B6, and B7</p> <p>Amend the Sector Plan as follows:</p> <p>1. Add a new paragraph to the “Green Infrastructure” section called “Conservation Easements” to the Natural Environment chapter of the plan, directly above the text box on Green Infrastructure:</p> <p><u>Conservation Easements</u></p> <p><u>A conservation easement is a voluntary legal agreement recorded between a landowner and a land trust or government agency that permanently limits the uses of the land to protect its conservation values and sensitive environmental features. All conservation easements must provide public benefits, which may include water quality, wildlife habitat, outdoor recreation, and education. A conservation easement is a “tool in the toolbox” that permanently protects regulated environmental features.</u></p>		
	County ordinances allow remediation of trees by planting same area elsewhere. This is a misunderstanding of the nature of a natural ecosystem. Takes at least 150 years to reach any sort of maturity.			64 - Dr. Stephen Prince			
	All existing trees in entire Plan area must be preserved			32 - Becky Livingston			

## Section II. H: Housing and Neighborhoods (Section VII)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>AMENITY-RICH NEIGHBORHOODS</b>							
H.1	Observes that new housing opportunities mean that potentially thousands of staff and students can live close to UMD, avoid long commutes, polluting vehicle trips. Combination of walking distance to UMD campus, access to Purple Line, and local serving retail, makes plan area ideal site for substantial amounts of new housing. Developing this area, preserving forest, and properly managing stormwater not at odds with each other. Can have all three; not an either/or decision.	Staff concur.		V5 - Cheryl Cort Coalition for Smarter Growth 12 - Alaina Pitt	No change to Sector Plan/SMA		
<b>RESIDENTIAL REAL ESTATE MARKET</b>							
H.2	Supports residential market demand and household projections for sector plan area.	Staff concur.		46 - Cheryl Cort, Coalition for Smarter Growth	No change to Sector Plan/SMA		
H.3	States that the project team should provide analysis to justify plan recommendations regarding market demand. Information provided in this section is sparse, could be enhanced by including relevant information from Market Study Report and demographics of plan area.”	The Market Study is available to refer on the Appendix B: Technical Reports section of the Preliminary Plan (p. Appendix B-1). The Preliminary Plan also highlights the demographic information on Section II. Defining the Context (p. 19) such as the population, race and ethnicity, median household income, jobs, etc.	p. 19 p. Appendix B-1	50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor	No change to Sector Plan/SMA		

## Section II. H: Housing and Neighborhoods (Section VII)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
H.4	<p>Recommends updating the Market Study Report as follows: 1) Include Calvert Hills in the City of College Park (p.13); 2) Include Attick Towers in inventory of senior housing; 3) Add the Aspen, Hub and Standard projects to inventory of student housing under construction in primary market area</p>	<p>The Market Study was prepared by a consultant and incorporated extensive amount of data to assess the market trends and draw conclusions on the demand. Staff recognizes that the presence of these projects was not included on the market analysis. Staff also notes that these projects may impact the timing of development in the Sector Plan area but not ultimate buildout.</p> <p>Staff recommends including these projects as a note on the Market Study.</p>		<p>50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor</p>	<p>Staff recommends following amendments to the Market Study:</p> <p>1. Add the following footnote on the Market Study, on page 16:</p> <p><u>Note: Following the completion of the market analysis (March 2021), staff identified additional housing inventory of existing and pipeline projects listed below. The market analysis and conclusions doesn't reflect these additional units on the report.</u></p> <p>1. <u>Attick Towers (108 affordable dwelling units), located at 9014 Rhode Island Ave, College Park, is an existing affordable public housing for seniors.</u></p> <p>2. <u>Four private student housing projects recently broke ground (including Union on Knox, The Hub, Aspen Heights, and The Standard) at the Knox and Hartwick Road, College Park. Delivery of these projects are expected in 2023 and 2024.</u></p>		
H.5	<p>Tables 3 and 4 show trends in UMD student population, faculty, and staff to be static or declining. Contradicts conclusions elsewhere in Plan about UMD-based market demand</p>	<p>Table 3 and 4 in the Preliminary Plan (on pg. 47) only show the previous (2016-2020) student enrollment and faculty/staff trends and does not represent the projected growth.</p> <p>The <a href="#">Maryland Higher Education Commission (MHEC)</a> reported produced in 2020 projects the overall enrollment at the University of Maryland, College Park to be approximately 43,995 students in the Fall of 2029 (projected increase of 8 percent, 2019-2029). (Source: <a href="#">2020 - 2029 Enrollment Projections Maryland Public Colleges and Universities</a>, Maryland Higher Education Commission)</p> <p>Housing demand is assessed by looking at the demand beyond the UMD student and faculty needs. The sector plan recommends constructing, "... a mix of multifamily, student, and single-family attached housing units and mid-to-high densities, at varying price points catering to students, faculty, staff, rail commuters, and seniors." (HN 1.1, pg. 93). The plan aims to increase housing opportunities at the station by catering to the needs of the diverse population, including UMD students, staff, and faculty.</p>	<p>Table 3, and Table 4 (p. 47)</p>	<p>50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor</p>	<p>No change to Sector Plan/SMA</p>		

## Section II. H: Housing and Neighborhoods (Section VII)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>CONCERNS ABOUT OVERCROWDING -PUBLIC FACILITIES</b>							
H.6	Schools, roads, other facilities already overcrowded. Creating more housing exacerbates the problem	Comment noted.		41 - Jon Robinson	No change to Sector Plan/SMA		
<b>HOUSING AND NEIGHBORHOODS (GENERAL)</b>							
H.7	Housing needs to better accommodate UMD undergrads, graduate students, and reflect beautiful diversity of the three surrounding communities	The Preliminary Plan recommends, “construct[ing] a mix of multifamily, student, and single family attached housing units and mid-to-high densities, at varying price points catering to students, faculty, staff, rail commuters, and seniors.” (HN 1.1, p. 93) This strategy is intended to develop housing that accommodates students at the University of Maryland and University of Maryland Global Campus.	HN 1.1, p. 93	39 - Helen Kaiser	No change to Sector Plan/SMA		

## Section II. I: Community Heritage, Culture, and Design (Section VIII)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>NOISE ASSOCIATED WITH HIGHER DENSITY DEVELOPMENT</b>							
I.1	Opines that developing large "vibrant" (meaning "loud") development across intersection would only add noise	<p>The Preliminary Plan minimizes the potential noise impact on adjacent existing low density single-family detached residential neighborhoods through the following policy and strategies:</p> <p>“Policy HD 2: Minimize and mitigate the impacts associated with new development on existing neighborhoods.</p> <p>HD 2.1: Minimize and mitigate the visual effects of new buildings on adjacent low-density, single-family neighborhoods by constructing the tallest buildings closest to MD 193 (University Boulevard), Campus Drive, and Mowatt Lane, and reducing building heights toward the single-family neighborhoods through the application of the Neighborhood Compatibility Standards in the Zoning Ordinance. (Page 62 contains additional information on the Neighborhood Compatibility Standards)</p> <p>HD 2.2: Provide landscape buffers between new development and adjacent low-density, single-family detached homes beyond the minimum requirements identified in Section 4.7 of the Landscape Manual to mitigate visual and noise impacts.</p> <p>HD 2.3: Discourage locating community gathering spaces that allow for noise generating activities (such as movies, festivals, concerts, etc.) within the Edge of the UMD Campus Center and non-center properties adjacent to existing single-family detached homes.”</p> <p>In addition, the Zoning Ordinance requires development to comply with the Neighborhood Compatibility Standards (Section 27-61200 of the 2018 Zoning Ordinance). These standards regulate the transition between new buildings and existing houses by requiring step-downs in height as new buildings get closer to existing houses. New buildings in the sector plan area will be required to conform to the provisions of Section 27-61200.</p> <p>Also see staff responses to Key Issues B3 and B7.</p>	HD 2	37 - Aimee E. Hart	No change to Sector Plan/SMA		

## Section II. J: Healthy Communities (Section IX)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>MENTAL HEALTH BENEFITS OF TREE CANOPY AND GREEN SPACE</b>							
J.1	States that we need healthy micro-climates, meaning sizable tree canopy to maintain healthy living environment. Similar sentiments expressed by others.	Staff recognizes the importance of a variety of greenspaces for multiple forms of health, including physical, mental, and emotional.  Also see staff responses to Key Issues B3 and B7.	HC 1 NE 1 NE 4	37 - Aimee E. Hart V7 - Caroline Thorne 18 - Ross Salawitch	Also see staff recommendations to Key Issues B3 and B7.  Amend the Sector Plan as follows:  1. Add a new paragraph after the second paragraph in the Existing Conditions Summary of the Healthy Communities chapter:  <u>There has been an increase in scientific research that demonstrates the importance of environmental areas on the improvement of mental health. Environmental areas can include wilderness environments, nature reserves, and urban parks. In the presence of nature and experiencing nature, individuals have noted less anxiety, less depression, less mental distress, lessened disease prevalence, healthier levels of cortisol, and a greater sense of well-being.</u>		

## Section II. K: Public Facilities (Section X)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>IMPACT ON AREA SCHOOL FACILITIES</b>							
K.1	Recommends inclusion of school Adequate Public Facilities (APF) analysis. Also concerned with impact of development on potential school overcrowding. Absence of APF requirements for LTO zone will impact school capacities	<p>Pursuant to Section 24-4510(a)(3)(D) of the 2018 Subdivision Regulations, preliminary plans of subdivision located in the Transit-Oriented/Activity Center base or PD zones are exempt from the County's adequate public facilities ordinance for schools. The plan is recommending a rezoning of much of the sector plan to the Local Transit-Oriented (core or edge) zone, which allows for this exemption.</p> <p>The housing types and target market in this Sector Plan area, like most market-rate multifamily housing near transit, do not produce significant numbers of schoolchildren. Staff coordinated with PGCPs in developing the plan's recommendations and on its response to this testimony. PGCPs is responsible for school facility planning and for guaranteeing sufficient capacity exists for all school-aged children. The Planning Department will no longer use pupil yield analyses in long-range planning, as a) school enrollment varies based on housing type, demographic variations, average neighborhood age, and other factors well beyond the scope or control of a sector plan and makes the use of broad statistical measures inadequate in responding to targeted needs; b) PGCPs prefers that coordination on school planning occur on a broader, county-wide level, or on a unique case by case basis where a plan area corresponds with a facility need PGCPs identifies; and c) systemwide capacity exists and will continue to exist and overutilization of schools over a multi-year period is largely the result of school boundaries, not facility needs.</p>	PF 1	50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor V2 - The Honorable Stuart Adams Councilperson, City of College Park 39 - Helen Kaiser 35 - Stuart Adams 41 - Jon Robinson	No change to Sector Plan/SMA		
<b>SCHOOL SITE IDENTIFICATION AND LOCATION</b>							
K.2	Request identification of school site within plan area	The sector plan area is served by two high schools, two middle schools, and four elementary schools. In addition, several new school construction projects are in the pipeline, including construction of a new Adelphi Elementary School, the replacement Hyattsville Middle School, the new Northern Adelphi Area High School, and the rehabilitation of High Point High School. All construction projects are expected to be completed by 2025 and are anticipated to add significant enrollment capacity. Refer to Map 27. <i>Public Facilities in the Surrounding Communities Serving the Sector Plan Area</i> (p. 109) in the preliminary plan for more information.	PF 1  Map 27. <i>Public Facilities in the Surrounding Communities Serving the Sector Plan Area</i> (p. 109)	48 - City of Hyattsville, The Honorable Kevin Ward, Mayor 76 - Jon Robinson	No change to Sector Plan/SMA		
<b>SUPPORT GREATER ACCESS TO PARKS AND OPEN SPACE</b>							
K.3	Support for recommended improved access to parks, open space network	Staff concur.	PF 2	46 - Cheryl Cort, Coalition for Smarter Growth	No change to Sector Plan/SMA		

## Section II. K: Public Facilities (Section X)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>LACK OF RECOMMENDED OPEN/GREEN SPACE</b>							
K.4	Expresses need for parks, open spaces. Stated as even more necessary with planning for greater population, larger buildings with very few recommended green spaces	<p>The sector plan attempts to balance anticipated high growth with sustainability principles. Refer to Table 15. <i>Recommended Parks and Public Open Spaces</i> (pages 116-120), and Map 29. <i>Recommended Parks and Public Open Spaces</i> (pg. 115), where 10 parks and public open spaces have been recommended, including a stream valley park along Guilford Run. The acreage for these 10 recommended parks and public open spaces totals to approximately 22-23 acres.</p> <p>Map 28. <i>Existing Parks Within Walking Distance of the Sector Plan Area</i> shows all M-NCPPC parks located within a half mile walk from the sector plan boundary. It shows five existing M-NCPPC parks (Adelphi Manor Park Building, Lane Manor Park Building, Lane Manor Aquatic Center, Northwest Branch Stream Valley Park, Rosemary Terrace Park, and University Hills Park) within that walking distance.</p> <p>See staff response on Key Issues B2, B3, and B7</p>	PF 2	55 - Mary King 39 - Helen Kaiser	See staff recommendations on the Key Issues B2, B3, and B7		
<b>PRESERVATION OF OPEN SPACE</b>							
K.5	Expresses general sentiment that the plan preserves only 4 out of 102 acres as designated parks, open spaces. Also advocates for expansion of regulated areas of Green Infrastructure Network. Concern expressed with impact on existing environmental areas within sector plan area.	<p>Though there are natural areas within the sector plan area, none of the properties are currently zoned as open space. Map 29. <i>Recommended Parks and Public Open Spaces</i> (pg. 115) and Table 15. <i>Recommended Parks and Public Open Spaces</i> (pg. 116-120) recommends the creation of parks and public open spaces to a total of approximately 22-23 acres. The map shows those parcels that are recommended for Park and Open Space use to their entirety. However, that does not automatically designate those as a public park.</p> <p>The parkland dedication process requires new residential subdivisions to either dedicate land and/or facilities for a park or other recreational use, or to provide, as an alternative, payment of an in-lieu fee or the construction of recreational facilities on M-NCPPC land. In general, the M-NCPPC Department of Parks and Recreation recommends that parkland considered for dedication that is two acres or less in size remain as an onsite, private recreation or open space facility with a public access use easement. This will allow for the development and maintenance of smaller park spaces, especially in Plan 2035 centers.</p> <p>See staff response on Key Issues B1, B2, B3, and B7, and Issue K.5.</p>	<p>Public Facilities Element</p> <p>Land Use Element</p> <p>Map 9. <i>Future Land Use Map (FLUM)</i> (pg. 38)</p> <p>Map 29. <i>Recommended Parks and Public Open Spaces</i> (pg. 115)</p> <p>Table 15. <i>Recommended Parks and Public Open Spaces</i> (pg. 116-120)</p>	<p>26 and 61 - Dr. Victor Yakovenko</p> <p>13 - Liz Ruth-Brinegar</p> <p>9 - Jessica Garratt</p> <p>10 - Janet Gingold, Prince George's Sierra Club</p> <p>63 - University of Maryland Student Government Association Sustainability Committee</p>	<p>No change to Sector Plan/SMA</p> <p>See staff recommendations to Key Issues B1, B2, B3 and B7.</p>		

**Section II. K: Public Facilities (Section X)**

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>EXPANSION OF CONSERVATION AREA C</b>							
K.6	Support for expansion of Conservation Area C and strengthening Green Infrastructure components by widening riparian buffer along Guilford Run and increasing size of forested area set aside for conservation	See staff response on Key Issues B2 and B7	Public Facilities Element	50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor 30 and 71 - Steve Hurtt V22 - David Hickam 46 - Cheryl Cort, Coalition for Smarter Growth	See staff recommendations on Key Issues B2 and B7		

## Section II. K: Public Facilities (Section X)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>FLOATING PARKS</b>							
K.7	<p>Asserts that “floating parks” functioning as valuable environmental resource is misleading. Green spaces dominated by grass have little ecosystem value in comparison to developed forest canopy.</p>	<p>The plan does not compare floating parks with natural areas and also is not equivocating these two different typologies.</p> <p>“Fixed Parks” (conservation areas) have a defined area and acreage and a specific location identified on Map 28. <i>Recommended Parks and Public Open Spaces</i>. On the other hand, “Floating Parks” have a preferred location identified on Map 28 with a recommended acreage but not a defined boundary on the plan. The location and boundary will be determined during the development review process of any future development/redevelopment to meet the sector plan goals, policies and strategies.</p> <p>As per the strategy NE 1.2 (on the VI. Natural Environment, page 82, of the Preliminary Plan):</p> <p>“NE 1.2: During development and redevelopment of properties within the sector plan area, maximize preservation and/or restoration of valuable natural resources through site design and open space set asides that overlap with natural areas identified within the Countywide Green Infrastructure Network.”</p> <p>This strategy supports additional preservation of natural areas, beyond the Conservation Areas (Fixed Parks), by encouraging location of parks to overlap with natural areas when development occurs, during development review process. Hence, both park types promote preservation of tree canopies and green spaces equally, except for the plaza that’ll be primarily hardscaped area with trees, and landscaped green spaces.</p> <p>Please refer to the Table 15. <i>Recommended Parks and Public Open Spaces</i> of the Preliminary Plan (pages 116–120) to see the functions and features each of these parks are recommended for. The plan recommends approximately 17 acres of fixed parks and up to 7.5 acres of floating parks (see Table 15. <i>Recommended Parks and Public Open Spaces</i> of the Preliminary Plan, pages 116–120).</p>	<p>Public Facilities Element</p> <p>Table 15. <i>Recommended Parks and Public Open Spaces</i></p> <p>Map 28. <i>Recommended Parks and Public Open Spaces</i>.</p>	<p>63 - University of Maryland Student Government Association Sustainability Committee</p>	<p>No change to Sector Plan/SMA</p>		

## Section II. K: Public Facilities (Section X)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>NEED FOR MINIPARKS AND ADDITIONAL ACTIVE OUTDOOR RECREATIONAL OPPORTUNITIES</b>							
K.8	<p>Expresses concern about developers building and maintaining miniparks. Concern that passive recreation features of urban parks, open spaces recommended in plan would not be sufficient to match level of service needs for active outdoor recreation of future residents, will add more pressure on existing fields, courts, playgrounds in vicinity</p>	<p>Table 15. <i>Recommended Parks and Public Open Spaces</i> of the Preliminary Plan (on pages 116–120) identifies the functions and features of each of the 10 parks the Preliminary Plan recommends. During the development/redevelopment of a property, any park and open space design will be guided by the sector plan recommendations and would require meeting or exceed the Urban Park Typology and Guidelines found in Formula 2040, Appendices F and G. Moreover, community meetings will be conducted to determine the final design of each park by M-NCPPC Department of Parks and Recreation (DPR), if they are the owner.</p> <p>M-NCPPC DPR assesses the Level of Service of the recreation needs of communities to identify gaps and facility needs for residents, and also to identify opportunities for facility improvements during their countywide assessment of recreational facilities on the “Functional Master Plan for Parks, Recreation and Open Space.” Currently, DPR is engaged in a study to deliver three new multi-generational facilities to the residents of Prince George's County. One of these facilities is proposed to be built in the vicinity of Prince George's Plaza. The proposed Fiscal Year Capital Improvement Program (FY 23) has requested funding to begin construction drawings for this new facility. While there is no money currently to complete the multi-generational design drawings, the effort may get underway later this calendar year after the FY23 Capital Improvement Program budget is approved.</p> <p>The multi-generational facility will be 70,000 square feet in size and contain a range of activities that will appeal to all ages. Several listening sessions have occurred to gain community input. However, the actual design of this new facility has not yet started, and a site has not been selected.</p>	<p>Public Facilities Element</p> <p>Land Use Element</p>	<p>55 – Mary King</p> <p>58 - Town of University Park, The Honorable Lenford C. Carey, Mayor</p>	<p>No change to Sector Plan/SMA</p>		

**Section II. L: Monitoring and Evaluation (Section XI)**

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**Section II. M: Other Plan Issues**

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
	N/A	N/A	N/A	N/A	N/A	N/A	N/A

## Section II. N: Draft Resolution - Proposed SMA

### Public Rezoning Requests

Two requests were submitted by the public for the reclassification of property into a new zoning classification. No requests were submitted by the public for the retention of property in the existing zoning classification.

Staff makes the following recommendations:

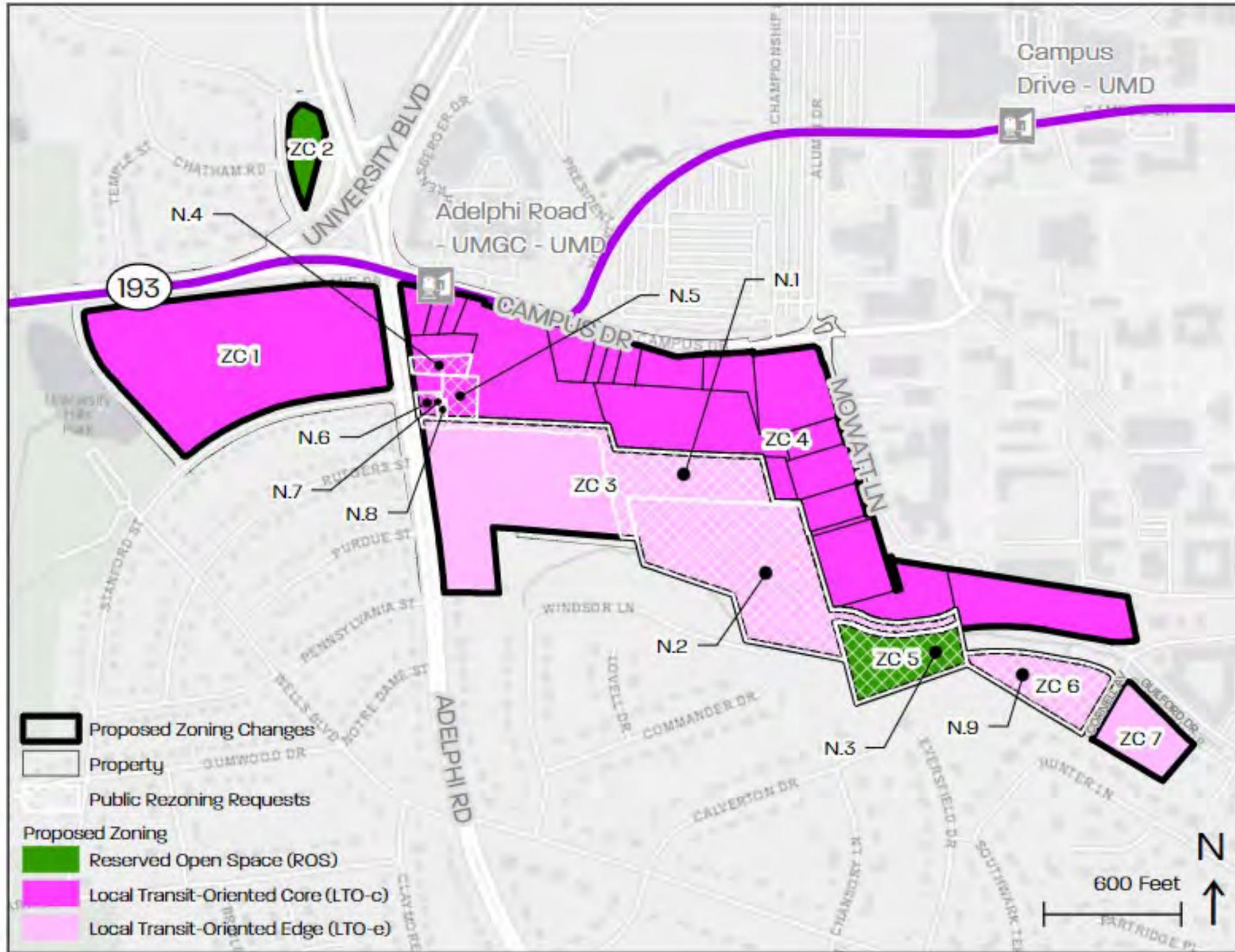
	Public Rezoning Requests for Proposed SMA Zoning Change	Type of Request (Reclassify to New Zone / Retain Current Zone / Agreement with Proposed Zone)	Exhibit #/Name	Address	Tax Account	Current Zone	Proposed Zone	Requested Zone	Staff Recommendation	Planning Board Action	District Council Action
N.1	ZC 3	Reclassify to New Zone	69 - Thomas Haller, Gibbs and Haller, representing GD Mowatt Townhomes LLC	3623 Campus Drive	2424737	RSF-65	LTO-e	LTO-c/ ROS	LTO-e		
N.2	ZC 3	Reclassify to New Zone	59 – Edward J. Maginnis, Assistant Vice President-Real Estate, University of Maryland, College Park	7500 Mowatt Lane	4018024	NAC	LTO-e	LTO-e/ ROS	LTO-e		

Two property owners testified in support of the Proposed SMA’s zoning recommendations for their properties:

	Public Rezoning Requests for Proposed SMA Zoning Change	Type of Request (Reclassify to New Zone / Retain Current Zone / Agreement with Proposed Zone)	Exhibit #/Name	Address	Tax Account	Current Zone	Proposed Zone	Requested Zone	Staff Recommendation	Planning Board Action	District Council Action
N.3	ZC 5	Agreement with Proposed Zone	59 – Edward J. Maginnis, Assistant Vice President-Real Estate, University of Maryland, College Park	---- Mowatt Lane	4018016	RSF-65	ROS	Concurs with proposed zone	ROS		
N.4	ZC 4	Agreement with Proposed Zone	V15 - Arthur Horne, representing Patricia A. Bruce Children’s Trust	7713 Adelphi Road	2342988	RSF-65	LTO-c	Concurs with proposed zone	LTO-c		
N.5	ZC 4	Agreement with Proposed Zone	V15 - Arthur Horne, representing Patricia A. Bruce Children’s Trust	7607 Adelphi Road	2384410	RSF-65	LTO-c	Concurs with proposed zone	LTO-c		
N.6	ZC 4	Agreement with Proposed Zone	V15 - Arthur Horne, representing Patricia A. Bruce Children’s Trust	7601 Adelphi Road	2384386	RSF-65	LTO-c	Concurs with proposed zone	LTO-c		
N.7	ZC 4	Agreement with Proposed Zone	V15 - Arthur Horne, representing Patricia A. Bruce Children’s Trust	7601 Adelphi Road	2297349	RSF-65	LTO-c	Concurs with proposed zone	LTO-c		
N.8	ZC 4	Agreement with Proposed Zone	V15 - Arthur Horne, representing Patricia A. Bruce Children’s Trust	---- Adelphi Road	2384394	RSF-65	LTO-c	Concurs with proposed zone	LTO-c		
N.9	ZC 6	Agreement with Proposed Zone	V16 – Pastor Julie Bringman, representing Hope Lutheran Church	4141 Guilford Drive	2379410	RSF-65	LTO-e	Concurs with proposed zone	LTO-e		

## Section II. N: Draft Resolution - Proposed SMA

Map H. Public Rezoning Requests



## Section II. N: Draft Resolution - Proposed SMA

### Additional SMA Topics

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>EXANSION OF R.O.S. ZONING TO MAXIMIZE PRESERVATION OF NATURAL AREAS</b>							
<b>N.10</b>	Recommends achieving maximum preservation of natural areas by rezoning additional parcels (partially or completely located within the Green Infrastructure Evaluation Areas) as Reserved Open Space	See staff responses to Key Issues B1, B2, B3 and B7, and Issue K.5	Proposed SMA; NE 1; NE 4	50 - City of College Park, The Honorable Patrick J. Wojahn, Mayor	No change to Sector Plan/SMA. See staff recommendations to Key Issues B1, B2, B3 and B7		
				71 - Steve Hurtt 24 - Stephen Prince			
<b>N.11</b>	Guilford Woods should be preserved not up-zoned to protect our community from heat island effects and extreme precipitation, and to be in line with the Climate Action Plan.	See staff responses to Key Issues B1 and B2, and Issue G.8			42 - Amy Sapkota		
<b>PERCEIVED IMPACT ON EXISTING CHURCHES</b>							
<b>N.12</b>	St. Mark's upzoned is concerning; plan is contributing to gentrification; churches are the heart of thriving communities	Staff understands the concerns about the recommended rezoning of the property owned by churches.  The Proposed SMA recommends rezoning the properties from the Residential Single Family-65 (RSF-65) to the Local Transit-Oriented, Edge (LTO-e) zoning. This zoning change is not intended to remove this vital community asset. This is only intended to provide maximum flexibility to the property owner if the property is ever redeveloped or sold.  Also see staff response to Key Issue B6.		V33 - Mary King	No change to Sector Plan/SMA.		

## Section II. O: Testimony Outside the Scope of the Preliminary Sector Plan and/or Proposed SMA

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>DIVERSIFY HOUSING OPPORTUNITIES IN THE ADJACENT COMMUNITIES (OUTSIDE THE PLAN BOUNDARY)</b>							
O.1	Advocates for further diversifying housing options by permitting accessory dwelling units within the single-family detached neighborhoods adjacent to the sector plan boundary.	Thanks for your suggestion. Unfortunately, the Plan cannot make recommendations outside the sector plan boundary. The County's Housing for Opportunities Workgroup (that evaluates implementation options for the County's Housing for Opportunities Plan) is evaluating different Countywide options to address this.		46 - Cheryl Cort, Coalition for Smarter Growth	No change to Sector Plan/SMA.		
<b>TRAFFIC IMPACT OUTSIDE THE SECTOR PLAN AREA / ADJACENT NEIGHBORHOODS</b>							
O.2	Concerned about the inconvenience residents will experience in the future getting in and out of their neighborhoods on the Adelphi Road due to additional traffic generated by the new development within the sector plan area. Town of University Park letter states that--"There is presently a large amount of traffic that "cuts through" University Park from Adelphi Road to Baltimore Ave. (Rt. 1) to avoid existing congestion and time traveling further south on Adelphi and using East-West Highway to access Baltimore Ave."	<p>Wells Parkway, which connects Adelphi Road and US 1 (Baltimore Avenue), is not part of the Sector Plan boundary.</p> <p>All new development will be subject to Section 24-4505 of the new Subdivision Regulations, which tests the adequacy of transportation facilities to meet the required levels of service (LOS) or provide mitigation to address any issues.</p> <p>In addition, the 2019 County adopted its <i>Vision Zero Action Plan</i>, identified a roadmap for achieving zero fatalities and serious injuries on roadways. The plan identifies specific actions for reaching this goal by 2040. (<a href="https://visionzero-princegeorges.hub.arcgis.com/pages/our-vision-zero-strategy">https://visionzero-princegeorges.hub.arcgis.com/pages/our-vision-zero-strategy</a>).</p> <p>Finally, the Prince George's County Planning Department conducted the <i>Prince George's Plaza Metro Station Area Pedestrian Safety and Access Study</i>. This study identified specific improvements including improved walking infrastructure at locations surrounding the Prince George's Plaza Metro Station. (Please see the report for more information <a href="https://www.mncppcapps.org/planning/publications/BookDetail.cfm?item_id=373&amp;Category_id=2">https://www.mncppcapps.org/planning/publications/BookDetail.cfm?item_id=373&amp;Category_id=2</a>)</p> <p>See staff responses to Key Issues B5 and B8.</p>	Map 15, p. 53	58 - Town of University Park, The Honorable Lenford C. Carey, Mayor	No change to Sector Plan/SMA		
O.3	Concerned that although the plan prioritizes pedestrian and bicyclist safety within the plan boundary, unfortunately University Park residents' (pedestrians and bicyclist) safety will decrease due to the potentially increased traffic on the Adelphi Road (residents often walk and/or bike to the nearby amenities such as the Mall, new Hyattsville Public Library, M-NCPPC Recreation/Community Center, and the several churches along Adelphi Road, and the Metro).	See staff response to Issue O.2					

## Section II. O: Testimony Outside the Scope of the Preliminary Sector Plan and/or Proposed SMA

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
<b>ASSESSMENT OF INTERSECTION</b>							
O.4	Expressing the need for reevaluation of Purdue Street and Rutgers Street and their intersection with Adelphi Road to determine bicyclist safety, vehicular egress and visibility, and crosswalk adequacy and striping or pedestrian signalization needs.	These intersections are outside the scope of this Sector Plan. Crosswalk intersection assessments are typically evaluated by outside agencies, specifically Prince George’s County DPW&T and the City of Hyattsville. Intersections will be also evaluated to assess the impact of any development or redevelopment of a property during the development review process.		48 - City of Hyattsville, The Honorable Kevin Ward, Mayor	No change to Sector Plan/SMA		
<b>CONTINUITY OF TRAILS OUTSIDE THE PLAN AREA</b>							
O.5	Expressing the need for coordination between stakeholders and plans to ensure connectivity and consistency of design with other trails and infrastructure outside the sector plan area.	Staff concurs.		48 - City of Hyattsville, The Honorable Kevin Ward, Mayor	No change to Sector Plan/SMA.		
<b>EXPANSION OF URBAN TREE CANOPY</b>							
O.6	Expressing the need for expanding urban tree canopy, and also advocating for preserving and protecting all the existing wooded areas within and outside the sector plan area.	See staff responses to Key Issues B3, B6, and B7, and Issue O.3		42 - Amy Sapkota 41 - Jon Robinson	See staff recommendations on Key Issues B3, B6, and B7, and Issue O.3		

### Section III. List of Speakers

Verbal Testimony #	Speaker Signup #	Name	Title	On Behalf Of
V1	1.	Hon. Mary Lehman	Maryland House of Delegates, District 21	
V2	2.	Hon. Stuart Adams	Council Member, City of College Park	
V3	3.	Hon. Martha Wells	Council Member, Town of University Park	Town of University Park
V4	4.	Dr. Amy Sapkota	Resident, College Heights Estates / Professor, Environmental Health, UMD	
V5	5.	Cheryl Cort	Policy Director	Coalition for Smarter Growth
V6	6.	Nancy Barrett	Resident, Hyattsville / Student, Environmental Science and Policy, UMD	
V7	7.	Caroline Thorne	Student, UMD	
V8	8.	Marilyn Yang	Resident, College Park / Deputy Director, Student Government Association Sustainability Committee / Student, Environmental Science and Policy, UMD	
V9	9.	Sushanth Gupta	Resident / Student, UMD	
V10	10.	Camille Calure	Resident, College Park / Student, Environmental Science and Policy, UMD / Advocate, Coalition to Save Guilford Woods	
V11	11.	Josie Danckaert	Student, Environmental Science and Policy, UMD	
V12	12.	Fran Riley	Student, Environmental Science and Policy, UMD / Member, Student Government Association Sustainability Committee	
V13	13.	Audrey Rappaport	Resident, College Park / Student, Mechanical Engineering, UMD	
V14	14.	Jordan Resnick	Student, Theatre Major, UMD	
V15	15.	Arthur Horne	Law Offices of Shipley and Horne	Patricia A. Bruce Children's Trust
N/A (No Verbal Testimony Provided)	16.	Elisabeth Herschbach – No Verbal Testimony Provided		
V16	17.	Pastor Julie Bringman	Pastor, Hope Lutheran Church	Hope Lutheran Church and Student Center
V17	18.	Ross Salawitch	Resident / Professor, UMD	
V18	19.	Lily Fountain	Resident, Hyattsville	Sierra Club of Prince George's County
V19	20.	Melissa Schweisguth		
V20	21.	Dr. Stephen Prince	Resident / Professor, UMD	
V21	22.	Dr. Victor Yakovenko	Resident, College Park / Professor of Physics, UMD	
N/A (No Verbal Testimony Provided)	23.	Jon Robinson – No Verbal Testimony Provided		
V22	24.	David Hickam	N/A	
V23	25.	Alexandra Bely	Resident, College Park / Faculty, UMD	
V24	26.	Leo Shapiro	Resident, College Park	
V25	27.	Stephanie McLaughlin	Resident, College Park	
V26	28.	Nina Jeffries	Resident / Student, UMD / Director of Sustainability for the Student Government Association / Coalition Coordinator, MaryPIRG Student Climate Action Coalition / Secretary of Minorities in Agricultural, Natural Resources and Related Sciences	
V27	29.	Alexander Rohlf	Resident, University Park / 5 <sup>th</sup> Grade student	
V28	30.	Dr. Rachel Golden Kroner	Resident, Chatham Road / UMD Alumni	
V29	31.	John Tabori	N/A	
N/A (No Verbal Testimony Provided)	32.	Steven Hurtt – No Verbal Testimony Provided		
V30	33.	Helen Kaiser	Resident, College Heights Estates	
V31	34.	Mary King	N/A	
V32	35.	Riya Sharma	Student, Mechanical Engineering and Anthropology, UMD / Co-President, 17 for Peace and Justice	
V33	36.	Meg Oates	Resident, College Park	

## Section IV. List of Exhibits

Exhibit No.	Item Description	Received From	Date
1.	Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan	M-NCPPC	1/18/2022
2.	Planning Board Resolution – Proposed Sectional Map Amendment (SMA)	M-NCPPC	1/18/2022
3.	Errata Sheet for the Preliminary Sector Plan	M-NCPPC	1/18/2022
4.	1989 <i>Approved Master Plan for Langley Park- College Park-Greenbelt and 1990 Approved Sectional Map Amendment for Planning Areas 65, 66, and 67</i>	M-NCPPC	1/18/2022
5.	Errata Sheet for the Proposed SMA	M-NCPPC	1/18/2022
6.	Email dated January 10, 2022 Request to extend public hearing record	Nancy Barrett	1/10/2022
7.	Email dated January 10, 2022 Protection of Guilford Woods	Alexi Boado	1/10/2022
8.	eComment dated January 11, 2002 Opposed to deforestation of Guilford Woods	Elizabeth Herschbach	1/11/2022
9.	eComment dated January 12, 2002 Opposed to deforestation of Guilford Woods	Jessica Garratt	1/12/2022
10.	Email dated January 14, 2002 Request to pause the plan to allow for alignment with the Climate Action Plan	Janet Gingold	1/14/2022
11.	Email dated January 14, 2002 Stewardship at Guilford Woods	Marc Imlay	1/14/2022
12.	eComment dated January 14, 2002 Support for the Sector Plan with preservation of Guilford Woods	Alaina Pitt	1/14/2022
13.	eComment dated January 14, 2002 Opposed to deforestation of Guilford Woods	Liz Ruth-Brinegar	1/14/2022
14.	eComment dated January 15, 2002 Request to pause the plan to allow for alignment with the Climate Action Plan and community engagement – letter also attached detailing five concerns and twelve recommendations	Lily Fountain Sierra Club	1/15/2022
15.	Email dated January 15, 2022 Preservation of Guilford Woods and natural environment	Todd Larsen	1/15/2022
16.	Email dated January 15, 2022 Support for the height limits and tree requirements	Pat Noone	1/15/2022
17.	Email dated January 15, 2022 Request to pause the plan for more community input and preservation of Guilford Woods	Nirit Rotenberg	1/15/2022
18.	eComment dated January 15, 2002 Request for more dialogue and community engagement	Ross Salawitch	1/15/2022
19.	eComment dated January 15, 2002 Request for plan be re-studied and include best planning practices and stakeholder input	Marc Simon	1/15/2022
20.	eComment dated January 15, 2002 Opposed to development of Guilford Woods	Melissa Schweisguth	1/15/2022
21.	Email dated January 16, 2022 Concerns about plan boundaries	Jack Hedgman	1/16/2022
22.	eComment dated January 16, 2002 Opposed to the plan. Request for plan to be re- considered.	Judith Lichtenberg	1/16/2022
23.	eComment dated January 16, 2022 Preservation of Guilford Woods	Alec Lynde	1/16/2022
24.	eComment dated January 16, 2022 Preservation of Guilford Woods	Dr. Stephen Prince	1/16/2022
25.	eComment dated January 16, 2022 Opposed to the plan. Request for plan to be re- considered.	Louiqa Raschid	1/16/2022
26.	eComment dated January 16, 2022 Opposed to the plan. Request for plan be paused for more community input	Victor Yakovenko	1/16/2022
27.	Email and letter dated January 17, 2022 Support for the plan with suggested changes	Dan Behrend	1/17/2022
28.	Email and letter dated January 17, 2022 Request for additional hearing, expansion of plan boundaries and preservation of Guilford Woods	David Brosch	1/17/2022
29.	Email and petition dated January 17, 2022 Preservation of Guilford Woods	Coalition to Save Guilford Woods	1/17/2022
30.	eComment, email and letter dated January 17, 2022 Request for additional hearings, expansion of plan boundaries and other recommendations	Steve Hurtt	1/17/2022

## Section IV. List of Exhibits

Exhibit No.	Item Description	Received From	Date
31.	eComment and letter dated January 17, 2022 Opposition to the plan	Nina Jefferies	1/17/2022
32.	Email dated January 17, 2022 Preservation of Guilford woods, wildlife habitat and watershed	Becky Livingston,	1/17/2022
33.	eComment and letter dated January 17, 2022 Opposition to the plan and preservation of Guilford Woods	Dan Oates Calvert Hills Citizens Association	1/17/2022
34.	eComment, email and letter dated January 17, 2022 Concerns about plan boundaries and preservation of Guilford Woods	Fran Riley	1/17/2022
35.	eComment dated January 17, 2022 Concerns about alignment of the plan with recent UMD Master Plan update	Stuart Adams	1/17/2022
36.	eComment dated January 17, 2022 Request for reconsideration of the plan preservation of Guilford Woods	Rachel Golden Kroner	1/17/2022
37.	eComment dated January 17, 2022 Support for the station; Opposition to plan for urban community	Aimee E. Hart	1/17/2022
38.	eComment and map dated January 17, 2022 Concerns about plan boundaries and preservation of Guilford Woods	David Hickam	1/17/2022
39.	eComment dated January 17, 2022 Request for reconsideration of the plan and its boundaries	Helen Kaiser	1/17/2022
40.	eComment dated January 17, 2022 Preservation of Guilford Woods	Meg Oates	1/17/2022
41.	eComment dated January 17, 2022 Preservation of Guilford Woods	Jon Robinson	1/17/2022
42.	eComment dated January 17, 2022 Concerns about plan boundaries and preservation of Guilford Woods	Dr. Amy Sapkota	1/17/2022
43.	eComment and map dated January 17, 2022 Request for additional hearings	John Rogard Tabori	1/17/2022
44.	eComment dated January 17, 2022 Preservation of Guilford Woods	Marilynn Yang	1/17/2022
45.	Email dated January 18, 2022 Request for 1-year plan extension, concerns about plan boundaries and adequate public facilities, and preservation of Guilford Woods	Alexi Boado	1/18/2022
46.	eComment dated January 12, 2022 and email and letter dated January 18, 2022 Support for the plan with comments regarding Guilford Woods, housing, transportation, parking, and natural environment	Cheryl Cort Coalition for Smarter Growth	1/18/2022
47.	Email dated January 18, 2022 Preservation of Guilford Woods	Riya Sharma	1/18/2022
48.	Email and letter dated January 24, 2022 Support with conditions	City of Hyattsville The Honorable Kevin Ward, Mayor	1/24/2022
49.	Email and letter dated January 25, 2022 Agency comments	Michael A. Sherman National Capital Planning Commission	1/25/2022
50.	Email and letter dated January 28, 2022 Request to defer action on the plan and reconsideration of land use vision and policies, economic prosperity, transportation and mobility, natural environment, public facilities, comprehensive zoning, and plan boundaries.	City of College Park The Honorable Patrick J. Wojahn, Mayor	1/28/2022
51.	Email dated January 30, 2022 Preservation of Guilford Woods	Dixie Meadows	1/30/2022
52.	Email and letter dated January 31, 2022 Preservation of Guilford Woods	Nancy Barrett	1/31/2022
53.	Email dated January 31, 2022 Request to pause the plan and stormwater management issues	Rev. John Burns University Baptist Church	1/31/2022
54.	Letter dated January 31, 2022 Agency comments	M-NCPPC Andree Green Checkley, Planning Director	1/31/2022
55.	Email dated January 31, 2022 Opposition to the plan due to traffic, higher density zoning and development of Guilford Woods	Mary King	1/31/2022
56.	Email dated February 1, 2022 Preservation of Guilford Woods	Constance L. Belifiore, Esq.	2/1/2022
57.	Email dated February 1, 2022 Preservation of Guilford Woods	Mark Brochman	2/1/2022
58.	Email and letter dated February 1, 2022 Support with conditions; with comments regarding traffic impacts, bicycle and pedestrian safety, natural environment, public facilities, schools, and stormwater management	Town of University Park Lenford C. Carey, Mayor	2/1/2022
59.	Email and letter dated February 1, 2022 University's recommendations	University of Maryland Edward J. Maginnis Office of Real Estate	2/1/2022
60.	Email dated February 1, 2022 Preservation of Guilford Woods	Michael Ross	2/1/2022
61.	Email and letter dated February 1, 2022 Opposition to the plan; request to pause the plan	Victor M. Yakovenko	2/1/2022
62.	Email and map dated February 2, 2022 Additional areas of consideration	Stephen Prince	2/2/2022

## Section IV. List of Exhibits

Exhibit No.	Item Description	Received From	Date
63.	Email and letter dated February 2, 2022 Opposition to the plan due to deforestation of Guilford Woods, housing prices, climate and sustainability goals, natural resources, plan boundaries, community input and ethical concerns	University of Maryland Student Government Association Sustainability Committee	2/2/2022
64.	Email and attachments dated February 2, 2022 Collection of documents from the University of Maryland College Park	Dr. Stephen Prince	2/2/2022
65.	Email dated February 2, 2022 Concerns regarding parking, fruit/vegetable vendor and traffic patterns	Joshua Batugo St. Mark's the Evangelist Church	2/2/2022
66.	Email dated February 2, 2022 Preservation of Guilford Woods	David Brosch	2/2/2022
67.	Email and updated petition dated February 2, 2022 Preservation of Guilford Woods	Coalition to Save Guilford Woods	2/2/2022
68.	Email dated February 2, 2022 Support for the plan with preservation of Guilford Woods	Bryan Franklin	2/2/2022
69.	Email and letter dated February 2, 2022 GD Mowatt Townhomes, LLC	Gibbs & Haller Thomas H. Haller	2/2/2022
70.	Email and letter dated February 2, 2022 Recommendations for conservation areas	David Hickam	2/2/2022
71.	Email and letter dated February 2, 2022 Opposition to the plan and request for Remand	Steve Hurtt	2/2/2022
72.	Email dated February 2, 2022 and letter dated February 1, 2022 Opposition to the plan and request for one-year pause of the plan	Helen Benes Kaiser	2/2/2022
73.	Email and letter dated February 2, 2022 Opposition to the plan and request for Remand	University United Methodist Church Rev. Michelle Mejia	2/2/2022
74.	Email and letter dated February 2, 2022 Opposition to the certain elements and request for the plan to be paused	College Heights Estates Association (CHEA) Christopher Oehrle, President	2/2/2022
75.	Email dated February 2, 2022 Opposition to the plan and deforestation of Guilford Woods and request for additional stakeholder engagement	Lee Poston	2/2/2022
76.	Email dated February 2, 2022 Opposition to the plan and concerns about forest cover, schools, infrastructure, housing, and employment	Jon Robinson	2/2/2022
77.	Email and letter dated February 2, 2022 Opposition to the plan	Trey Sherard Anacostia Riverkeeper	2/2/2022
78.	Email and letter dated February 2, 2022 Supplemental testimony	John Rogard Tobari	2/2/2022
79.	Email and letter dated February 2, 2022 Preservation of Guilford Woods	Marilyn Yang	2/2/2022
80.	eComment dated February 2, 2022 Opposition to the plan and its effect on Windsor Lane	Callie Dosberg	2/2/2022
81.	eComment dated February 2, 2022 Opposition to the plan and its effect on Windsor Lane	Matt Dosberg	2/2/2022
82.	eComment dated February 2, 2022 Opposition to the plan	Elaine Gashaw	2/2/2022
83.	eComment dated January 17, 2022 Request to pause the plan and preservation of Guilford Woods	Alexandra Bely	1/17/2022
84.	eComment dated January 17, 2022 Request to pause the plan and preservation of Guilford Woods	Stephanie McLaughlin	1/17/2022
85.	eComment dated January 17, 2022 Request to pause the plan for more input and preservation of natural areas	Leo Shapiro	1/17/2022

## **Section IV. List of Exhibits**



Attachment 4 - TGP-Adelphi  
Road-Western Gateway-Memo  
and Org Chart



28 March 2022

Terry Johnson  
Budget Coordinator, Management Services  
M-NCPPC - Prince George's County Planning Department  
County Administration Building  
14741 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772

**PRINCIPALS**

John Francis Torti, FAIA, FCNU  
Thomas M. Gallas, CPA  
Lawrence V. Antoine, FAIA, AICP  
Daniel Ashrary, AIA  
Charles G. Coleman, III, RA  
Sherief Elfar, AIA  
Neal I. Payton, FAIA, FCNU  
Erik J. Aulestia, AICP  
Troy E. McGhee, AICP  
Brian E. O'Looney, AIA  
Sarah Alexander, AIA  
Michael D. Rollison  
Scott A. Welch, AIA  
Stephanie Farrell, AIA  
Greyson H. Goon  
Jonathan A. Johnson, AIA  
F. Nesli Dogrusoz, CDT  
William Fears  
Diane M. McCloskey, CPA  
Jeremy Sharp, AIA  
Felix C. Deloatch  
Brandon R. Diamond, NCARB

**DIRECTOR SHAREHOLDERS**

Carlos Guzman, AIA  
Omer Mushahwar  
Gilbert Rocca, RA  
Christopher M. Jonick, CDT

**EMERITUS**

Robert S. Wallach, AIA

Dear Terry,

You requested a response to the following question:

“Does Torti Gallas believe there was a conflict of interest as a result of its agency representing the Gilbane Development Company with the Western Gateway project and also assisting MNCPPC as the prime consultant with the Adelphi Road Sector Plan project?”

Torti Gallas and Partners (TG+P) takes potential conflicts of interest very seriously and actively seeks to identify when these may occur. When potential conflicts are identified we determine the most appropriate approach. Torti Gallas and Partners does not believe that there was a conflict of interest. The following points highlight the reasons that there was no conflict of interest:

**Contract/Roles**

Torti Gallas and Partners is the Lead for an On-Call Services contract with Prince George's County M-NCPPC. The Team is comprised of several sub-consultants to meet the diverse needs of the County. TG+P and sub-consultants PES and Kimley Horn were contracted under “Task Order: RFQ 40-107-Adelphi Road-UMGC/UMD Purple Line Station Area Sector Plan and Sectional Map Amendment Project Team Support.”

There are two key support tasks for this task order; 1-Market Study, 2-Scenario Planning. PES' role was leading the Market Study Task. Kimley-Horn's role was leading the Scenario Planning Task. While TG+P is technically the Prime, TG+P's role for this task order was as Contract Administrator/Manager and graphic support for PES and Kimley Horn. For PES this included maps and graphics representing the boundaries of the Market Study areas and sub-areas as referenced in the Market Study report and representative precedent images

Architects of a better world.

[TortiGallas.com](http://TortiGallas.com)



of housing types for use in PES's summary PowerPoint presentation. For Kimley-Horn this included illustrative building footprints to support the County's 3D modeling, based on the development program generated by the scenario planning model created by Kimley-Horn and M-NCPPC.

This task order began January 19, 2021 and was completed November, 2021.

### **Firm Organization**

Torti Gallas and Partners is an Architecture, Urban Design, and Planning firm. The firm is organized into Practice Segments led by different partners with their own staff. These segments focus their work on different segments of the market, often having distinct and separate clients. An organizational chart is included in this document illustrating this organization. The Washington, DC Planning Segment and a portion of the Los Angeles, CA office are the two segments that include a focus on serving Public Sector Planning Department clients.

At times, segments may work for competing clients or for a municipality and a private sector client within that municipality at the same time. Our segment structure allows us to establish firewalls when needed, so that there is no communication about projects between segments and there is no overlap of personnel.

### **Adelphi Road and Western Gateway**

TG+P's Region and Town Planning Segment first become aware that the Village Segment had worked on the Western Gateway site for Gilbane in April 2021. We became aware that the site study performed by the Village Segment had been completed in 2019. TG+P's Region and Town Planning Segment notified M-NCPPC and noted that the Region and Town Planning Segment (leadership and segment staff) had not worked on the Western Gateway site nor had worked for Gilbane. TG+P's Region and Town Planning Segment established a firewall and did not discuss these projects between Segments. No communication regarding this site took place between the Region and Town Planning Segment and the Village Segment during the contract performance. Plans of the Western Gateway site were procured via publicly available documents on web sites. TG+P's Region and Town Planning Segment learned that the University of Maryland had placed the project on hold via local news publications in October 2021.

TG+P's Region and Town Planning Segment made no recommendations regarding the Western Gateway site during the performance of the contract. Only M-NCPPC provided direction to Kimley-Horn regarding the assumptions that should be used for the Western Gateway site in the performance of the Scenario Planning Task led by Kimley Horn.



On March 24<sup>th</sup>, 2022 M-NCPPC requested a call to discuss community questions that had been received. As a result, TG+P's Region and Town Planning Segment researched the Village Segment's involvement in the Western Gateway Site using the office Deltek system and learned that a small amount of work had been completed by the Village Segment in 2021 for this site. Subsequent queries revealed that Gilbane had requested the Village Segment to assist in providing support graphics for a presentation and minor graphic changes to the plan.

### **Office Protocols**

#### Weekly Reports:

TG+P issues weekly reports of new projects. Since Western Gateway was not a new project, it was not identified in 2021 as being located in the Adelphi area.

#### Monthly Staffing Meetings:

A review of active projects and staffing occurs monthly among Segment directors. Since the Western Gateway task requested of the Village Segment in 2021 was so minor and not considered an active project, it was not individually listed and, rather, accounted for under a "Miscellaneous Projects" category. As a result, this did not come to my attention at the time.

### **Conclusion**

The information provided above clearly illustrates that TG+P was not involved in a conflict of interest due to the fact that the Region and Town Planning Segment and the Village segment operate independently, a firewall was established and the Region and Town Planning Segment did not communicate about the two separate projects, The Region and Town Planning Segment leadership and staff have not worked with, or for, Gilbane, and M-NCPPC directed Kimley-Horn's work and assumptions for the Scenario Planning Task without input from TG+P. Please let me know if you have additional questions or require additional information.

Sincerely,

A handwritten signature in black ink that reads "Erik J. Aulestia".

Erik J. Aulestia, AICP - Principal

**CORPORATE LEADERSHIP**

John Francis Torti, FAIA  
*Chairman of the Board*

Thomas M. Gallas, CPA  
*Chief Executive Officer*

Murphy Antoine, FAIA, AICP  
*President*

**PRACTICE SEGMENTS + LEADERSHIP**
**THE REGION AND TOWN PLANNING**

Public Sector Planning & Urban Design: Neighborhood Plans, Sector Plans, Corridor Plans, Form-Based Codes, Guidelines

Private Sector Planning & Urban Design: Master Plans, Site Planning

Erik Aulestia, AICP  
*Principal*

**THE URBAN BLOCK**

Large Mixed-Use Building Architecture on Urban Sites

Sherief Elfar, AIA  
*Principal*

Sarah Alexander, AIA  
*Principal*

Stephanie Farrel, AIA  
*Associate Principal*

**THE TOWN CENTER DISTRICT**

Large and Medium Building Architecture on Multiple Mixed-Use Blocks

Daniel Ashtary, AIA  
*Principal*

Brian E. O'Looney, AIA  
*Principal*

Jeremy Sharp, AIA  
*Associate Principal*

F. Nesli Dogrusoz, CDT  
*Associate Principal*

**RETAIL + PLACEMAKING**

Retail Focused Architecture and Sites

Micheal Rollison  
*Principal*

Brandon Diamond, NCARB  
*Associate Principal/ Executive Director*

Greyson Goon  
*Associate Principal*

Jonathan P. Fisher  
*Design Visualization Director*

**THE VILLAGE**

Residential Neighborhoods with Integrated Architecture

Affordable Housing Specialty

Troy McGhee, AICP  
*Principal*

Scott Welch, RA  
*Principal*

David M. Stembel III, AIA  
*Affordable Housing Director*

Mark Bombaugh  
*Design Director*

Allen B. Cowling  
*Implementation Director*

**TORTI GALLAS FLORIDA**

Florida Focused Architecture and Planning

Felix C. Deloatch  
*Associate Principal/ Director of Tampa Office*

**TORTI GALLAS WEST**

Western US (west of Mississippi) focused Architecture and Planning

Neal I. Payton AIA  
*Principal*

Gilbert Rocca, RA  
*Director of Architecture*

Christopher Jonick  
*Director of Design*

**TORTI GALLAS ISTANBUL LIAISON OFFICE**

Turkey Focused Neighborhoods with Integrated Architecture

Seda Bilir-Candir, CDT  
*General Manager*

**RESOURCE DIRECTORS**

Omer Mushahwar  
*Chief Technology Officer & Director of Operations*

Charles G. Coleman, III, RA  
*Principal/ Director of Technical Resources*

Diane McCloskey  
*Associate Principal/Chief Financial Officer*

Sandra Zamaria  
*Director of Business Operations*

Henry Harrell, II  
*Director of Marketing*

Laurie Milligan  
*Director of Communications*

Radoslav Brandersky  
*Director of Digital Design*

Carlos Guzman, AIA  
*Director of BIM Technology*

Tom Williams  
*Director of Human Resources*

# Attachment 5 - ARSP Errata Sheet for Adoption

**Errata Sheet for the Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan (as of March 31, 2022)**

Correction No.	Error	Correction	Page #
1	The page shows the Council Chair’s name at the bottom of the Council Member list.	The Council Chair and Vice-Chair should be listed at the top of the Council Member list	4
1a	Replace County Councilmember for District 8.	Replace Monique Anderson-Walker with Edward Burroughs III	
2	The Montgomery County Planning Board list is incomplete due to a vacancy at the time of public release.	Ensure that the final approved plan document reflects the current membership of the Prince George’s and Montgomery County Planning Boards on the date of plan approval.	5
3	The Preliminary Sector Plan does not contain a Table of Contents.	Add Table of Contents	7
4	Most of the maps are low-resolution maps.	Update all the maps and legends with high resolution versions	All maps
5	Map 4. Municipal Boundaries didn’t have the complete municipal names spelled out on the labels	Add the complete municipal names as labels on "Map 4. Municipal Boundaries" -- 1) "Town of University Park;" 2) "City of College Park;" and "City of Hyattsville"	17
6	"Map 5. Sector Plan Area: Major Geographic Features" requires edits to the labels.	On "Map 5. Sector Plan Area: Major Geographic Features" update the following: 1) Change the park label font color to white; 2) Add Knox Road label	18
7	At the top of the page, the text "24,212 residents in the sector plan area, which is 3% of the entire County population" fails to mention the accurate geography the data represents.	Reword the text to --- "24,212 residents in the [sector plan area ] <u>Sector Plan - Primary Market Area (PMA)</u> , which is 3% of the entire County population"	19
8	The text for the "CENTERS" ("This Plan covers the entire UMD West Campus Center") fails to mention that portions of the UMD Center Campus Center was also included within this sector plan area boundary.	Reword the text to -- “This Plan covers the entire UMD West Campus Center <u>and portions of the UMD Center Campus Center.</u> "	23

Correction No.	Error	Correction	Page #
9	On the "PARKS AND OPEN SPACE" text box, the parenthesis is of the wrong font color.	Update the font color of“(“ to match the rest of the text.	37
10	The map links are missing on LU 1.1, LU 2.1	Add the missing map links	39
10a	Add UMD West Core and Edge boundaries on – Map 11. Strategies LU 1.4, LU 1.5, LU 1.6, and LU 1.7	Add UMD West Core and Edge boundaries on – Map 11. Strategies LU 1.4, LU 1.5, LU 1.6, and LU 1.7	42
11	The table link is missing on LU 3.1	Add the missing table link	43
11a	The Preliminary Sector Plan omitted several artistic renderings of the potential buildout of the Sector Plan, illustrating conceptual street and building layouts, preservation areas, and streetscapes.	Upon approval of the Sector Plan, these renderings will be updated to reflect any Planning Board and/or District Council amendments and included at the end of the Land Use Element.	44
12	On EP 1.3, the text incorrectly states "retail" for the “commercial” corridors	Replace "retail" with "commercial"	48
13	On EP 2.1, "to" is missing before "... the Purple Line station ..."	On EP 2.1, add "to" before "... the Purple Line station ..."	48
14	On “Table 6. Bus Stop Service and Design Features in the Sector Plan Area”, the title fails to specify the date of the field data collection.	Add the month and year of the field data collection on the table title.	59
14a	Map 19. Master Plan of Transportation Complete and Green Street Recommendations, shows UC-201 inadvertently traversing an area recommended by this Sector Plan for inclusion as a Regulated Area of the Countywide Green Infrastructure Network.	Modify Map 19 to realign interior street UC-201 alignment outside of the Regulated Area	63

Correction No.	Error	Correction	Page #
14b	New interior street UC-201 “bisects” existing Hillel building at 7612 Mowatt Lane.	Revise Map 19: Master Plan of Transportation Complete and Green Street Recommendations to reflect updated alignment of new interior street UC-201 away from the Hillel Building	63
14c	On "Table 7. Recommended Master Plan of Transportation Complete and Green Streets" there is an extraneous reference to “(A-10)” in the Notes column.	Delete this reference	64
15	On "Table 7. Recommended Master Plan of Transportation Complete and Green Streets" the “Elements” column fails to include the “Separated bicycle lanes” on the list of elements for the "UC-200" facility. "Map 20. Recommended Bicycle and Pedestrian Facilities" also fails to show the correct element.	Add "Separated bicycle lanes" on the "Elements" column for the "UC-200" facility. Reflect this change on the "Map 20. Recommended Bicycle and Pedestrian Facilities"	64, 68
15a	Table 7. Recommended Master Plan of Transportation Complete and Green Streets, does not include separate rows for C-203 Campus Drive (with the Purple Line), C-203 Campus Drive (without the Purple Line) and C-203 Mowatt Lane.	Add replace the one row for C-203 with separate rows for each segment. See below for edits.	64, 68

Correction No.	Error	Correction	Page #
15b	The text box describing the Local Transit Oriented (LTO) Zone—Traffic Level of Service (LOS) Requirements refers erroneously to the Zoning Ordinance. These requirements are found in the Subdivision Regulations	Revise Source: Prince Georges County [Zoning Code] <u>Subdivision Regulations, Sections 24-4500 through 4506.</u>	66
16	Map numbers and links are missing in TM 4.1, TM 5.1, TM 5.2, NE 1.3, "Evaluation Areas" text box, NE 4.4, NE 4.6,	Add the correct map numbers and links	67, 70, 83,
17	There is a typo in TM 4.5	Change "TM: 4.5" to "TM 4.5"	67
18	On "Table 8. Recommended Master Plan of Transportation Shared-Use Paths and Trails," there is a typo error on the "Notes" column of the "T-200" facility.	Change "Connect" to "Construct"	69
19	On "Table 8. Recommended Master Plan of Transportation Shared-Use Paths and Trails," there is a typo error on the "Notes" column of the "T-202" facility.	Change "but connecting" to "by connecting"	69
20	On "Table 8. Recommended Master Plan of Transportation Shared-Use Paths and Trails," there is a typo on the "Notes" column of the "T-205" facility.	Change "sidepath" to "sidewalk"	69
21	There is a typo on Strategy TM 7.2	Change "receptable" to "receptacle"	72
22	TM 9.1 cites the incorrect County Code citation for the parking standards	Change "Sec. 21A-306" with the correct zoning ordinance citation -- "Subtitle 26, Division 9"	75
23	On "Map 22. Existing Environmental Easements and Regulated Areas of the Countywide Green Infrastructure Network," the "Existing GI Regulated Areas" layer has an error. The layer mistakenly included portions of the "Green Infrastructure Network (2017) Amendments - Addition (Regulated Area)" layer within "Map 23. Proposed Amendments to the Countywide Green Infrastructure Network."	Redraw the "Existing GI Regulated Areas" polygon on Map 22 to remove the area recommended as "Addition (Regulated Area)" on the "Green Infrastructure Network (2017) Amendments" on Map 23. Proposed Amendments to the Countywide Green Infrastructure Network.	80

Correction No.	Error	Correction	Page #
24	On "Table 15. Recommended Parks and Public Open Spaces" the "Park C" facility mistakenly lists a design feature "Mini stage for concerts" on the "Functions, and features/Comments" column that conflicts with HD 2.3 -- "Discourage locating community gathering spaces that allow for noise generating activities (such as movies, festivals, concerts, etc.) within the Edge of the UMD Campus Center and non-center properties adjacent to existing single-family detached homes."	Delete "Mini stage for concerts" from the "Functions, and features/Comments" column of the "Park C" facility	119
25	On "Table 16. Implementation Matrix", the "Time" column is blank for the "PF 2.1"	Insert the (identify the short, media or Long-identify now) Fill the "Time" column with "O"	134
26	Appendix I-2, "Table 27: Parks and Recreation Facilities" the title of the "IN CURRENT COUNTY/M-NCPPC CIP" column should also include "(Y/N)"	Add "(Y/N)" on the "IN CURRENT COUNTY/M-NCPPC CIP" column title	Appendix I-2
27	Appendix I-4, "Table 28: Transportation Facilities" the title of the "IN CURRENT COUNTY CIP/ STATE CTP" column title should also include "(Y/N)"	Add "(Y/N)" on the "IN CURRENT COUNTY CIP/ STATE CTP" column title	Appendix I-4
28	Links were not available to add in Appendix B: Technical Reports section of the Preliminary Plan at the time of Permission to Print (October 28, 2021).	Add the following technical report links on Appendix B: Technical Reports section of the Preliminary Plan, and update the titles to match the final publication titles of all the reports: <ul style="list-style-type: none"> <li>- 2013 Purple Line TOD Study (UMD West Excerpt)</li> <li>- <a href="#">Existing Conditions Highlights</a></li> <li>- Scenario Planning Summary <ul style="list-style-type: none"> <li>o [Scenario Planning Methodology Report]</li> <li>o <a href="#">Scenario Development Report</a></li> <li>o <a href="#">Scenario Evaluation Criteria Report</a></li> <li>o [Finalized Scenario Option – Summary]</li> </ul> </li> </ul>	

Correction No.	Error	Correction	Page #
		- Cool Spring, Adelphi Road, Pedestrian and Bicycle Access Improvement Project	

**Errata 15a Correction:**

Route Id	Facility Name	From	To	Min. Row	Right-Of-Way Type	Elements	Motor Vehicle Lanes	Notes
[C-203	Campus Drive	Presidential Drive	Guilford Drive	83'	Neighborhood Connector Std. 100.26	10' wide sidewalks in Core 8' wide sidewalks outside Core Separated bicycle lanes	2]	
<u>C-203</u>	<u>Campus Drive</u>	<u>MD 193 (University Boulevard)</u>	<u>Presidential Drive</u>	<u>106'</u> <u>122' w/ parking</u>	<u>Mixed-Use Boulevard (A) Std. 100.22</u>	<u>Purple Line</u> <u>10' wide sidewalks</u> <u>10' two-way cycle track on south side</u> <u>8' buffer</u>	<u>4</u>	<u>Cycle track may be replaced by buffered on-street bicycle lanes; see Strategy TM 4.6</u> <u>Min. ROW will increase if on-street parking is added.</u>
<u>C-203</u>	<u>Campus Drive</u>	<u>Presidential Drive/UC-201</u>	<u>Mowatt Lane</u>	<u>106'</u> <u>122' w/ parking</u>	<u>Mixed-Use Boulevard (A) Std. 100.22</u>	<u>10' wide sidewalks</u> <u>10' two-way cycle track on south side</u> <u>8' buffer</u>	<u>4</u>	<u>Cycle track may be replaced by buffered on-street bicycle lanes; see Strategy TM 4.6</u> <u>Min. ROW will increase if on-street parking is added.</u>
<u>C-203</u>	<u>Mowatt Lane</u>	<u>Campus Drive</u>	<u>Guilford Drive</u>	<u>103'</u>	<u>Mixed-Use Boulevard (A) Center Turn Lane Std. 100.24</u>	<u>10' wide sidewalks</u> <u>8' buffer</u>	<u>2</u>	

Underline indicates language added.

[Brackets] indicate language deleted.

# Attachment 6 - ARSMA Errata Sheet for Endorsement

**Errata Sheet for the PGCPB No. 2022-(insert resolution number): Proposed Adelphi Road-UMGC-UMD Purple Line Station Area Sectional Map Amendment (SMA) (as of March 31, 2022)**

<b>Correction No.</b>	<b>Error</b>	<b>Correction</b>	<b>Page #</b>
1	<p>Show additional street labels on:</p> <ol style="list-style-type: none"> <li>1. Map 1: Endorsed Countywide Sectional Map Amendment Zoning (October 28, 2021),</li> <li>2. Map 2: Proposed Zoning</li> <li>3. Map 3: Change Map of Proposed Zoning</li> </ol>	<p>Add street labels for:</p> <ol style="list-style-type: none"> <li>1) Knox Rd;</li> <li>2) Temple St;</li> <li>3) Stanford St;</li> <li>4) Presidential Dr;</li> <li>5) Chatham Rd;</li> <li>6) Cool Spring Rd;</li> <li>7) Campus Dr. continuation from the traffic circle;</li> <li>8) Championship Ln;</li> <li>9) Alumni Dr; and</li> <li>10) Adelphi Rd (on the norther portion of the Rd)</li> </ol>	5, 6, 7
2	<p>“Map 3: Change Map of Proposed Zoning” fails to show the zoning classifications on the legend.</p>	<p>Map 3: Add the zoning classifications on the legend.</p>	7
3	<p>Since the CMA was pending approval when this document was published (for public release on October 28, 2021), the “Approved CMA/SMA/ZMA/SE Date” column for “CMA” had “Pending” on all the Zoning Change tables. Now that the CMA has been approved and become effective April 1, 2022 update the date on all the Zoning Change tables.</p>	<p>Update the “Approved CMA/SMA/ZMA/SE Date” column for the “CMA” on all the Zoning Change tables with this text – “November 29, 2021”</p>	8, 9, 11, 13, 14, 15, 16
4	<p>There are minor typo errors on the “Address” columns of “Map 6 ID” for “21” and “22”</p>	<p>Delete “,” from the two cell texts -- “7501 Adelphi Road,” and “3623 Campus Drive,”</p>	18

Underline indicates language added.  
[Brackets] indicate language deleted.