



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

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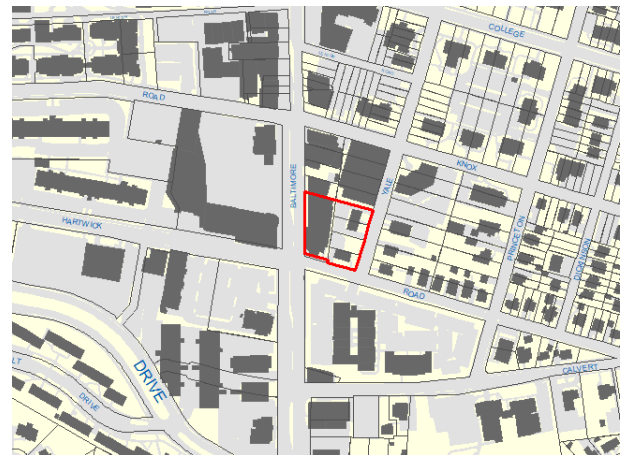
Conceptual Site Plan

Terrapin House

CSP-20002

REQUEST	STAFF RECOMMENDATION
To rezone two lots to M-U-I for a mixed-use development of 10,000 to 15,000 square feet of commercial/retail and 160 to 175 multifamily residential units.	APPROVAL with conditions

Location: On the north side of Hartwick Road, between Yale Avenue and US 1 (Baltimore Avenue).	
Gross Acreage:	0.89
Zone:	M-U-I/R-55
Dwelling Units:	160 to 175
Gross Floor Area:	10,000 to 15,000 sq. ft.
Planning Area:	66
Council District:	03
Election District:	21
Municipality:	College Park
200-Scale Base Map:	209NE04
Applicant/Address: 12300 Carrol Investors and Terrapin Main Street LLC 4901 Fairmont Avenue, Suite 200 Bethesda, MD 20814	
Staff Reviewer: Adam Bossi Phone Number: 301-780-8116 Email: Adam.Bossi@ppd.mncppc.org	



Planning Board Date:	03/25/2021
Planning Board Action Limit:	04/02/2021
Staff Report Date:	03/10/2021
Date Accepted:	10/29/2020
Informational Mailing:	06/04/2020
Acceptance Mailing:	10/07/2020
Sign Posting Deadline:	02/23/2021

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

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Conceptual Site Plan CSP-20002
Terrapin House

The Urban Design staff has completed the review of the subject application and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

EVALUATION

This conceptual site plan application was reviewed and evaluated for compliance with the following criteria:

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

FINDINGS

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

1. **Request:** The subject conceptual site plan (CSP) application proposes to rezone part of the property from One-Family Detached Residential (R-55) to the Mixed Use-Infill (M-U-I) Zone for a future mixed-use development to include 160 to 175 multifamily residential units and 10,000 to 15,000 square feet of commercial/retail uses.

2. Development Data Summary:

	EXISTING	PROPOSED
Zone	M-U-I/ R-55/D-D-O	M-U-I/D-D-O
Use(s)	Commercial and Residential	Commercial and Residential
Gross Acreage	0.89	0.89
R-55 Zone	0.23	0
M-U-I Zone	0.66	0.89
Parcels	1	1
Lots	4	4
Commercial Square Footage	13,242	10,000–15,000
Residential Dwelling Units	11	160–175

- 3. Location:** The subject property is located on the north side Hartwick Road, between Yale Avenue and US 1 (Baltimore Avenue). Specifically, the site is located at 7313 Baltimore Avenue, 7302 Yale Avenue, and 4424 Hartwick Road in College Park, Planning Area 66, Council District 3. The site is also located in the Development District Overlay (D-D-O) Zone of the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (Central US 1 Corridor Sector Plan and SMA).
- 4. Surrounding Uses:** To the north of the property are commercial uses and a municipal parking garage in the M-U-I Zone; to the south, beyond Hartwick Road, are multifamily uses in the M-U-I Zone; to the east, beyond Yale Avenue, are multifamily uses in the Multifamily Medium Density Residential (R-18) Zone and single-family uses in the R-55 Zone; and to the west is US 1 with commercial uses beyond in the M-U-I Zone. All of the surrounding properties are within the D-D-O Zone, as well.
- 5. Previous Approvals:** On October 10, 2002, the Prince George’s County Planning Board adopted Preliminary Plan of Subdivision (PPS) 4-02051 (PGCPB Resolution No. 02-199), which consolidated four lots associated with a former gas station, into a single parcel (now known as 7313 Baltimore Avenue and Parcel A) for 13,100 square feet of mixed-use commercial development. This approval included nine conditions, none of which are applicable to the subject CSP.

On July 31, 2003, the Planning Board adopted Detailed Site Plan DSP-03008 (PGCPB Resolution No. 03-163) for 13,153 square feet of retail development at the property known as 7313 Baltimore Avenue, subject to 11 conditions that are not applicable to the review of this CSP.

The Central US 1 Corridor Sector Plan and SMA included the subject site within a D-D-O Zone and retained the lots and parcel, which comprise the subject site, in their respective underlying zoning categories. The sector plan further recommended mixed use commercial development for the parcel fronting on US 1 and recommended medium residential uses for the lots fronting Hartwick Road and Yale Avenue.

On November 18, 2013, the Prince George's County District Council approved DSP-11005 to rezone the property known as 7302 Yale Avenue from the R-18 Zone to the M-U-I Zone and add four dwelling units to the existing building, subject to two conditions, which are not applicable to the subject CSP.

6. **Design Features:** The existing site is approximately square in shape and consists of one parcel and four lots, totaling approximately 0.89 acre. Parcel A is zoned M-U-I and occupies the western half of the site. It is 0.39 acre and developed with a single-story commercial building fronting on US 1. Lots 9 and 10 are at the southeast corner of the site, adjacent to the intersection of Hartwick Road and Yale Avenue. These lots are in the R-55 Zone, consist of 0.23 acre, and are developed with a single-family detached dwelling. Lots 11 and 12 are at the northeast corner of the site and front on Yale Avenue. These lots are in the M-U-I Zone, consist of 0.27 acre, and are developed with a multifamily residential building.

This CSP proposes to rezone Lots 9 and 10 from the R-55 to M-U-I Zone and shows a proposed schematic mixed-use development plan for the property. The proposed development scheme provides for a single, six-story tall, mixed-use building to occupy the majority of the 0.89-acre site. The proposed building will include 10,000 to 15,000 square feet of ground floor commercial space and approximately 160 to 175 dwelling units. The building will have a gross floor area of approximately 145,041 square feet. Internal parking is to be provided with separate access points shown for commercial and residential uses. Commercial parking will be accessed from Hartwick Road along the southern side of the site. Internal parking for the residential use will be accessed from an alley along the northern property boundary off of Yale Avenue. Areas are shown on the CSP for streetscape improvements along the site's frontages on US 1, Hartwick Road, and Yale Avenue. An area of proposed right-of-way dedication along Hartwick Avenue is shown along the site's southern boundary. Two open space areas are also provided adjacent to Yale Avenue. Illustrative building plans included with the CSP show the building will step down in height and massing, to provide a transition between the vertical mixed-use development envisioned along US 1 and the existing residential neighborhood and Old Town College Park Historic District, to the east of the site.

COMPLIANCE WITH EVALUATION CRITERIA

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

The Central US 1 Corridor Sector Plan recommends two land uses across the subject property, with mixed-use commercial use along US 1 (Parcel A) and residential medium uses along Yale Avenue (Lots 9–12), as identified on Map 8, page 60 of the Central US 1 Corridor Sector Plan and SMA. As described by the sector plan, mixed-use commercial land uses are “Properties that contain a mix of uses that are predominantly nonresidential on the ground floor, including commerce, office, institutional, civic, and recreational uses. These properties may include a residential component but are primarily commercial in nature.” Residential medium uses are described as “detached and attached dwelling units and associated areas with densities between three dwelling units per acre and eight dwelling units per acre.” The site is also within the Downtown College Park District and Walkable Node character area of the sector plan. The development policies for the Walkable Node promote the establishment of a strong sense of place along the US 1 corridor and encourages vertical mixed-use development with appropriate transitions to adjacent residential neighborhoods. The vision for the Downtown College Park District includes the reestablishment of its role as the focus of community activity and promotes mixed uses and enhancement of the pedestrian realm.

The CSP provides a schematic plan for a six-story, vertical mixed-use development with internal parking and service areas, commercial uses on the ground floor fronting on US 1, and residential units through the remainder of the building. The residential density proposed is 180 to 197 dwelling units per acre. The conceptual building design includes a reduction in height and massing on its eastern side, where it is adjacent to an established residential neighborhood.

The D-D-O Zone for the Central US 1 Corridor Sector Plan and SMA includes numerous architectural and site design standards for sites within the Walkable Node. The subject site is also located where mandatory shop frontage and build-to-lines of zero feet are required. The CSP appropriately considers these requirements. Full evaluation of conformance with the D-D-O Zone standards will be completed at the time of DSP review.

Section 27-548.26(b) of the Zoning Ordinance specifies that the property owner shall show, with a CSP, that the proposed development conforms with the purposes and recommendations for the development district, as stated in the master plan, master plan amendment, or sector plan. Based on the sector plan’s recommendations for the site’s location within the Downtown College Park District and Walkable Node character area, staff finds the CSP conforms with the purposes and development recommendations of the development district. Further, staff finds the applicant’s requested rezoning of Lots 9 and 10 from R-55 to the M-U-I Zone will best position the subject site to achieve the vision and goals of the Central US 1 Corridor Sector Plan for vertical mixed-use development along the US 1 corridor in the Downtown College Park District.

8. **Zoning Ordinance:** The subject application has been reviewed for compliance with the following Zoning Ordinance requirements:
 - a. Section 27-546.16(b)(2), Approval of the M-U-I Zone, of the Zoning Ordinance states the following:

- (2) **Property in the D-D-O Zone may be reclassified from its underlying zone to the M-U-I Zone through the property owner application process in Section 27-548.26(b). In the review process, the owner shall show that the proposed rezoning and development will be compatible with existing or approved future development on adjacent properties.**

Section 27-548.26(b) specifies that the owner shall show, with a CSP, that the proposed development conforms with the purposes and recommendations for the development district, as stated in the master plan, master plan amendment, or sector plan, and that the case be reviewed by the District Council. Based on the discussion of the subject CSP's conformance with the sector plan in Finding 7 above, staff recommends that the Planning Board find that rezoning the property to the M-U-I Zone would best conform with the purposes and recommendations for the development district, as stated in the sector plan. The Planning Board's recommendation on the subject CSP will be forwarded to the District Council for final review and approval as required.

The second part of the above requirement requires the owner to show that the proposed rezoning and development will be compatible with existing or approved future development on adjacent properties. The adjacent properties to the north, south, and west are all zoned M-U-I and D-D-O, within the Downtown College Park District and Walkable Node character area. The adjacent properties to the east are residentially developed, in the R-18 and R-55 Zones and are also within the D-D-O Zone. Development on the subject property will continue to be subject to the same Development District standards for the Walkable Node character area, including building heights, setbacks, parking, and landscaping, regardless of the underlying zoning. However, rezoning the entirety of the property to the M-U-I Zone would be most harmonious and compatible with the development on the adjacent properties, as this is in keeping with the zoning pattern within this portion of the Downtown College Park District.

Section 27-546.16(c) also includes the following specific requirement:

- (c) **Unless requested by a municipality or the Prince George's County Redevelopment Authority, the M-U-I Zone may be approved only on property which adjoins existing developed properties for twenty percent (20%) or more of its boundaries, adjoins property in the M-U-I Zone, or is recommended for mixed-use infill development in an approved Master Plan, Sector Plan, or other applicable plan. Adjoining development may be residential, commercial, industrial, or institutional but must have a density of at least 3.5 units per acre for residential or a floor area ratio of at least 0.15 for nonresidential development.**

In conformance with this requirement, the subject property adjoins existing developed properties in the M-U-I Zone to the north, which are developed with a commercial building and City of College Park parking garage. Additional commercially developed properties in the M-U-I Zone are located

to the south and west of the subject site, across Hartwick Road and US 1, respectively. The Central US 1 Corridor Sector Plan and SMA recommends mixed-use commercial development along the site's US 1 frontage, and a vertical arrangement of residential and commercial uses for sites within the Walkable Node and Downtown College Park District. The CSP conforms with this requirement as it proposes a mixed-use infill style development, as recommended by the approved sector plan.

- b. The CSP has been reviewed for conformance with the applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance. The CSP conforms with applicable guidelines, with additional review of conformance to occur in the DSP process as development details are refined.
- c. The subject application is located within Aviation Policy Area (APA) 6 under the traffic pattern for the small general aviation airport, College Park Airport. Conformance with the height limitations of the APA-6 will be evaluated at the time of DSP.

- 9. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is exempt from the provisions of the Woodland and Wildlife Habitat Conservation Ordinance because it is less than 40,000 square feet in size and has no previously approved tree conservation plans. A Standard Letter of Exemption (S-103-2020) was issued for the site and expires on July 10, 2022. Although it is not required, staff recommends that the applicant consider preserving as many of the specimen trees located on-site as possible during the design process.
- 10. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties that are zoned M-U-I are required to provide a minimum of 10 percent of the gross tract area in TCC. This CSP project has 0.89 acre that results in a required TCC of 0.09 acre for the site. Conformance with the requirements of the Tree Canopy Coverage Ordinance will be reviewed at the time of DSP.
- 11. **2010 Prince George's County Landscape Manual:** The D-D-O Zone includes development district standards that replace many requirements of the Landscape Manual. Specially, page 226 of the Central US 1 Corridor Sector Plan and SMA states:

The provisions of the Landscape Manual regarding alternative compliance, commercial and industrial landscaped strip requirements, parking lot requirements, and buffering incompatible uses do not apply within the development district. All other standards and regulations of the Landscape Manual apply as necessary.

The CSP shows space for streetscape elements and landscaping along roadway frontages abutting the site, which is in general conformance with the intent of multiple development district standards. The project will be required to demonstrate conformance with the applicable development district standards and Landscape Manual requirements at the time of DSP.

12. Referral Comments: The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, and incorporated herein by reference, as follows:

- a. **Historic Preservation**—The subject application is scheduled to be heard by the Historic Preservation Commission on March 16, 2021, as the subject property is adjacent to the Old Town College Park Historic District. The Commission’s recommendations will be provided prior to the Planning Board hearing and incorporated into the final resolution, as determined by the Board.
- b. **Permits**—In an undated memorandum (Hughes to Hurlbutt), it was noted that DSP review would be required for the proposed development.
- c. **Community Planning**—In a memorandum dated December 21, 2020 (Hartsfield to Hurlbutt), the Community Planning Division noted that the subject site is within the Innovation Corridor and Established Communities areas of the *2014 Plan Prince George’s 2035 Approved General Plan*. The CSP aligns with the growth policy of the Innovation Corridor and Established Communities by concentrating infill residential and commercial development by existing industry clusters.

The Central US 1 Corridor Sector Plan and SMA recommends mixed-use commercial land use for Parcel A and Residential Medium uses for Lots 9 through 12. The site is also within Downtown College Park and the Walkable Node character area defined by the sector plan. The mixed-use residential and retail development with structured parking, as provided by the CSP, conforms with the vision for the Downtown district and Walkable Node. The rezoning of Lots 9 and 10 to the M-U-I Zone would allow for the type and density of development envisioned for this area by the sector plan. At the time of DSP, conformance with the development district standards will need to be demonstrated and the plan should show design sensitivity to the surrounding community, particularly the adjacent residential neighborhood across Yale Avenue.

- d. **Pedestrian and Bicycle Planning**—In a memorandum dated February 24, 2021 (Ryan to Bossi), it was noted that the CSP shows the location for streetscapes and sidewalks and indicates the site’s frontage on US 1 will have a 6-foot-wide cycle track and 10-foot-wide sidewalks, as is required by the Central US 1 Corridor Sector Plan and SMA. Facilities shown are acceptable for the purposes of a CSP. Further evaluation of proposed pedestrian and bicycle access, adequacy, and amenities shall be completed with the PPS and DSP.
- e. **Transportation**—In a memorandum dated February 22, 2021 (Masog to Bossi), it was noted that there are no transportation-related findings related to traffic or adequacy associated with this CSP. US 1 is a master-planned collector roadway with a minimum width of 80 feet. Appropriate right-of-way dedication will be required, and transportation adequacy will be tested with a future PPS. The applicant provided the following trip generation summary:

Trip Generation Summary: CSP-20002: Terrapin House								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Proposed Retail	15,000	square feet	9	5	14	64	69	133
Less Pass-By (50 percent)			-4	-3	-7	-32	-34	-66
Net Trips for Retail			5	2	7	32	35	67
Multifamily	175	residences	18	73	91	68	37	105
Total Trips for CSP-20002			23	75	98	100	72	172

From the standpoint of transportation, it is determined that this plan is acceptable and meets the findings required for a CSP, as described in the Zoning Ordinance. The Transportation Planning staff do not object to the proposed rezoning.

- f. **Subdivision Review**—In a memorandum dated February 23, 2021 (Gupta to Bossi), the Subdivision Section provided an overview of the site’s prior zoning approvals, and further noted that new proposed lots and parcels are not defined in the CSP. A new PPS will be required to make a determination of adequacy for the additional residential and commercial square footage, formalize a lotting pattern, and provide for right-of-way dedication, public utility easements, and mandatory parkland dedication issues. Additional general notes of the CSP require revision to clarify that mandatory parkland dedication requirements are to be addressed at the time of PPS.

- g. **Environmental**—In a memorandum dated February 2, 2021 (Juba to Bossi), the Environmental Planning Section noted that the site has an approved Natural Resources Inventory Plan (NRI-080-11-01), which shows the site contains four specimen trees, no regulated environmental features, and no primary management area. The predominant mapped soils found on-site are Beltsville-Urban land complex and Urban Land. There are no known Marlboro clay or Christiana complexes found on or near the site. A stormwater management (SWM) concept plan was not submitted, as it is not a requirement for a CSP. SWM considerations will be reviewed in future phases of the entitlement process.

- h. **City of College Park**—The City Council of College Park held a public meeting on the subject application on March 9, 2021. At the time of publication of this staff report, the City’s written decision had not been issued.

- i. **Department of Parks and Recreation (DPR)**—In a memorandum dated December 16, 2020 (Worshtil to Hurlbutt), DPR noted the subject site is not adjacent to any Maryland-National Capital Park and Planning Commission parkland, but that several existing parks and community recreation assets are located nearby. Mandatory parkland dedication of approximately 0.13 acre will be required at the time of PPS. The Prince George’s County Department of Parks and Recreation recommends the applicant consider the inclusion of a pocket park or mini park, and

further recommends consideration for improving connections to the Trolley Trail and potential bike lane on Yale Avenue.

13. Based on the foregoing and as required by Section 27-276(b)(1) of the Zoning Ordinance, the CSP will, if approved with the proposed conditions below, represent a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

14. Section 27-276(b)(4) provides the following required finding for approval of a CSP:

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

There are no regulated environmental features on the subject property.

RECOMMENDATION

Based on the forgoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and:

A. Recommend to the District Council APPROVAL of the request to rezone Lots 9 and 10 from the One-Family Detached Residential Zone to the Mixed Use-Infill Zone.

B. APPROVAL of Conceptual Site Plan CSP-20002, Terrapin House, subject to the following condition:

1. Prior to certification, General Note 17 on the conceptual site plan shall be revised to state that mandatory dedication of parkland requirements will be determined at the time of preliminary plan of subdivision.

ITEM: 9

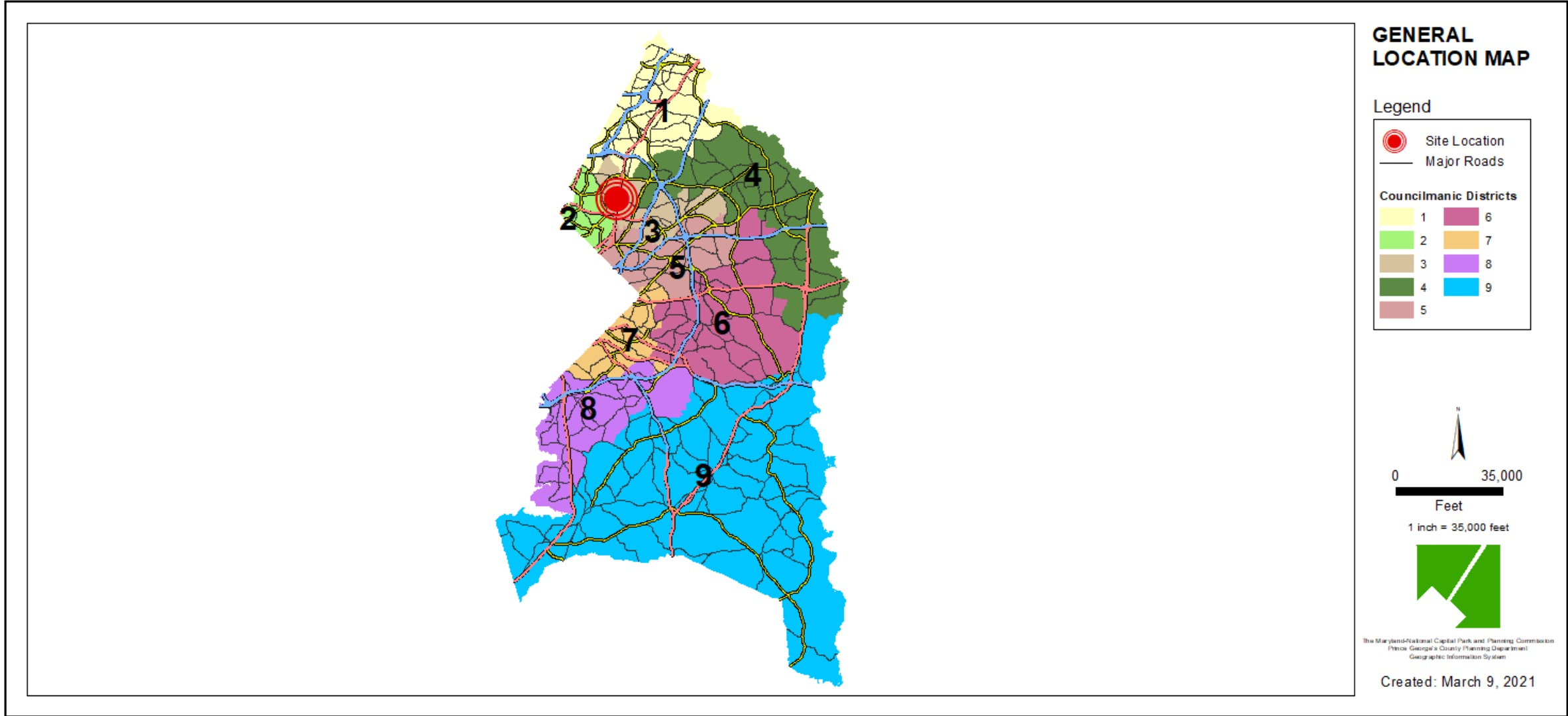
CASE: CSP-20002

TERRAPIN HOUSE

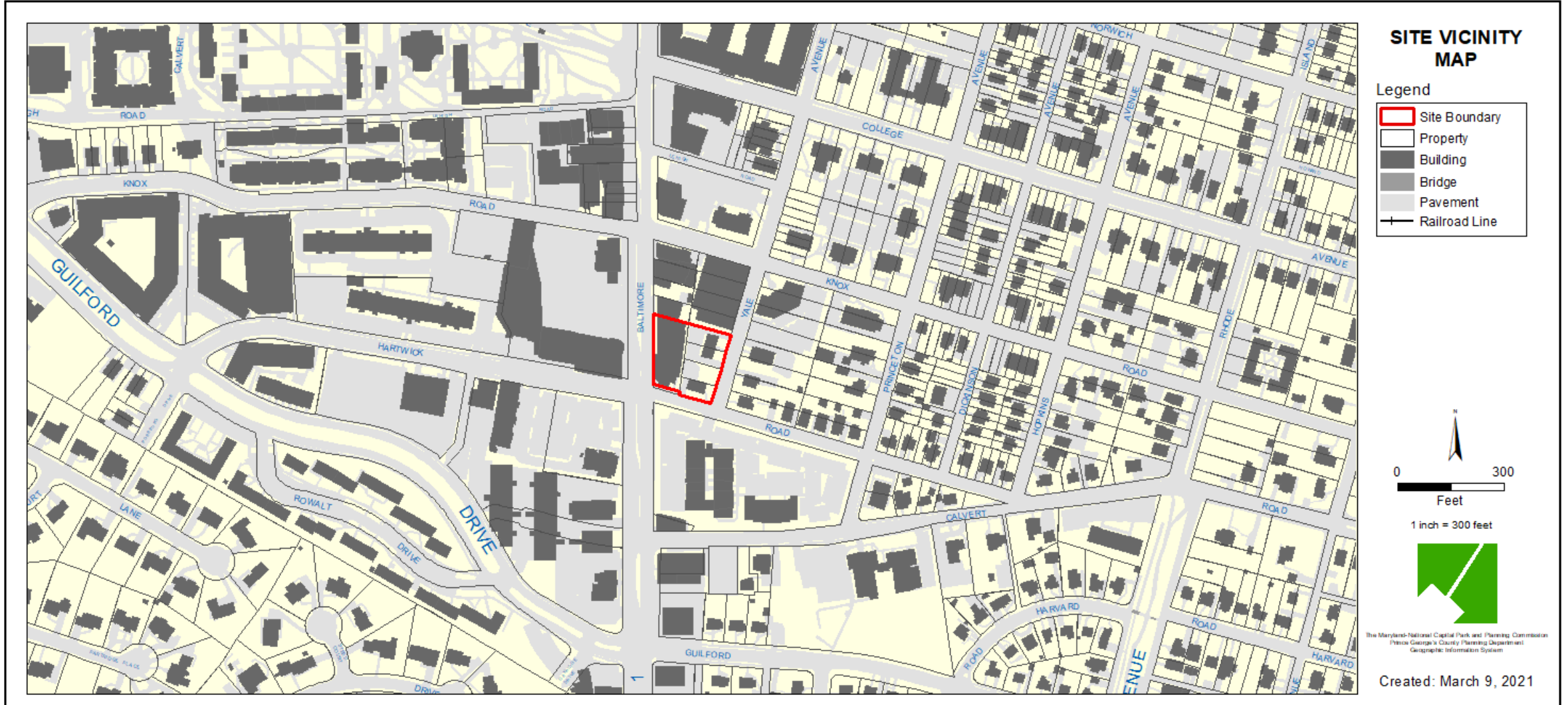
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



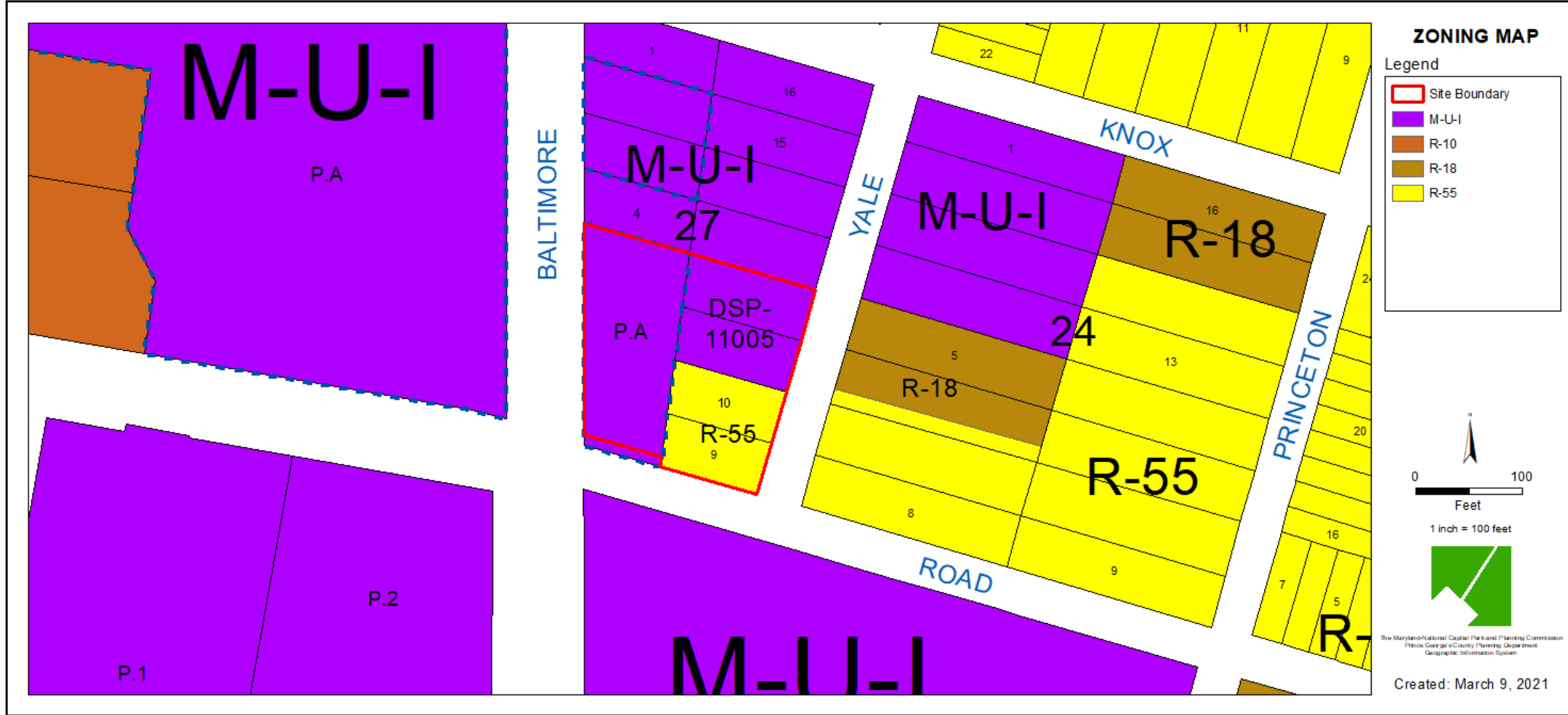
GENERAL LOCATION MAP



SITE VICINITY



ZONING MAP



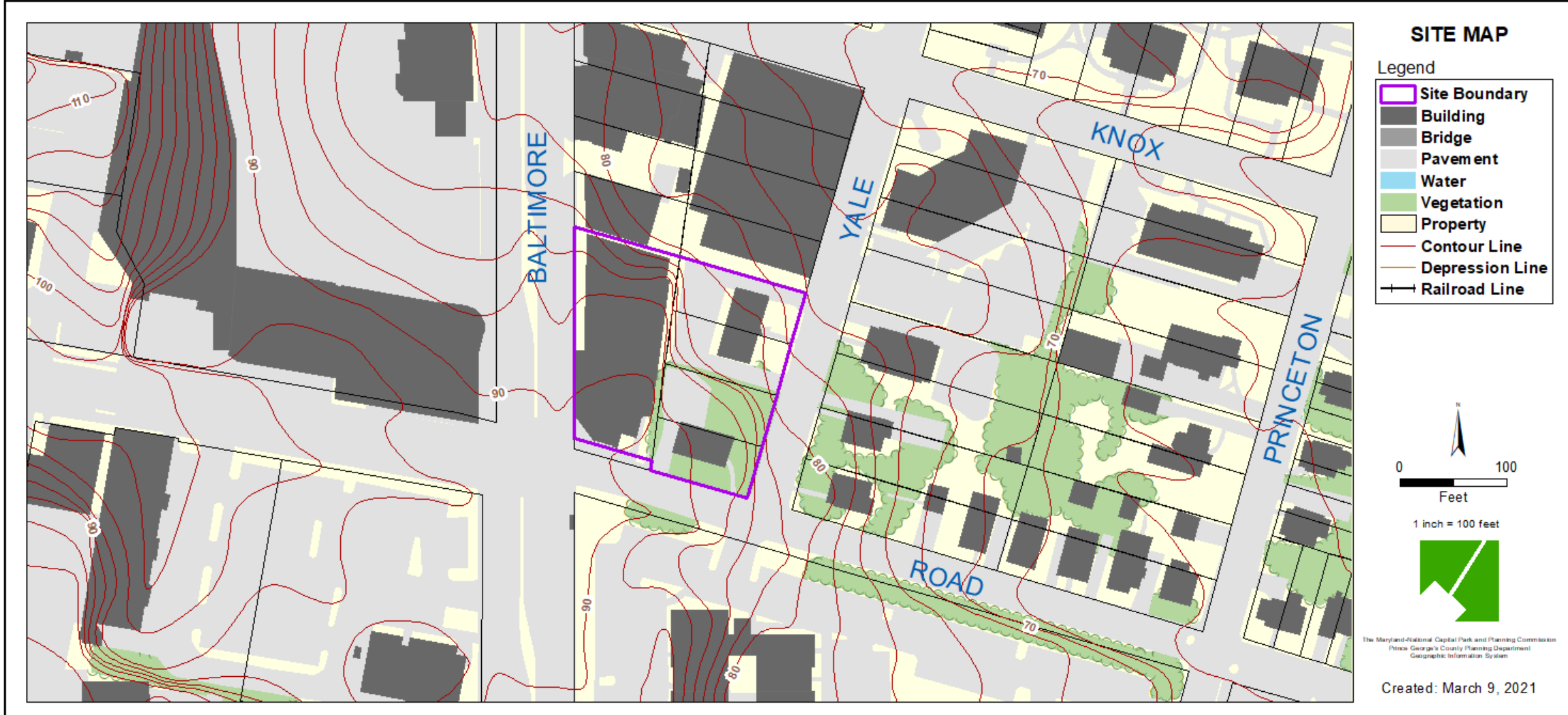
OVERLAY MAP



AERIAL MAP



SITE MAP



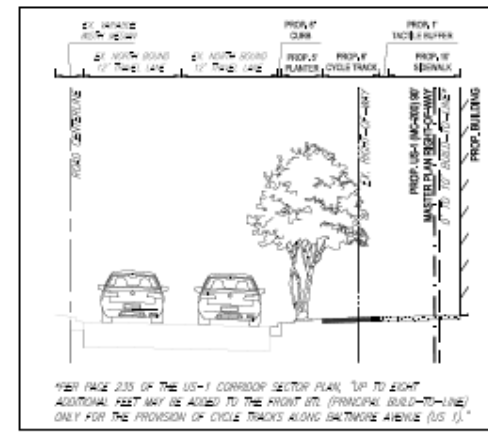
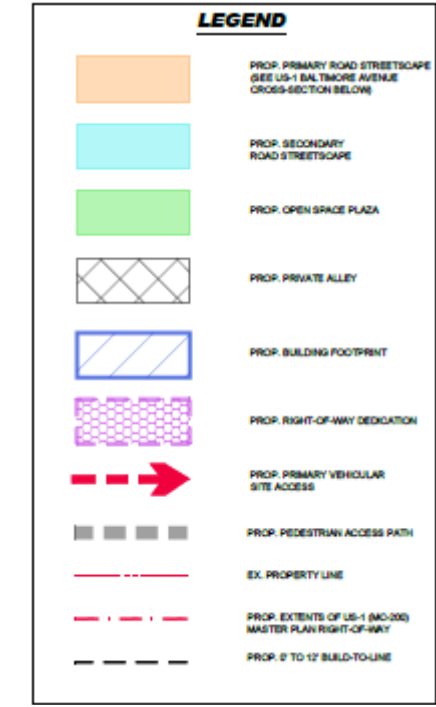
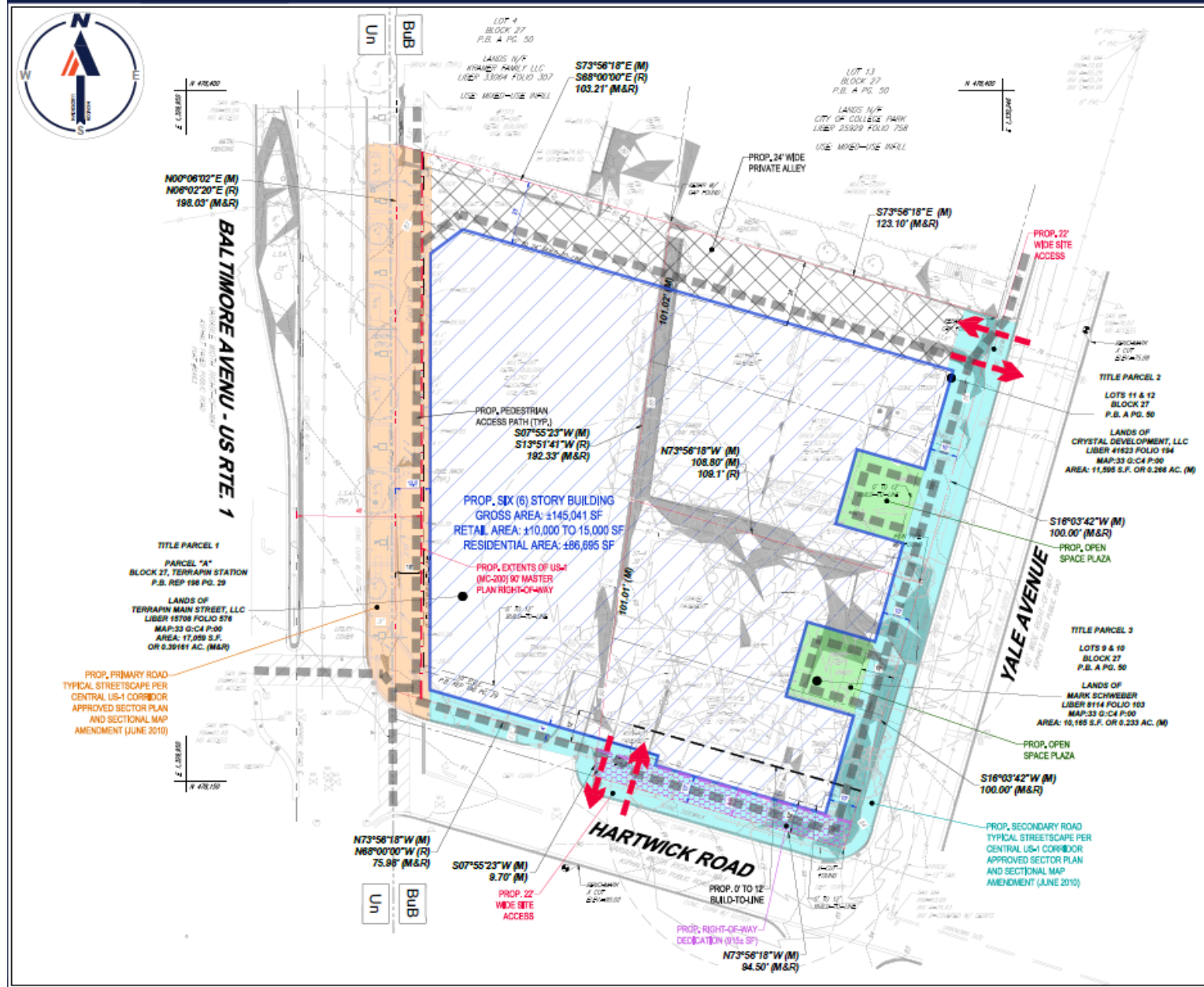
MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



CONCEPTUAL SITE PLAN



**US-1 BALTIMORE AVENUE
CROSS-SECTION**



CONCEPTUAL BUILDING ELEVATIONS



1 ELEVATION - BALTIMORE AVENUE
1/16" = 1'-0"



ELEVATION - HARTWICK ROAD



ELEVATION - YALE AVENUE

1/16" = 1'-0"

ILLUSTRATIVE BUILDING IMAGES



04

Perspective from Northwest
BALTIMORE AVENUE REDEVELOPMENT STUDY

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 TORTI GALLAS + PARTNERS | TERRAPIN MAIN STREET, LLC



05

Perspective From Southwest
BALTIMORE AVENUE REDEVELOPMENT STUDY

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ILLUSTRATIVE BUILDING IMAGES



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06
 Perspective from Southeast
 BALTIMORE AVENUE REDEVELOPMENT STUDY



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 TORTI GALLAS + PARTNERS TERRAPIN MAIN STREET, LLC

07
 Perspective from Northeast
 BALTIMORE AVENUE REDEVELOPMENT STUDY

**AMENDED
STATEMENT OF JUSTIFICATION
CSP-20002
Terrapin House**

APPLICANT/OWNER: 12300 Carrol Investors LLC and
Terrapin Main Street LLC
4901 Fairmount Ave., Ste. 200
Bethesda, MD 20814

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ARCHITECT: Torti Gallas + Partners
1300 Spring Street, 4th Floor
Silver Spring, Maryland 20910
301.588.4800

REQUEST: Pursuant to Sections 27-548.26(b)(1)(B) and (b)(2)(C) of the
Zoning Ordinance, a Conceptual Site Plan (“CSP”) is being
filed to rezone Lots 9, 10, 11 and 12 to the M-U-I Zone to
accommodate the future redevelopment of Parcel A and Lots
9 – 12 as a mixed use development conceptually envisioned
to include multifamily residential and commercial/retail
uses.

I. DESCRIPTION OF PROPERTY

1. Location – Located in the northeast quadrant of the intersection of Baltimore Avenue (US 1); or said differently, in the northwest quadrant of the intersection of Hartwick Road and Yale Avenue.
2. Proposed Use – Conceptually, mixed-use development consisting of residential and commercial/retail uses totaling approximately 160-175 multifamily units, and 10,000-15,000 square feet of commercial/retail space.

3. Incorporated Area – College Park.
4. Council District – 3.
5. Existing Lots and Parcels – Parcel A and Lots 9 – 12 in Block 27.
6. Total Area – 0.89 acres.
7. Tax Map/Grid – 33 / C-4.
8. Zoned: M-U-I, R-55 and R-18, within D-D-O Zone.
9. WSSC Grid – 209NE04.
10. Archived 2002 General Plan Tier – Developed.
11. Plan 2035 Growth Policy Area – Established Communities.

II. APPLICANT’S PROPOSAL

The applicant is requesting the approval of a conceptual site plan for the properties located at 7313 Baltimore Avenue, 4424 Hartwick Road and 7302 Yale Avenue, College Park, Maryland 20740. Specifically, and pursuant to Sections 27-548.26(b)(1)(B) and (b)(2)(C) of the Zoning Ordinance, this conceptual site plan is also being filed to rezone Lots 9, 10, 11 and 12 of the subject property from the R-55 Zone (Lots 9 and 10) and R-18 Zone (Lots 11 and 12) to the M-U-I Zone. (Please note that Parcel A is already in the M-U-I Zone. Consistent with the M-U-I Zone, the application envisions a mixed use development with residential and commercial uses that will be integrated into one building.

CSP-20002 is conceptually proposed to be developed with approximately 160-175 multifamily units, and 10,000-15,000 square feet of commercial/retail space.

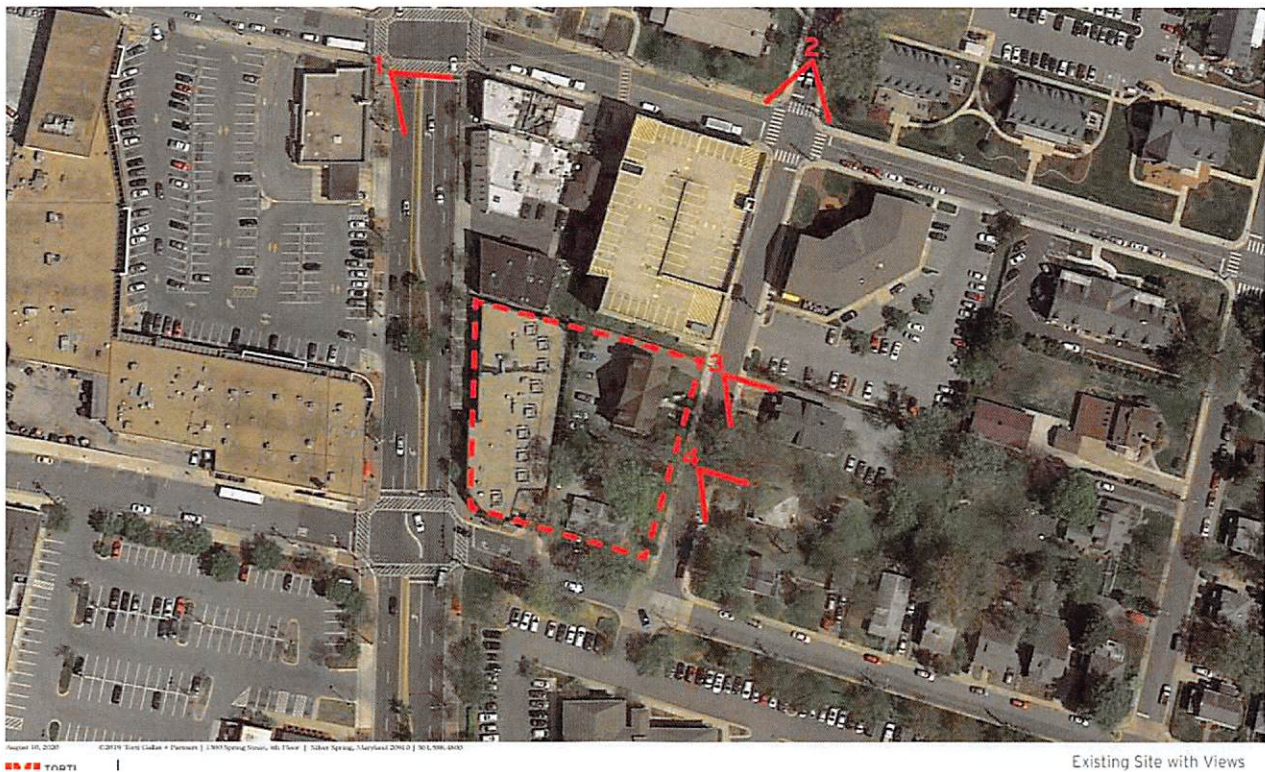
The proposed Development Summary for CSP-20002 is as follows:

	EXISTING	PROPOSED
Zone	M-U-I, R-55, R-18	M-U-I
Use(s)		Residential & Commercial/Retail
Acreage	0.89	0.89
Dwelling Units	11	Multifamily = 160-175
Lots	4	TBD
Parcels	1	TBD
Square Footage/GFA	13,242	+/-145,000-155,000

III. COMMUNITY

The subject property consists of approximately 0.89 acres of land in the M-U-I (Parcel A), R-55 (Lots 9 and 10) and R-18 (Lots 11 and 12) Zones, and is located in the northeast quadrant of the intersection of Baltimore Avenue (US 1) and Hartwick Road. The property is also located within the Development District Overlay Zone (“DDOZ”) of the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*.

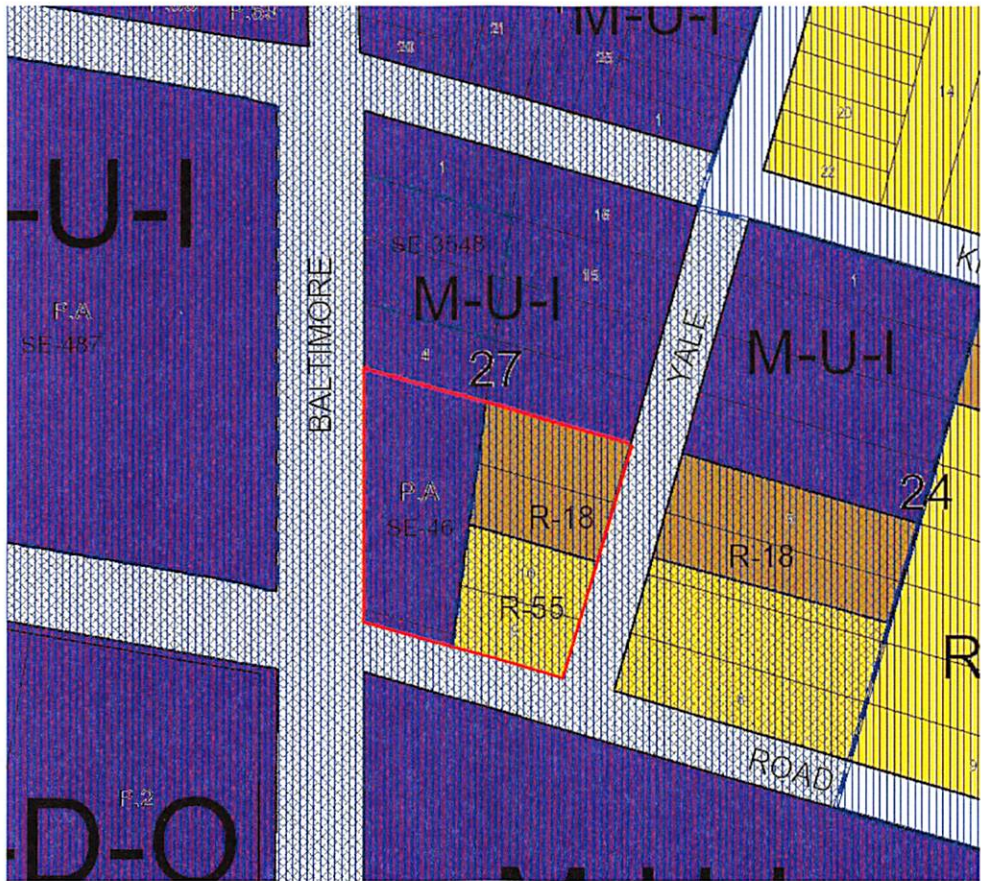
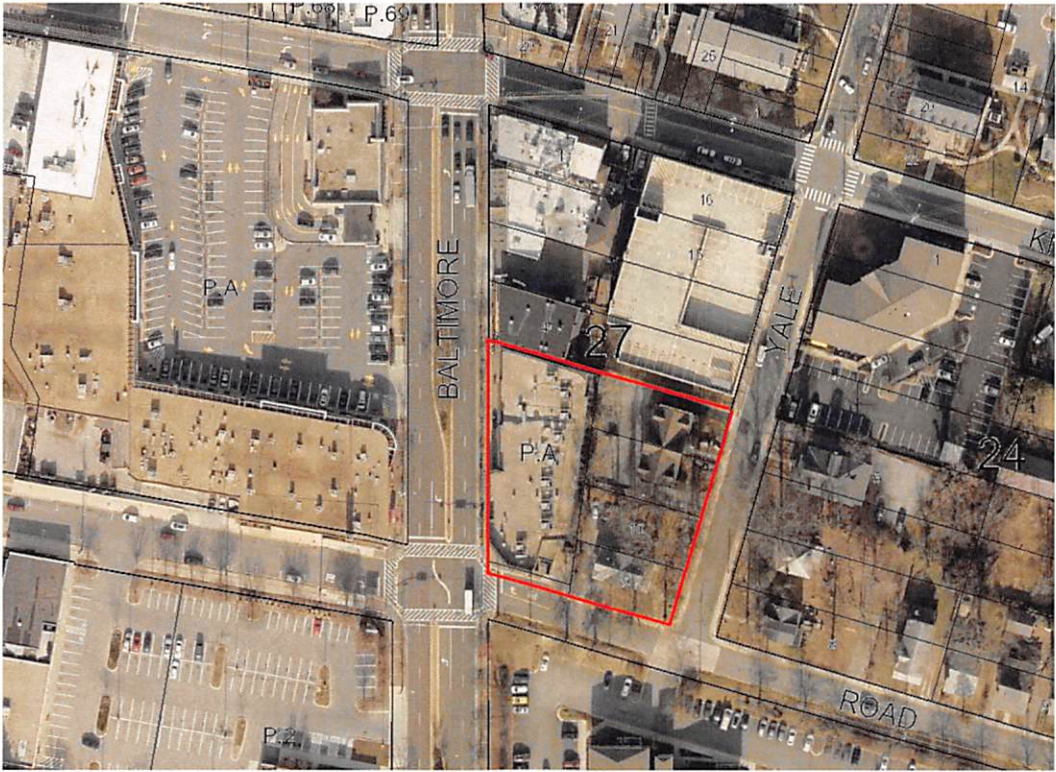
To the north of the subject property lies commercial uses and the College Park municipal parking garage all of which is in the M-U-I/DDO Zone. To the east, across Baltimore Avenue (US 1), is a shopping center with various commercial/retail uses in the M-U-I Zone. To the south, across Hartwick Road, is a commercial condominium office complex in the M-U-I Zone. To the east, across Yale Avenue are a single-family detached homes and multifamily residential in the R-55 and R-18 Zones and various commercial uses in the M-U-I Zone to the northwest.





Currently, the subject property is developed with a mix of uses consisting of commercial retail uses on Parcel A and multi-family residential uses on Lots 9 – 12. The applicant is seeking to rezone, vis-à-vis CSP-20002, Lots 9 – 12 to the M-U-I Zone, which will accommodate the ultimate redevelopment of the entire property to consolidate the current uses on the property into one – modern mixed use development that contemplates ground floor retail along Baltimore Avenue with multi-family residential development above. As described in greater detail below and depicted on the conceptual perspectives of the more detailed CSP, the applicant envisions a significant stepdown in elevation and change in architecture along the Yale Avenue side of the development. This design element is purposeful and responsive due to the change in character of the Yale Avenue frontage of being more residential in nature, and to be responsive to the character of the historic district further to the east.

The subject property is located in Planning Area 66, Councilmanic District 3, within the City of College Park. Parcel A was the subject of a Preliminary Plan of Subdivision (to wit: 4-02051) and a Detailed Site Plan (to wit: DSP-03008), and is recorded in Plat Book REP 198 at Page 29, and Lots 9 – 12 are recorded in Plat Book JWB 5 at Page 479. The property’s current zoning was retained in the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*, and the DDOZ was superimposed over the subject property.



IV. REQUEST FOR APPROVAL OF THE M-U-I ZONE

As previously indicated and depicted above, Parcel A is in the M-U-I Zone, Lots 9 and 10 are in the R-55 Zone, and Lots 11 and 12 are in the R-18 Zone. The entire property is within the DDOZ. Pursuant to Section 27-548.26(b)(1)(B), the applicant is requesting that Lots 9 – 12 be rezoned to the M-U-I Zone to accommodate the future redevelopment of the entire property by consolidating the current uses into one development scheme. Specifically, Section 27-548.26(b)(2)(C) allows an applicant to file a conceptual site plan that requests changes to the underlying zone. As stated above, the proposed rezoning of the subject property to the M-U-I Zone will not only balance out the subject property by placing the entire property in the M-U-I Zone, but it will also balance out the entire block in the M-U-I/DDO Zone. This will facilitate the future redevelopment of the subject property into one cohesive development scheme that promotes infill development instead of single uses on multiple lots. As conceptually re-envisioned, the subject property could facilitate development that includes approximately 160-175 multifamily units and 10,000-15,000 square feet of ground floor commercial/retail space. As required by the Sector Plan and the Zoning Ordinance, a future Detailed Site Plan would still need to be filed and approved prior to the issuance of any building permits. Indeed, Sections 27-548.25 and 27-548.26(b)(6) of the Zoning Ordinance, not to mention the applicability section of Sector Plan, mandate the same. Consequently, and to be clear, no actual development is proposed with CSP-20002; instead, the applicant seeks to utilize the ability to rezone Lots 9 – 12 to the M-U-I Zone within the DDOZ to accommodate the future redevelopment of the subject property as one cohesive development scheme. However, in so doing, the applicant has revised the CSP and perspective conceptual elevations to provide greater detail for the conceptual development to ensure review and any necessary guidelines are contemplated that reflect consistency with certain key development district standards (i.e., Building Form and Architecture) within the Walkable Node Character Area. The additional details are in direct response to work sessions with the City of College Park’s Planning Staff (hereinafter “City Planning Staff”).

Section 27-548.26(b)(2)(A) requires the applicant to show that the development proposed in the future could conform with the purposes and recommendations for the Development District, as stated in the Sector Plan. Section 27-546.16(b)(2) requires the applicant to show that the proposed rezoning and development will be compatible with existing or approved future development on adjacent properties. Pursuant to Section 27-546.16(b)(2) of the Zoning Ordinance, “the owner is required to meet all requirements in the Section and show that the proposed rezoning and development will be compatible with existing or approved future development on adjacent properties.” Sections 27-546.16(b) and subpart (b)(2) provides: “the M-U-I Zone may be approved on property which has proposed development subject to site plan review and is in . . . the Development District Overlay Zone . . . and that property in the D-D-O Zone may be reclassified from its underlying zone to the M-U-I Zone through the property owner application process in 27-548.26(b).” Additionally under Section 27-546.16(c), “the M-U-I Zone may be approved only on property which adjoins existing developed properties for 20% or more of its boundaries, adjoins property in the M-U-I Zone, or is recommended for mixed-use infill development in an approved Master Plan, Sector Plan, or other applicable plan. Adjoining development may be residential, commercial, industrial, or institutional but must have a density of at least 3.5 units per acre for residential or a floor area ratio of at least 0.15 for non-residential

development.” In conformance with the foregoing, the applicant has worked closely with the City Planning Staff, and, despite the fact that this application is for a conceptual site plan, has provided far more detailed plans that provide better detail in conformance with Sections 27-548.26(b)(2)(A) and 27-546.16(b)(2).

A. 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone:

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

The Central US 1 Corridor Sector Plan recommends two land uses across the subject property: Mixed Use Commercial along US 1 and Residential Medium along Yale Avenue (*see* Map 8 on page 59).



These land uses are described on page 57 of the Sector Plan. “Mixed-use commercial” land uses are “Properties that contain a mix of uses that are predominantly nonresidential on the ground floor, including commerce, office, institutional, civic, and recreational uses. These properties may include a residential component, but are primarily commercial in nature.” “Residential Medium” land uses are “Detached and attached dwelling units and associated areas with densities between

3 du/acre and 8 du/acre.” The proposed development of mixed commercial and residential uses is consistent with the mixed-use commercial land use, and although the density envisioned exceeds the residential medium land use, the applicant contends that the Sector Plan did not contemplate one cohesive development scheme vis-à-vis the assemblage of the subject property into one infill redevelopment pod. That said, given the recommendations of the Sector Plan for Lots 9 – 12, the applicant envisions to stepdown the development as it moves west to east and fronts on Yale Avenue.

Specifically, and in consultation with the City Planning Staff, the CSP has been revised to show greater detail of conformity. The building steps back from its property lines to achieve various goals. Along Baltimore Avenue, the setback allows for a wider sidewalk as well as a cycle track and planting beds. The right-of-way is significantly widened along Hartwick Road to a similar effect, while the setback from Yale Avenue mimics the residential setback in the adjacent neighborhood. The building also steps back from the north property line to create a discrete service alley accessible via Yale Avenue only. Moreover, the envisioned future redevelopment will facilitate the vision, goals, and policies of the applicable character of area for the subject property. To match the rhythm of the adjacent neighborhood and more successfully break down the larger building mass, the applicant chose to develop Concept Two from its original CSP proposal, which has three townhouse-style bays on the east façade. All building façades were purposefully developed through review of the Sector Plan development district standards for building form, massing, and architecture. To address compatibility with existing or approved future development on adjacent properties, the building was divided into four different architectural characters to further break down the massing and create a more human-scaled development. Differentiating façade types allows the building to discretely conform to the substantial grade changes present on the site, while also creating visual interest. Each envisioned façade character is composed of a base, a middle, and a top, and have various horizontal expression lines which articulate the component parts while also unifying the differing characters across the building. Retail and residential amenity spaces are envisioned to activate the pedestrian realm, especially the highly trafficked Baltimore Avenue frontage. The pedestrian experience along Yale Avenue benefits from the redesigned and increased amount of green space appropriate for the residential nature of the street. Due to existing topography, residential parking is predominantly submerged and is accessed through the newly conceptually created alley. Retail parking is envisioned to have a small entry along Hartwick Road. The applicant, as depicted in the more detailed conceptual site plan, adopts and envisions building material palette consistent with the neighborhood, which includes a mix of uses. Brick is the primary material along the Baltimore Avenue and Hartwick Road façades and composes the base of each façade type. Cementitious siding and panel suit the residential nature of the Yale Avenue façade. Depictions of this concept are attached below.

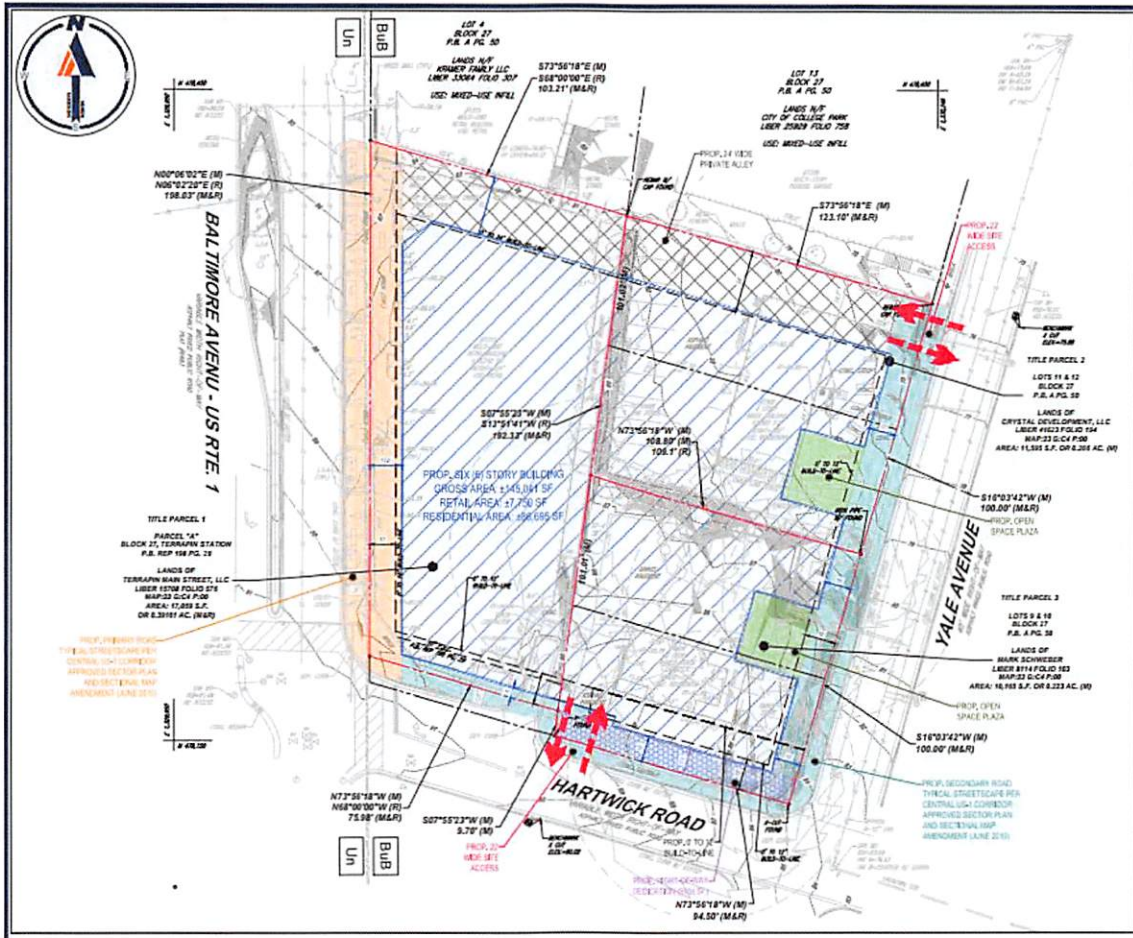




Despite the land use recommendation and current zoning, the entire property (including Lots 9 – 12) is located in the Downtown College Park District and within the Walkable Node (“WN”) Character Area of the Central US 1 Corridor Sector Plan. The WN character area “[c]onsists of higher-density mixed-use buildings that accommodate retail, offices, row houses, and apartments, with emphasis on nonresidential land uses, particularly on the ground level. It has

fairly small blocks with wide sidewalks and buildings set close to the frontages. New development in the walkable nodes is regulated in detail in these development district standards.”

The development district standards require ground-floor retail frontage and build-to-lines of zero feet along Baltimore Avenue (US 1) in this area. As indicated, in order to obtain a building permit, a DSP will be required, and at that time, the development will be reviewed even further for compliance with the applicable development district standards. Nevertheless, the CSP has been redesigned, as indicated above, to conceptually show how the development can comply with the applicable development district standards. This includes revisions to the CSP that provide sufficient spacing to accommodate the primary road and secondary road typical streetscapes.



B. Compliance with Sections 27-546.16(b)(2) and 27-548.26

Section 27-546.16(b)(2), Approval of the M-U-I Zone, of the Zoning Ordinance states the following:

- (2) Property in the D-D-O Zone may be reclassified from its underlying zone to the M-U-I Zone through the property owner application process in Section 27-548.26(b). In the review process, the owner shall

show that the proposed rezoning and development will be compatible with existing or approved future development on adjacent properties.

COMMENT: Section 27-548.26(b) specifies that the owner shall show, with a CSP, that the proposed development conforms with the purposes and recommendations for the development district, as stated in the master plan, master plan amendment, or sector plan, and that the case be reviewed by the District Council. A discussion of the subject CSP's conformance with the applicable sector plan is provided herein in Section V. Based on this extensive discussion, as well as the discussion above (to include the revised – and more detailed conceptual site plan filed in conjunction with this application), the applicant contends that the entire property should be placed in the M-U-I Zone, as the rezoning of Lots 9 – 12 to the M-U-I Zone would best conform with the purposes and recommendations for the development district, as stated in the sector plan. The second part of the above requirement requires the owner to show that the proposed rezoning and development will be compatible with existing or approved future development on adjacent properties. The property is adjacent to and abuts existing developed properties for 100% of its boundaries; is adjacent to property in the M-U-I Zone to the south and west; abuts property in the M-U-I Zone to the north; and, as it relates to Lots 9 – 12, abuts property in the M-U-I Zone to the west. Moreover, and as mentioned, being within the WN Character Area of the Sector Plan, the property is also recommended for mixed-use infill development in the Sector Plan in accordance with being placed in the DDOZ. The development generally conforms to the applicable site plan requirements, and a future DSP will be further required pursuant to Sections 27-548.25 and 27-548.26(b)(6) of the Zoning Ordinance prior to the issuance of permits. The DSP will continue to be subject to the applicable development district standards for the WN character area, including building heights, setbacks, parking and landscaping, regardless of the underlying zoning. Nevertheless, the applicant's team, in revising the CSP in response to comments received from the City Planning Staff, has conceptually designed a development that seeks to address the development district standards regarding building form, massing, and architecture. Rezoning the entirety of the property to the M-U-I Zone will be most harmonious and compatible with the existing and approved future development on the adjacent properties, as this is not only in keeping with the zoning pattern within the applicable block, but also within the remainder of the Downtown district. The applicant asserts that the revised plans further support this contention.

That is, to match the rhythm of the adjacent neighborhood and more successfully break down the larger building mass, the applicant chose to develop Concept Two from its original CSP proposal, which has three townhouse-style bays on the east façade. All building façades were purposefully developed through review of the Sector Plan development district standards for building form, massing, and architecture. To address compatibility with existing or approved future development on adjacent properties, the building was divided into four different architectural characters to further break down the massing and create a more human-scaled development. Differentiating façade types allows the building to discretely conform to the substantial grade changes present on the site, while also creating visual interest. Each envisioned façade character is composed of a base, a middle, and a top, and have various horizontal expression lines which articulate the component parts while also unifying the differing characters across the building. Retail and residential amenity spaces are envisioned to activate the pedestrian realm, especially the highly trafficked Baltimore Avenue frontage. The pedestrian experience along Yale Avenue benefits from the redesigned and increased amount of green space appropriate for the

residential nature of the street. Due to existing topography, residential parking is predominantly submerged and is accessed through the newly conceptually created alley. Retail parking is envisioned to have a small entry along Hartwick Road. The applicant, as depicted in the more detailed conceptual site plan, adopts and envisions building material palette consistent with the neighborhood, which includes a mix of uses. Brick is the primary material along the Baltimore Avenue and Hartwick Road façades and composes the base of each façade type. Cementitious siding and panel suit the residential nature of the Yale Avenue façade. Depictions of this concept are attached below.

Moreover, the goals, objectives, and purposes of the Sector Plan are closely related to the tools utilized to implement those recommendations, namely the M-U-I Zone and the Development District Overlay Zone. Section 27-548.20 states the purposes of the DDOZ, which include the following:

- (2) To provide flexibility within a regulatory framework to encourage innovative design solutions;**
- (4) To promote an appropriate mix of land uses;**
- (5) To encourage compact development;**
- (6) To encourage compatible development which complements and enhances the character of an area;**
- (7) To encourage pedestrian activity;**
- (9) To promote economic vitality and investment.**

The M-U-I Zone was created as a direct result of the Sector Plan process to implement the recommendations by permitting – by right – a mix of residential and commercial uses as infill development in areas that are already substantially developed. The specific purposes of the M-U-I Zone provided in Section 27-546.15(b) of the Zoning Ordinance include:

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

This CSP meets the criteria for approval of the M-U-I Zone as required in Section 27-546.16(c). That Section includes the following specific requirement:

- (c) Unless requested by a municipality or the Prince George's County Redevelopment Authority, the M-U-I Zone may be approved only on property which adjoins existing developed properties for twenty**

percent (20%) or more of its boundaries, adjoins property in the M-U-I Zone, or is recommended for mixed-use infill development in an approved Master Plan, Sector Plan, or other applicable plan. Adjoining development may be residential, commercial, industrial, or institutional but must have a density of at least 3.5 units per acre for residential or a floor area ratio of at least 0.15 for nonresidential development.

COMMENT: The property is adjacent to and abuts existing developed properties for 100% of its boundaries; it is adjacent to property in the M-U-I Zone to the south and west; abuts property in the in the M-U-I Zone to the north; and, as it relates to Lots 9 – 12, abuts property in the M-U-I Zone to the west. The adjoining development is a mix of uses that has a floor area ration that that exceeds 0.15 for nonresidential uses. The proposed mixed use development consisting of residential and commercial/retail uses totaling approximately 160-175 multifamily units, and 10,000-15,000 square feet of commercial/retail space is consistent with the M-U-I Zone and satisfies the intent and purposes of the M-U-I Zone and the Development District Overlay Zone, which will facilitate a mixed use infill development for this area. Further, the proposed rezoning will be compatible with existing or future development on adjacent properties, as required by the regulations of the M-U-I Zone.

In summary, the M-U-I Zone was specifically created to be flexible and permit the type of redevelopment on infill property that will likely be provided in the future. The purposes of the M-U-I Zone and DDOZ goals and policies of Plan 2035, and goals, visions, objectives, and purposes of the Sector Plan, all stress flexibility, innovation, and simplified review processes. The rezoning of Lots 9 – 12 to balance out the entire property in the M-U-I Zone would be consistent with the recommendations and purposes of the pertinent plans and zoning tools.

V. CRITERIA FOR APPROVAL OF A CONCEPTUAL SITE PLAN & DESIGN GUIDELINES

The following Sections of the Prince George’s County Zoning Ordinance are applicable to this application.

Section 27-276. Planning Board procedures.

(b) Required findings.

- (1) The Planning Board may approve a Conceptual Site Plan if it finds that the Plan represents a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make this finding, the Planning Board may disapprove the Plan.**

COMMENT: Based on the points and reasons provided herein, in addition to the evidence filed in conjunction with this application, the applicant contends that the CSP represents the most reasonable alternative for satisfying the site design guidelines (not to be confused with the

development district standards of the DDOZ) without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for the intended uses.

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

COMMENT: Not applicable. Terrapin House is not a Mixed-Use Planned Community, as that term is defined in Section 27-107.01(a)(151.1) of the Zoning Ordinance.

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

COMMENT: Not applicable. Terrapin House is not a Regional Urban Community as that term is defined in Section 27-107.01(a)(197.1) of the Zoning Ordinance.

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

COMMENT: CSP-20002 includes an approved Woodland Conservation Letter of Exemption, S-103-2020 as the property has no previous TCP approvals and is less than 40,000 square feet in size. In addition, an NRI has been submitted for review to the Environmental Planning Section.

Section 27-274. Design Guidelines

Generally, Section 27-274 provides design guidelines (not to be confused with the development district standards of the DDOZ, which supersedes) regarding parking, loading, and circulation; lighting; views; green area; site and streetscape amenities; grading; service areas; public spaces; and architecture. It is worth noting that every sub-part of Section 27-274(a) uses the word “should” when describing each of the guidelines. Thus, none of the design guidelines are mandatory; instead, they are as they appear, guidelines used to promote the purposes of the zone. Consequently, the Planning Board is authorized to approve a conceptual site plan so long as the plan promotes the development in accordance with the principles for the orderly, planned, efficient, and economic development contained in the Sector Plan; and explains the relationship among proposed and existing uses, illustrates approximate locations where buildings and other proposed improvements may be placed, and generally describes recreational facilities, building architecture, and street furniture to be used on the final plan. Ultimately, a future detailed site plan

will be filed that will show much more details and the Planning Board is authorized to approve said future detailed site plan so long as the plan represents a *reasonable alternative to satisfying the guidelines* – without requiring unreasonable costs or detracting substantially from the utility of the proposed development for its intended (and *permitted*) use. It should be noted, however, that although the applicant is providing a discussion on the general guidelines provided in Section 27-274, as mentioned previously, the subject property is within the DDOZ, which supersedes. Thus, the responses below try to balance the general guidelines against the specific DDOZ development district standards that control.

Generally, as guidelines, that applicant and its consultants, as much as practical, have designed the site in conformance with said guidelines, but due to not yet having a builder, is limited in the amount of detail that can be shown. As contemplated in Section 27-272, said detail and specificity at the time of conceptual site plan is not required; however, generally, the applicant has endeavored to satisfy the following design guidelines to the fullest extent practical:

- The parking lot has been designed to provide safe and efficient vehicular and pedestrian circulation within the site;
- Parking spaces have been designed to be located near the use that it serves;
- Parking aisles have been oriented and designed to minimize the number of parking lanes crossed by pedestrians;
- Plant materials will be added to the parking lot for the commercial use to avoid large expanses of pavement;
- The loading space will be located to avoid conflicts with vehicles or pedestrians;
- The loading area will be clearly marked and separated from parking areas;
- Light fixtures will be designed to enhance the site’s design character;
- Luminosity and location of exterior fixtures will enhance user safety and minimize vehicular /pedestrian conflicts;
- Lighting will be designed to enhance building entrances and pedestrian pathways;
- The pattern of light pooling will be directed to the site;
- The site complies with the Landscape Manual or seeks Alternative Compliance for any requirements that cannot be met by proposing landscaping that will be equal to or better than what would be required;
- Public amenities including outdoor seating, bike racks, benches, etc. will be proposed; and
- Building architecture and materials will be high quality and visually interesting.

Specifically, the applicant offers the following:

- (1) **General.**
 - (A) **The Plan should promote the purposes of the Conceptual Site Plan.**

COMMENT: The purposes of the Conceptual Site Plan are found in Sections 27-272 (b) and (c).

Section 27-272. Purpose of Conceptual Site Plans.

- (b) General purposes.**

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

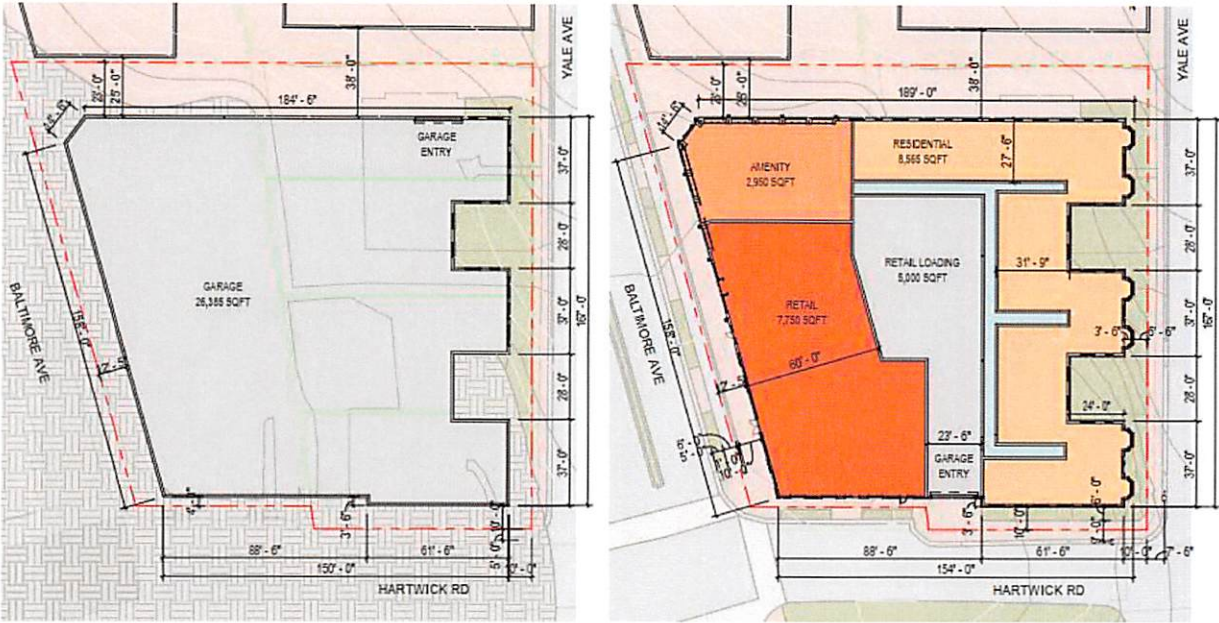
 - (A) To provide for development in accordance with the principles for the orderly, planned, efficient and economical development contained in the General Plan, Master Plan, or other approved plan;**
 - (B) To help fulfill the purposes of the zone in which the land is located;**
 - (C) To provide for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

- (c) Specific purposes.**

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

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

COMMENT: This Conceptual Site Plan will promote the purposes found in Section 27-281. Specifically, this plan helps to fulfill the purposes of the M-U-I Zone in which the subject property is located. A mixed use development consisting of a mix of residential units and commercial retail use(s) are permitted in the M-U-I Zone. The site plan gives an illustration as to the approximate location and delineation of all proposed buildings, parking, streets, green areas, and other similar physical features and land uses proposed for the site. These elements were designed (and recently revised) to show conceptually how the development can conform to the applicable development district standards.



In addition to the purposes set forth in Section 27-281, Section 27-274 further requires the Applicant demonstrate the following:

- (2) **Parking, loading, and circulation**
 - (A) **Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site.**
 - (B) **Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians.**
 - (C) **Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers.**

COMMENT: The DDOZ and development district standards include parking and parking access. The CSP has been revised to show conceptually how the development can conform to the applicable development district standards. Regarding parking, although access and circulation is detailed on the plan, since the final number of actual units and/or retail square footage is not yet finalized, the final parking ratio has not yet been determined. Nevertheless, the conceptual design anticipates sufficient parking to serve the development. Moreover, as the project moves through the DSP process, and is further refined, further review for conformance with the site design guidelines will continue. At this time, the applicant does not contemplate a modification to the development district standard.

- (3) **Lighting.**
 - (A) **For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the design character.**

COMMENT: The DDOZ and development district standards include lighting and signage. The conceptual design anticipates sufficient lighting to serve the development, and at this time, the applicant does not contemplate a modification to this development district standard, as lighting in envisioned to satisfy the development district standards.

(4) Views.

- (A) Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.**

COMMENT: The DDOZ and development district standards include building form, frontages, massing, stepback transitions and landscape buffers, and architecture elements. The conceptual design has been revised to show how the development can conform to these development district standards, and at this time, the applicant does not contemplate a modification to these development district standards.

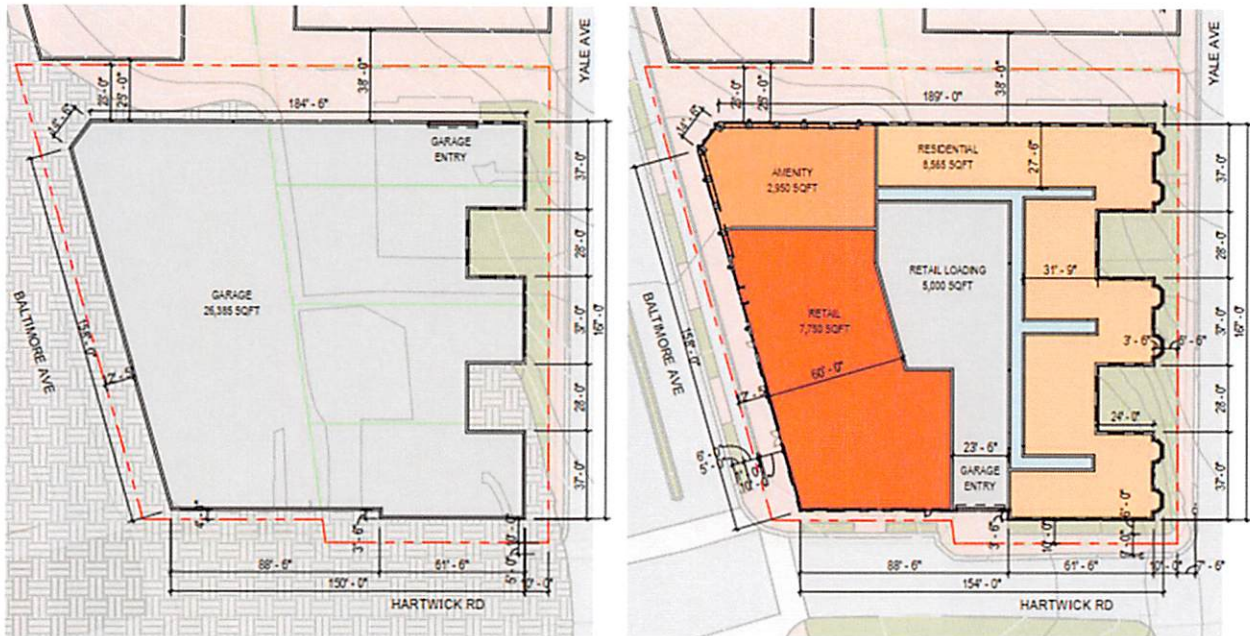
Specifically, to match the rhythm of the adjacent neighborhood and more successfully break down the larger building mass, the applicant chose to develop Concept Two from its original CSP proposal, which has three townhouse-style bays on the east façade. All building façades were purposefully developed through review of the Sector Plan development district standards for building form, massing, and architecture. To address compatibility with existing or approved future development on adjacent properties, the building was divided into four different architectural characters to further break down the massing and create a more human-scaled development. Differentiating façade types allows the building to discretely conform to the substantial grade changes present on the site, while also creating visual interest. Each envisioned façade character is composed of a base, a middle, and a top, and have various horizontal expression lines which articulate the component parts while also unifying the differing characters across the building. Retail and residential amenity spaces are envisioned to activate the pedestrian realm, especially the highly trafficked Baltimore Avenue frontage. The pedestrian experience along Yale Avenue benefits from the redesigned and increased amount of green space appropriate for the residential nature of the street. Due to existing topography, residential parking is predominantly submerged and is accessed through the newly conceptually created alley. Retail parking is envisioned to have a small entry along Hartwick Road. The applicant, as depicted in the more detailed conceptual site plan, adopts and envisions building material palette consistent with the neighborhood, which includes a mix of uses. Brick is the primary material along the Baltimore Avenue and Hartwick Road façades and composes the base of each façade type. Cementitious siding and panel suit the residential nature of the Yale Avenue façade. Depictions of this concept are attached below.

(5) Green Area.

- (A) On site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use.**

COMMENT: The DDOZ and development district standards include landscape buffers and sustainability elements. The pedestrian experience along Yale Avenue benefits from the

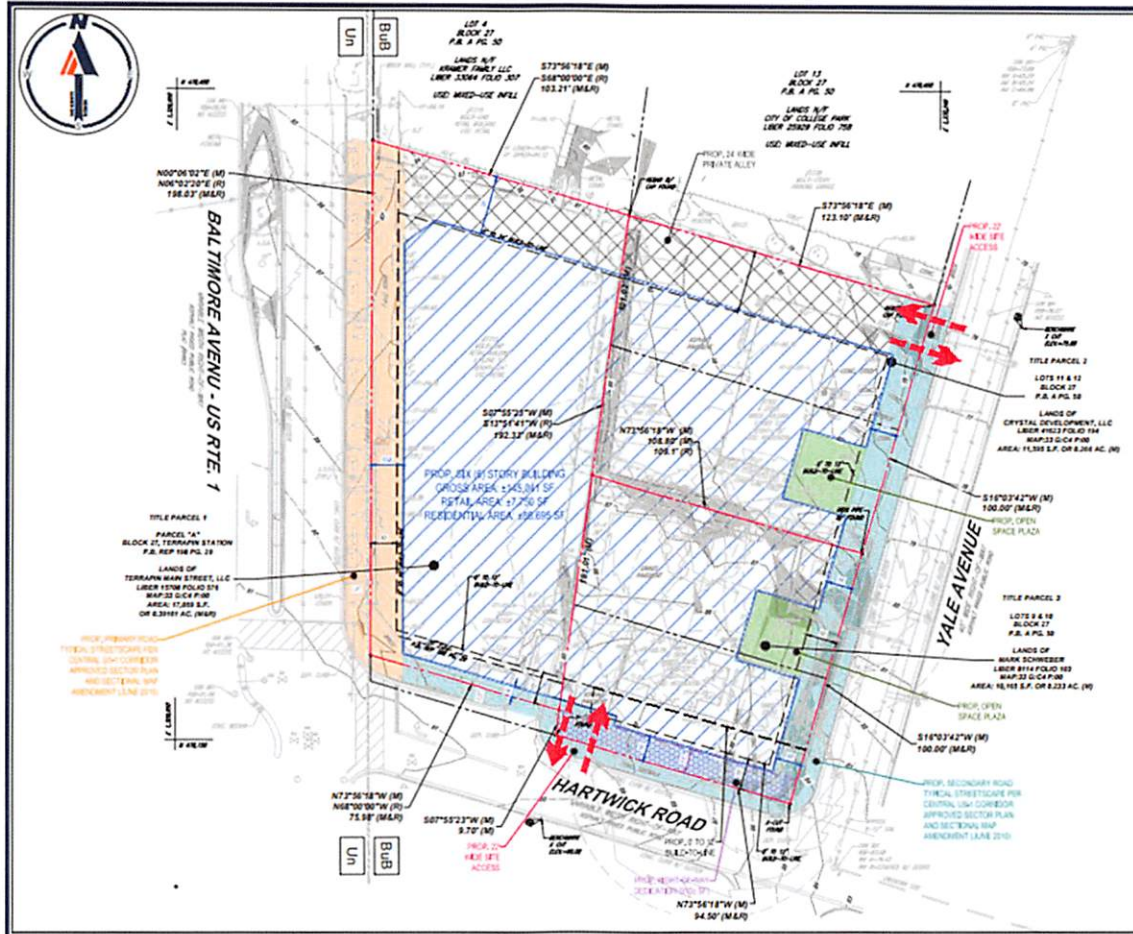
redesigned and increased amount of green space appropriate for the residential nature of the street. Open areas and “fingers” are envisioned to provide green areas and courtyard. Wide sidewalks along Baltimore Avenue and Hartwick Road seek to improve the pedestrian realm and accommodate a future cycle track along Baltimore Ave.



(6) **Site and streetscape amenities.**

- (A) **Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site.**

COMMENT: The DDOZ and development district standards include building form, frontages, massing, stepback transitions and landscape buffers, and architecture elements – to include streetscape amenities. The pedestrian experience along Yale Avenue benefits from the redesigned and increased amount of green space appropriate for the residential nature of the street. Due to existing topography, residential parking is predominantly submerged and is accessed through the newly conceptually created alley.



(7) Grading.

- (A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts.

COMMENT: This Conceptual Site Plan complies with the design guidelines outlined in sub-part (7). Any future grading and landscaping will help to soften the overall appearance of the improvements once constructed, while taking into account the applicable development district standards for the WN Character Area. To the fullest extent practical, all grading will be designed to minimize disruption to existing topography.

(8) Service Areas.

- (A) Service areas should be accessible, but unobtrusive.

COMMENT: The DDOZ and development district standards include service areas. Due to existing topography, residential parking is predominantly submerged and is accessed through the newly conceptually created alley. Retail parking is envisioned to have a small entry along Hartwick Road.

(9) Public Spaces.

- (A) **A public space system should be provided to enhance a large-scale commercial, mixed use, or multifamily development.**

COMMENT: The DDOZ and development district standards address building form, frontages, massing, stepback transitions and landscape buffers, and sidewalk and street amenities. As described above, the pedestrian experience along Yale Avenue benefits from the redesigned and increased amount of green space appropriate for the residential nature of the street. Due to existing topography, residential parking is predominantly submerged and is accessed through the newly conceptually created alley. Open areas and “fingers” are envisioned to provide green areas and courtyard. Wide sidewalks along Baltimore Avenue and Hartwick Road seek to improve the pedestrian realm and accommodate a future cycle track along Baltimore Ave.

(10) Architecture.

- (A) **When architectural considerations are references for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with unified, harmonious use of materials and styles.**
- (B) **The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.**
- (C) **These guidelines may be modified in accordance with section 27-277.**

COMMENT: The DDOZ and development district standards address building form, frontages, massing, and architecture elements. To match the rhythm of the adjacent neighborhood and more successfully break down the larger building mass, the applicant chose to develop Concept Two from its original CSP proposal, which has three townhouse-style bays on the east façade. All building façades were purposefully developed through review of the Sector Plan development district standards for building form, massing, and architecture. To address compatibility with existing or approved future development on adjacent properties, the building was divided into four different architectural characters to further break down the massing and create a more human-scaled development. Differentiating façade types allows the building to discretely conform to the substantial grade changes present on the site, while also creating visual interest. Each envisioned façade character is composed of a base, a middle, and a top, and have various horizontal expression lines which articulate the component parts while also unifying the differing characters across the building. Retail and residential amenity spaces are envisioned to activate the pedestrian realm, especially the highly trafficked Baltimore Avenue frontage. The pedestrian experience along Yale Avenue benefits from the redesigned and increased amount of green space appropriate for the residential nature of the street. Due to existing topography, residential parking is predominantly submerged and is accessed through the newly conceptually created alley. Retail parking is envisioned to have a small entry along Hartwick Road. The applicant, as depicted in the more detailed conceptual site plan, adopts and envisions building material palette consistent with the neighborhood, which includes a mix of uses. Brick is the primary material along the Baltimore Avenue and Hartwick Road façades and composes the base of each façade type. Cementitious siding and panel suit the residential nature of the Yale Avenue façade. Depictions of this concept


are attached below.

* The applicant has purposefully and at great additional cost, revised its CSP to provide greater details not only to adequately respond to certain requests for greater detail, but also to ensure that the requisite findings for approval can be made. To that end, the revised plans are not fully engineered nor have they been fully designed for mechanical, electrical, and plumbing (MEP) specifications. Those more technical designs will be provided at the time of detailed site plan. Accordingly, although the applicant, and its design team, have provided greater detailed conceptual design plans and have done so in a manner that seeks to adhere to the applicable development district standards, when the site is more fully engineered and designed with MEP, some possible modifications to development district standards may become necessary. Consequently, the applicant would like to reserve the ability, pursuant to Section 27-548.25(c), to possibly, if needed, modify the development district standards at the time of DSP.

VII. CONCLUSION

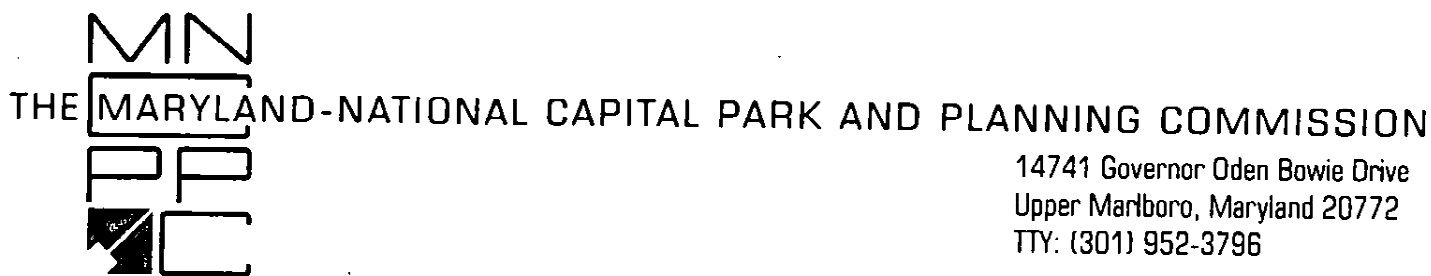
The applicant is seeking approval of this Conceptual Site Plan to rezone Lots 9 - 12 from the R-55 and R-18 Zones, respectively, to the M-U-I Zone. Based on the foregoing, as well as the the revised conceptual site plan package filed in conjunction with this application, and all evidence that has or will be submitted into the record, the applicant respectfully requests the approval of CSP-20002. This application, and the requests herein, are consistent with Section 27-548.26(b)(1)(B) of the Zoning Ordinance and the recommendations of the Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment, and should be approved.

Respectfully submitted,
MCNAMEE HOSEA

By: 
Matthew C. Tedesco, Esq.

Date: ~~August 12, 2020~~

February 4, 2021 (amended in response to SDRC and comments from City Planning Staff)



October 15, 2002

Mr. Richard Greenberg
Terripin Main Street LLC
4901 Fairmont Avenue, Suite 200
Bethesda, MD 20814

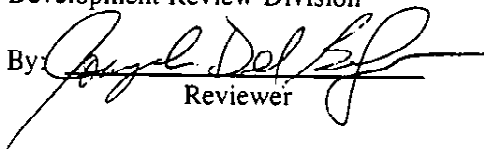
Re: Notification of Planning Board Action on
Preliminary Plan 4-02051
SUNOCO, ROUTE 1

Dear Applicant:

This is to advise you that on **October 10, 2002** the above-referenced Preliminary Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

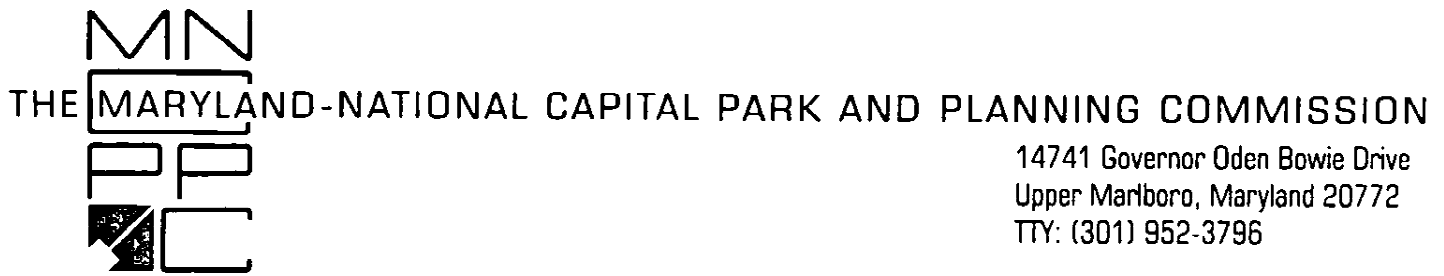
Pursuant to Article 28, Section 7-116(g) of the Maryland Annotated Code, an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) calendar days after the date of the final notice **October 15, 2002**.

Very truly yours,
Faroll Hamer
Development Review Division

By: 
Reviewer

c: Persons of Record

PGCPB No. 02-199



PGCPB No. 02-199

File No. 4-02051

R E S O L U T I O N

WHEREAS, Terripin Main Street, LLC is the owner of a .39-acre parcel of land known as Sunoco, Route One, Lots 5-8, Block 27, Record Plat A@ 50, Grid 22 C-4 said property being in the 21st Election District of Prince George's County, Maryland, and being zoned C-S-C; and

WHEREAS, on June 17, 2002, Terripin Main Street, LLC filed an application for approval of a Preliminary Subdivision Plan (Staff Exhibit #1) for 1 parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-02051 for Sunoco Route 1 was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on September 19, 2002, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

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

WHEREAS, on September 19, 2002, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Preliminary Plan of Subdivision 4-02051, Sunoco, Route One for Parcel A with the following conditions:

1. Prior to signature approval, the preliminary plan shall be revised
 - a. To show the correct zoning of the property as M-U-I, not C-S-C.
 - b. To show the correct water and sewer categories
 - c. To include the stormwater management concept plan approval number and date.
 - d. To graphically depict the required ten-foot-wide public utility easement along all public rights-of-way, unless waived by the appropriate utilities.
2. At the time of Detailed Site Plan, the plan shall address Design Standard S6 (C) from the College Park/ US 1 Sector Plan regarding afforestation.
3. At the time of Detailed Site Plan, the plan shall address Design Standard S7 from the College Park/ US 1 Sector Plan regarding stormwater management.
4. Prior to signature approval, the stormwater concept plan shall be approved and a copy of the approval letter shall be submitted for the file.

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5. At the time of Detailed Site Plan, the determination of the ultimate rights-of-way for Hartwick Road and US 1 shall be finalized.
6. At the time of Detailed Site plan:
 - a. Locate vehicular access from Hartwick Road, as far from Hartwick Road's intersection with Baltimore Avenue as possible.
 - b. Provide a pedestrian-activated signal and pedestrian crosswalk at the intersection of Baltimore Avenue and Hartwick Road if deemed appropriate by SHA.
7. No detailed site plan shall be approved by the Planning Board for the site until a parking district and fee-in-lieu for the waiver of parking spaces in downtown College Park is established. It is anticipated that as part of the detailed site plan approval, the City of College Park shall propose to be the entity that establishes the parking district and will propose the fee-in-lieu amount for the waiver of parking spaces in the district to be approved by the Planning Board as part of the detailed site plan.
8. The applicant shall request the dedication of any fee-in-lieu of providing stormwater management on site, as part of the stormwater concept plan to the Paint Branch restoration effort.
9. The applicant shall promptly comply with state and local regulations should any contaminated soils be encountered on site.

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

1. The subdivision, as modified, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.
2. The property is located on the east side of Baltimore Avenue (US 1) north of its intersection with Hartwick Road.

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3. Development Data Summary—

	EXISTING	PROPOSED
Zone(s)	M-U-I	M-U-I
Use(s)	Former Gas Station	Mixed Use Commercial
Acreage	0.39 acres	0.39 acres
Lots	4	0
Parcels	0	1
Square footage (GFA)	N/A	13,100

4. Environmental Issues—A review of the information available indicates that Marlboro clay, steep and severe slopes, 100-year floodplain, wetlands, or streams are not found to occur on this property. The site is located in the Paint Branch watershed, which is a tributary to the Anacostia River. The soils found to occur on this property, according to the Prince George's County Soil Survey, include the Elsinboro series. This series does not pose any problems for development. There are no rare, threatened, or endangered species located in the vicinity of this property based on information provided by the Maryland Department of Natural Resources–Natural Heritage Program. No historic or scenic roads are affected by this proposal. US 1 is a noise generator; however, the noise levels are low enough to not adversely impact the commercial use proposed. The proposed use is not anticipated to be a noise generator.

This site is exempt from the provisions of the Woodland Conservation Ordinance because it is less than 40,000 square feet in size and does not have a previously approved Tree Conservation Plan. A Tree Conservation Plan and Forest Stand Delineation are not required, however a Letter of Exemption from the Woodland Conservation must be submitted at the time of permit issuance. The preliminary plan indicates that a Letter of Exemption from the Woodland Conservation was issued on July 11, 2001.

This site is within the Development District Overlay Zone for the College Park US 1 Corridor and is subject to site design requirements for tree cover and stormwater management. Design standard C in *S6 Trees, Plantings and Open Space* requires that afforestation be provided for a minimum of 10 percent of the gross site area. This coverage is measured by the amount of cover provided by a tree species in ten years. Street trees planted along abutting rights-of-way may be counted toward meeting this standard. Development of this property will require a Detailed Site Plan because it is within a Development District Overlay Zone. As part of the Detailed Site Plan submission, the site plan must indicate how this requirement will be met. At the time of Detailed Site Plan, the plan will need to address Design Standard S6 (C) from the College Park/ US 1 Sector Plan regarding afforestation.

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The preliminary plan indicates that stormwater management for this site will use existing and proposed facilities. Design standards A and B in *S7 Stormwater Management* require that low-impact development (LID) be used on all sites as either the primary or secondary method of collecting and/or treating stormwater. This section also stipulates that existing stormwater management facilities that will be used to meet stormwater management requirements must be retrofitted to the maximum extent possible to incorporate LID techniques. As part of the Detailed Site Plan submission, the site plan must indicate how this requirement will be met. At the time of Detailed Site Plan, the plan will need to address Design Standard S7 from the College Park/ US 1 Sector Plan regarding stormwater management.

The property is in water and sewer categories W-3 and S-3 and will be served by public systems. Note 4 on the preliminary plan indicates that the property is in W-1 and S-1. As there are no such categories, the preliminary plan must be revised to show the correct water and sewer categories.

5. Community Planning—The 2002 General Plan places this property in the Developed Tier and within the Baltimore Avenue Corridor. The 2002 *College Park US 1 Corridor Sector Plan* recommends mixed-use retail, office, multifamily, uses of the property. The sector plan established level of service “E” as the acceptable standard for adequate transportation facilities in this sector plan area. The *College Park US 1 Corridor Sector Plan Sectional Map Amendment*, approved April 30, 2002, placed the property in the M-U-I Zone under a Development District Overlay Zone.

This proposed subdivision is in conformance with the *Approved College Park US 1 Corridor Sector Plan*, which recommends mixed-use redevelopment for this property. The plan of subdivision incorrectly notes that the property is in the C-S-C Zone with the M-U-I Zone overlay. The property is zoned M-U-I (Mixed-Use-Infill) and is subject to the Development District Overlay (DDO) Zone standards for the College Park US 1 Corridor Sector Plan.

6. Parks and Recreation—The proposal is exempt from the requirement of Section 24-134 of the Subdivision Regulations for mandatory park dedication because it is in a commercial zone and no dwelling units are proposed.
7. Trails—The *Adopted and Approved College Park/US 1 Corridor Sector Plan* recommends a master plan trail/bicycle facility along the entire length of US 1. The exact type of facility is currently under study by the State Highway Administration (SHA) and will likely involve continuous sidewalks and designated bicycle facilities. The existing 10-foot-wide sidewalk along the subject property’s frontage of US 1 accommodates pedestrians. Any additional improvements will be implemented by SHA on a corridor-wide basis.
8. Transportation—The subject property contains an existing gas station, and by approval of SE-46, the site can, by right, generate the amount of traffic generated by a gas station containing eight fueling positions. Given this right and the number of trips that would be generated by the proposed retail use, the transportation staff determined that the net of 41 trips during the PM

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peak hour would not warrant a request for a traffic study. As recent count data were available, there was no request for other traffic-related data either. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*.

Growth Policy—Service Level Standards

The subject property is located within the developed tier, as defined in the General Plan for Prince George's County. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level-of-service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better.

Unsignalized intersections: The *Highway Capacity Manual* procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

Staff would note that the site is within the area of the *College Park US 1 Corridor Sector Plan* and, therefore, is potentially subject to a revised adequacy test. This test can consider all intersections along the affected segment of US 1, and can consider a peak period average level of service rather than a peak hour level of service.

Staff Analysis of Traffic Impacts

There is no particular advantage to utilizing the peak period level of service suggested by the governing sector plan, nor is there an advantage to averaging levels of service among intersections in along this segment of US 1. Therefore, staff will base the traffic findings at the nearest signalized intersection at US 1 and Knox Road using conventional peak hour analysis techniques.

The transportation staff had available counts taken in November 2000. These counts indicate that the critical intersection operates at Level-of-Service (LOS) A, with a critical lane volume (CLV) of 796, during the AM peak hour. During the PM peak hour, the intersection operates at LOS A with a CLV of 987.

Staff could identify no approved but unbuilt developments in the vicinity of the subject site. Staff did consider a rate of traffic growth of 3.3 percent per year applied over three years. This is a very conservative estimate of growth given the fairly flat growth of average daily traffic along

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this section of US 1 during the past few years. With growth added, the critical intersection would operate as follows: AM peak hour – LOS A, with a CLV of 846; PM peak hour – LOS B, with a CLV of 1,049.

With the development of 13,100 square feet of retail space, the site would generate 48 AM and 157 PM peak hour vehicle trips. While the subject property can generate some trips by right because of its right to develop as a gas station, in reality the total trip generation – and not the net trip generation – must be considered since the gas station has been closed since 1998. The site was analyzed with the following trip distribution: 70 percent – north along US 1, 30 percent – south along US 1. Given this trip generation, and with the assumption that 60 percent of trips are really pass-by trips, staff has analyzed the impact of the proposal. With the site added, the critical intersection would operate as follows: AM peak hour – LOS A, with a CLV of 851; PM peak hour – LOS B, with a CLV of 1,118.

Given these analyses, staff finds that the nearest critical intersection would operate acceptably.

Plan Comments

US 1 is a major collector with a maximum prescribed right-of-way of 110 feet, or 55 feet from centerline, in accordance with the *College Park US 1 Corridor Sector Plan*. The existing right-of-way is 40 feet from centerline. However, the sector plan recognizes that the State Highway Administration (SHA) is studying proposed improvements to this portion of US 1. As the typical section in this area has general agreement between SHA and the city, in this matter the planning staff defers to SHA to make a final determination of the required right-of-way dedication along US 1.

The table in Section 27-462, which defines setbacks for commercial zones, indicates that the standard right-of-way in front of a commercially zoned property is 70 feet, or 35 feet from centerline. Existing dedication along Hartwick Road of 30 feet from centerline leaves this property five feet short of the commercial standard. The zoning regulations exist primarily for determining required buffers, but the transportation staff can require additional right-of-way if deemed necessary by the operating agency. If the City of College Park does not determine a need for additional right-of-way, the existing dedication of 30 feet from centerline along Hartwick Road will be deemed acceptable. Otherwise, 35 feet from centerline will be needed.

Based on these findings, adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Prince George's County Code if the application is approved. Staff is recommending no conditions at this time.

- 9. Schools—The Growth Policy and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the *Adequate Public Facilities Regulations for Schools* (CR-23-2001 and CR-38-2002). The proposed subdivision is exempt from the APF test for schools because it is in a commercial zone and no dwellings are proposed.

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10. Fire and Rescue—The Growth Policy and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public fire and rescue facilities.
 - a. The existing fire engine service at College Park Fire Station, Company 12, located at 8115 Baltimore Avenue has a service response time of 0.99 minutes, which is within the 3.25- minute response time guideline.
 - b. The existing ambulance service at College Park Fire Station, Company 12, has a service response time of 0.99 minutes, which is within the 4.25-minute response time guideline.
 - c. The existing paramedic service at College Park Fire Station, Company 12, has a service response time of 0.99 minutes, which is within the 7.25-minute response time guideline.
 - d. The existing ladder truck service at Riverdale Fire Station, Company 7, located at 4714 Queensbury Road, has a service response time of 2.46 minutes, which is within the 4.25- minute response time guideline.

These findings are in conformance with the *Adopted and Approved Public Safety Master Plan 1990* and the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*. The proposed subdivision will be within the adequate coverage area of the nearest existing fire/rescue facilities for fire engine, ambulance, ladder truck, and paramedic services.

11. Police Facilities—The proposed development is within the service area for District I—Hyattsville. In accordance with Section 24-122.1(c) of the Subdivision Regulations, existing county police facilities will be adequate to serve the proposed US 1 Sunoco development.
12. Health Department—The following information is offered for the applicant's information. The Health Department notes that the property contains an abandoned petroleum hydrocarbon monitoring and recovery well, which is a leftover from the previous use as a gas station. This well is currently undergoing corrective action to remove the petroleum contamination. As grading occurs, the residual petroleum may be disturbed. Any impacted soils will need to be cleaned and handled in a manner consistent with state and local health regulations. Raze permits are required prior to demolition of any structure. Any hazardous materials must be removed and properly discarded.
13. Stormwater Management—The Department of Environmental Resources (DER), Development Services Division, is reviewing a stormwater management concept plan. The plan has not yet been approved. To ensure that development of this site does not result in on-site or downstream flooding, this concept plan must be approved prior to signature approval of the preliminary plan. Development must be in accordance with this approved plan.
14. Public Utility Easement—The preliminary plan does not show the required ten-foot-wide public utility easement. Prior to signature approval, this easement must be added to the plan.

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Page 8

11. Police Facilities—The proposed development is within the service area for District 1—Hyattsville. In accordance with Section 24-122.1(c) of the Subdivision Regulations, existing county police facilities will be adequate to serve the proposed US 1 Sunoco development.
12. Health Department—The following information is offered for the applicant's information. The Health Department notes that the property contains an abandoned petroleum hydrocarbon monitoring and recovery well, which is a leftover from the previous use as a gas station. This well is currently undergoing corrective action to remove the petroleum contamination. As grading occurs, the residual petroleum may be disturbed. Any impacted soils will need to be cleaned and handled in a manner consistent with state and local health regulations. Raze permits are required prior to demolition of any structure. Any hazardous materials must be removed and properly discarded.
13. Stormwater Management—The Department of Environmental Resources (DER), Development Services Division, is reviewing a stormwater management concept plan. The plan has not yet been approved. To ensure that development of this site does not result in on-site or downstream flooding, this concept plan must be approved prior to signature approval of the preliminary plan. Development must be in accordance with this approved plan.
14. Public Utility Easement—The preliminary plan does not show the required ten-foot-wide public utility easement. Prior to signature approval, this easement must be added to the plan.
15. Cemeteries—The applicant's engineer has certified that there are no cemeteries on the subject property.
16. City of College Park - At the hearing, the City of College Park presented its recommendation of approval with conditions. The City's conditions have been incorporated into the Planning Board approval of this preliminary plan; in some cases, the conditions have been slightly modified. The City recommended that no detailed site plan should be filed until such time as a parking district or fee-in-lieu was established by the City. The Planning Board will require that no detailed site plan shall be approved until the parking district is established. Further, the City recommended that any fee-in-lieu of on-site stormwater management be required to be dedicated to the Paint Branch Restoration effort. Recognizing that the ultimate decision in this issue is the jurisdiction of the Department of Environmental Resources (DER), the Planning Board will require that the applicant request that DER dedicate any such funds to that effort.

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

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File No. 4-02051
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* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Lowe, seconded by Commissioner Brown, with Commissioners Lowe, Brown, Eley and Hewlett voting in favor of the motion, and with Commissioner Scott absent at its regular meeting held on Thursday, September 19, 2002, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 10th day of October 2002.

Trudye Morgan Johnson
Executive Director

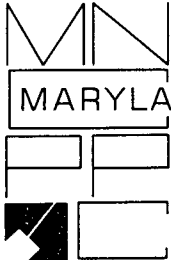
Frances J. Guertin
By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:JD:rmk

APPROVED AS TO LEGAL SUFFICIENCY.

George Johnson
M-NCPA Legal Department

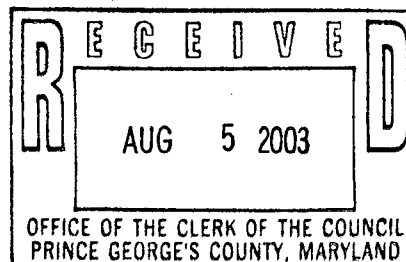
Date 10/9/02

**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (310) 952-3796

August 5, 2003

Richard Greenberg
Terrapin Main Street, LLC
C/O The Greenberg Companies
4901 Fairmont Avenue
Suite 200
Bethesda, MD 20814



Re: Notification of Planning Board Action on
Detailed Site Plan DSP-03008
TERRAPIN STATION

Dear Applicant:

This is to advise you that on **July 31, 2003** the above-referenced Detailed Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Section 27-290, the Planning Board's decision will become final 30 calendar days after the date of the final notice **August 5, 2003** of the Planning Board's decision unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or any Person of Record in the case; or
2. Within the 30 days (or other period specified by Section 27-291), the District Council decides, on its own motion, to review the action of the Planning Board.

(You should be aware that you will have to reactivate any permits pending the outcome of this case. If the approved plans differ from the ones originally submitted with your permit, you are required to amend the permit by submitting copies of the approved plans. For information regarding reactivating permits, you should call the County's Permit Office at 301-883-5784.)

Please direct any future communication or inquiries regarding this matter to Ms. Redis C. Floyd, Clerk of the Council, at the above address.

Very truly yours,
Faroll Hamer
Development Review Division

By: 

Reviewer

c: Redis C. Floyd, Clerk to the County Council
Persons of Record

PGCPB No. 03-163



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
 Upper Marlboro, Maryland 20772
 TTY: (301) 952-3796

PGCPB No. 03-163

File No. DSP-03008

RESOLUTION

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on July 24, 2003, regarding Detailed Site Plan DSP-03008 for Terrapin Station (Sunoco Gas Station), the Planning Board finds:

- The detailed site plan is for Terrapin Station, a proposed one-story retail development consisting of 13,153 square feet on a 0.39-acre site in the M-U-I Zone. The site, which was formerly a Sunoco gas station, is now vacant and is located on the east side of US 1 at the intersection with Hartwick Road, in the City of College Park. The site is also located in Subarea 1c (Town Center) of the *Approved College Park US 1 Corridor Sector Plan* where Detailed Site Plan review is required in accordance with the Development District Overlay Zone (DDOZ). A Preliminary Plan of Subdivision (4-02051) was approved for the site by the Prince George's County Planning Board on September 19, 2002.

The surrounding uses are as follows: The site is bounded to the west by US 1 and to the south by Hartwick Road. Across US 1 is the College Park Shopping Center and across Hartwick Road is an existing office. To the north is existing commercial development in the M-U-I Zone. To the east is existing residential development in the R-18 Zone (apartments) and R-55 Zone (one single-family detached lot). The site is approximately 1,800 feet south of the main entrance to the University of Maryland.

- Site data for the Detailed Site Plan is as follows:

	EXISTING	PROPOSED
Zone(s)	M-U-I	M-U-I
Use(s)	Vacant	Retail
Acreage	0.39	0.39
Lots	0	0
Parcel	1	1
Square Footage/GFA	0	13,153 SF
Dwelling Units:	0	0

Minimum Parking Spaces Required (estimated):

Use	Requirement
Retail (13,153 sf)	1sp/150 sf of first 3,000 sf + 1sp/200 sf above 3,000 sf (Reduce by 10 percent as required by sector plan) 64 spaces
Parking Provided:**	0 spaces

******(Applicant requests modification to parking requirements. See Finding 7 below for discussion.)

Required Findings:

3. Section 27-548.25(a) of the Zoning Ordinance requires that a Detailed Site Plan be approved by the Planning Board in accordance with Part 3, Division 9 of the Zoning Ordinance. The detailed site plan submitted has been reviewed in accordance with those provisions and it can be found that the plan represents a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
4. Section 27-548.25(b) requires that the Planning Board find that the site plan meets applicable Development District Standards. In general, the detailed site plan meets the applicable Development District Standards. If the applicant intends to deviate from the Development District Standards, the Planning Board must find that the alternative Development District Standards will benefit the development and the Development District and will not substantially impair implementation of the Sector Plan.

The Development District Standards are organized into three categories: Public Areas; Site Design; and Building Design.

Public Areas:

P.3. Street Furniture

The applicant has not requested a modification to this standard. The applicant is working with the City of College Park to select appropriate street furniture for the site. The city has recommended a condition that has been incorporated into the Recommendation Section for street furniture to be used on the site.

P.4.F. Street Trees

The minimum planting area for street trees shall be six feet in width, eight feet in length, and four feet deep. Wherever possible, the tree planting areas below the sidewalk paving should be connected so that the root zone space for trees can be shared.

The applicant has not requested a modification to this standard. In this case, there are four existing shade trees in substandard tree pits of four feet in width by four feet in length along US 1. It is unknown if the tree planting areas below the sidewalks are connected. The two new trees to be provided along US 1 have not been provided an adequate tree planting area. The applicant should revise the plan to provide the required tree planting area for all trees along US 1. Since the sidewalk is brick, it should not be difficult to increase the size of the existing tree pits to the required dimension of six feet in width by eight feet in length. Planting details should be provided for the new trees that meet these requirements.

P.5. Lighting

The applicant has not requested a modification to this standard. The applicant is working with the City of College Park to select appropriate lighting for the site. The city has recommended a condition that has been incorporated into the Recommendation Section for street lighting to be used on the site.

P6.A. Utilities

All new development within the development district shall place utility lines underground. Utilities shall include, but are not limited to, electric, natural gas, fiber optics, cable television, telephone, water and sewer.

The applicant requests to modify the above standard by bringing the utility lines to the rear of the site rather than placing another pole along US 1. The plans show three utility poles on the site—one pole on the south side of the site at the intersection of US 1 and Hartwick Road and the other two utility poles on the north side of the site in the sidewalk, approximately 11 feet from the property line and in the northeast corner of the site. The applicant's engineer has indicated that the two poles on the north end of the site will be removed as they only serviced the subject site and are no longer needed. The utility pole on the south side of the site will be either relocated to the rear of the property along Hartwick Road or may not be needed at all if PEPCO allows the lines to be in a conduit under Hartwick Road. However, the site plan currently shows the existing utility lines as not being removed. The plans should be revised to indicate that the two utility poles on the north end of the site will be removed and the utility pole on the south side of the site will be either relocated or removed if PEPCO allows the utilities in conduit under Hartwick Road. Other utilities will be underground, such as water and sewer. Staff is of the opinion that since the applicant has indicated that no utility lines will be placed along US 1, and if the above condition is imposed, the alternative Development District Standard will benefit the development and the Development District and will not substantially impair implementation of the sector plan.

Site Design:

S2.X. Parking Areas

To encourage the construction of off-street structured parking facilities in the main street and town center (areas 1 and 3) and to promote economic development, the Planning Board during the site plan review process or the Planning Department during a permit review process may waive the minimum off-street parking requirements provided that:

1. A Parking District is established for the area in accordance with requirements of Subtitle 2, Division 27, Sections 2-399 to 2-413 of the Prince George's County Code.
2. The applicant agrees to pay a fee-in-lieu for the required number of off-street parking spaces that are to be waived and/or a special assessment as defined by the Parking District.

The applicant has requested to deviate from the above standard. For a discussion of this issue, see Finding 7 below.

S3.B. Building Siting and Setbacks

A front build-to line between 12 inches and 12 feet from the ultimate right-of-way shall be established for all buildings or storefronts which are located in the main street (3a and 3b) and town center (1a, 1b, 1c, 1d and 1e) subareas (see Table 16). The build-to line shall be compatible with all storefronts or buildings within an attached row or a group of buildings in a block. The Commercial and Industrial Landscape Strip requirements (Section 4.2) of the *Landscape Manual* shall not apply. See Type I Street Edge.

The applicant requests to modify the above standard and contends that "in this case, the 110-foot ultimate right-of-way line cuts well into the site and would prevent the proposed building from lining up with the existing buildings that are in a group on the block. State Highway Administration at the time of Preliminary Plan (4-02051) did not request dedication. Therefore, pursuant to Section 27-259(a)(2)(B), building permits may be issued to build within the ultimate right-of-way without Council authorization. The building will be set back 1 to 11 feet from the existing right-of-way line which will allow the proposed buildings to line up with the other buildings on the block as envisioned by the Sector Plan." Additionally, staff notes that the State Highway Administration, in a memorandum dated March 13, 2003 (Bailey to Wagner) "agrees with the site plan showing the removal of the existing entrance along US 1 and the upgrade of the frontage with streetscape enhancements." SHA indicated no objection to the proposed building being located in the ultimate right-of-way but noted that "the proposed improvements along the property fronting US 1 are subject to SHA requirements" and that "a permit issued by SHA must be obtained for work performed within the state right-of-way, prior to issuance of building permits."

Staff is of the opinion that the alternative Development District Standard will benefit the development and the Development District and will not substantially impair implementation of the sector plan.

S4.E. Buffers and Screening

The bufferyard requirements within the development district may be reduced to facilitate a compact form of development compatible with the urban character of the US 1 corridor. The minimum bufferyard requirements (landscape yard) for incompatible uses in the *Landscape Manual* (Section 4.7) may be reduced by 50 percent. The plant units required per 100 linear feet of property line or right-of-way shall also be reduced by 50 percent. Alternative Compliance shall not be required for these reductions.

The applicant has requested to deviate from the standards along the eastern property line adjacent to existing residential development.

Based on the above requirements, a "C" bufferyard, reduced by 50 percent, is required. Therefore, a 15-foot-wide landscape bufferyard is required. The applicant proposes a building that encompasses most of the site. The site is small (0.39 acre) and in the northeast corner of the site, adjacent to the residentially zoned property, there is a significant grade drop of approximately six feet. The previous gas station use constructed a retaining wall in this location that will be utilized by the applicant as part of the foundation for the building. A six-foot-wide elevated steel grate walkway will be provided along the back of the building providing access to the retail units, leaving only two feet of planting area. The applicant had provided a board-on-board fence originally to act as a screening device, but staff requested something more substantial and permanent. In response to that request, the applicant's architect designed a screen wall that is attached to the steel grate walkway and also to the building consisting of a two-inch by two-inch steel framework on four-inch by four-inch steel posts with vinyl-coated wire mesh infills that will support evergreen vines to provide a year-round evergreen screen. Additionally, staff recommends that the back of the building be split-faced block, colors to match the brick color of the building, to provide an attractive appearance of the building since the vines will take some time to establish on the fence. Staff notes that under B.3.A. Architectural Features, smooth-faced concrete masonry units are not permitted and the applicant has not requested to deviate from this standard. The alternative Development District Standard, with the modification mentioned above, will benefit the development and the Development District and will not substantially impair implementation of the sector plan.

B3. Architectural Features:

The applicant has not requested a modification to these standards. In general, the architecture is in conformance with all building design requirements under Architectural Features. The building has been designed with high-quality materials consisting of brick and synthetic stucco (EIFS). Windows and doors have been attractively designed to enhance the design character of the

building's exterior appearance. The City of College Park has recommended a condition that the EIFS material be replaced by brick on the front facades of the building and the applicant has agreed to that condition. Furthermore, as mentioned above, the smooth-faced block on the rear elevation is prohibited and should be replaced with split-faced block.

B6.F. Building Services

Dumpsters shall be enclosed with a continuous solid, opaque masonry wall or other opaque screening treatment. Buildings should consolidate their garbage storage needs in a single, central location away from public view.

The site plan meets this standard. The applicant has provided a trash dumpster that is completely enclosed by a brick enclosure with ornamental steel gates. The loading space that serves the dumpster will also be screened by a six-foot-high brick wall and landscaping. The brick wall steps down to 48 inches behind Tenant 'B' space. The brick wall in this location should remain at six feet high to be consistent with the other wall and the screen fence.

Location of Loading Space

The applicant has requested a departure from Section 27-579(b) of the Zoning Ordinance with regard to the location of loading spaces adjacent to residentially zoned property. The Zoning Ordinance requires a 50-foot setback to loading space and access to loading. In this instance, Section 27-548.25(e) states that if a use would normally require a variance or departure, separate application shall not be required, but the Planning Board shall find in its approval of the site plan that the variance or departure conforms to all applicable Development District Standards. The site plan shows one loading space at the rear of the property off Hartwick Road. Condition 6.a. of the Preliminary Plan (4-02051) requires that vehicular access to the site from Hartwick Road be located as far from Hartwick Road's intersection with Baltimore Avenue as possible. The site plan meets the requirement of the Preliminary Plan, but does not meet the 50-foot setback requirement. The loading space is approximately four feet from the residential property, but will be screened with a six-foot-high brick wall and landscaping. The applicant contends that "to comply with this Section of the Zoning Ordinance would require that the loading space be located along the US Route 1 frontage." Staff notes that the site is irregularly shaped and that the property frontage along Hartwick Road is only 75 feet. Staff is of the opinion that the brick wall and landscaping will provide sufficient screening and that the departure conforms to all applicable Development District Standards.

B.5. Signs (Attached to a Building or Canopy)

The detailed site plan is in conformance with the design standards for signage for the project. A signage plan has been provided by the applicant that incorporates the standards of the Sector Plan. Signage is proposed to be located on the surface of the parapet wall above the tenant's respective storefront. Total sign areas are to comply with the Prince George's County Zoning Ordinance, including restrictions based on frontage. Lettering and logos are to comply with the Design

Standards outlined in the Sector Plan.

5. The detailed site plan is in compliance with Preliminary Plan of Subdivision 4-02031 and all applicable conditions of approval. The following conditions warrant discussion:

- 5. At the time of Detailed Site Plan, the determination of the ultimate rights of way for Hartwick Road and US 1 shall be finalized.**

The ultimate right-of-way for US 1 has been correctly shown on the Detailed Site Plan. The City of College Park, by letter dated July 3, 2003 (Schum to Wagner), has indicated that "the City has no intentions of widening Hartwick Road." Therefore, the right-of-way for Hartwick Road is correctly shown on the Detailed Site Plan.

- 7. No detailed site plan shall be approved by the Planning Board for the site until a parking district and fee-in-lieu for the waiver of parking spaces in downtown College Park is established. It is anticipated that as part of the detailed site plan approval, the City of College Park shall propose to be the entity that establishes the parking district and will propose the fee-in-lieu amount for the waiver of parking spaces in the district to be approved by the Planning Board as part of the detailed site plan.**

See Finding 7 below for discussion of this condition.

Referrals

6. In a memorandum dated March 25, 2003 (Metzger to Wagner), the Environmental Planning Section offered the following comments:

This site was previously reviewed by the Environmental Planning Section in 2002 as a Preliminary Plan of Subdivision (4-02051). This application seeks the approval of a Detailed Site Plan to establish a mixed-use commercial retail building, to be located in an M-U-I Zone.

The subject property has an approved conceptual stormdrain plan, CSD 40136-2002-00, that expires on December 9, 2005. A Standard Letter of Exemption from the Woodland Conservation Ordinance was issued by the Environmental Planning Section, Countywide Planning Division, on June 4, 2002, which expires on June 4, 2004.

Site Description

The 0.39-acre site is located at the intersection of Hartwick Road and US 1 and is entirely developed. A review of the information available indicates that Marlboro clay, steep and severe slopes, 100-year floodplain, wetlands, or streams are not found to occur on this property. The site is located in the Paint Branch watershed, which is a tributary to the Anacostia River. The soils found to occur on this property, according to the Prince George's County Soil Survey, include the Elsinboro series. This series does not pose any problems for development. There are no rare,

threatened, or endangered species located in the vicinity of this property based on information provided by the Maryland Department of Natural Resources–Natural Heritage Program. No historic or scenic roads are affected by this proposal. The sewer and water service categories are S-3 and W-3. US 1 is a noise generator; however, the noise levels are low enough not to impact adversely the commercial use proposed. The proposed use is not anticipated to be a noise generator. This property is in the Developed Tier as delineated on the approved General Plan.

Previous Approval Conditions

The property was the subject of Preliminary Plan 4-99067, Prince George's County Planning Board Resolution No. 02-199, and was approved on June 17, 2002. That resolution contains the following environmental conditions:

- “2. At the time of Detailed Site Plan, the plan shall address Design Standard S6(C) from the College Park/US 1 Sector Plan regarding afforestation.”

Comment: The plan does not adequately address this condition. See Environmental Review Section for comments.

- “3. At time of Detailed Site Plan, the plan shall address Design Standard S7 from the College Park/ US 1 Sector Plan regarding stormwater management.”

Comment: During the review of the preliminary plan the type of stormwater management facility to be constructed was not known. Design Standard S7 describes the use of low impact development techniques, retrofitting of existing stormwater management facilities, use of underground retention facilities and other design issues. The site has obtained a stormwater management waiver due to the existing site conditions. This design standard does not apply.

- “8. The applicant shall request the dedication of any fee-in-lieu of providing stormwater management on site, as part of the stormwater concept plan to the Paint Branch restoration effort.”

Comment: Stormwater management requirements have been waived by the Department of Environmental Resources on the subject property. A fee-in-lieu for on-site attenuation/quality control measures in the amount of \$5,650 was required. A note on the landscape plan (sheet LP-4) states: “A fee-in-lieu for the stormwater management has been approved by the Department of Environmental Resources (DER) for water quantity and water quality. The fee-in-lieu is \$5,650.00. This fee will be dedicated to the Paint Branch restoration effort as determined by DER conceptual stormwater management approval # 40136-2002-00.” This condition has been adequately addressed.

Environmental Review

This site is exempt from the provisions of the Woodland Conservation Ordinance because it is less than 40,000 square feet in size and does not have a previously approved Tree Conservation Plan. A Tree Conservation Plan and Forest Stand Delineation are not required. A Standard Letter of Exemption dated June 4, 2002, was issued by the Environmental Planning Section, Countywide Planning Division, in compliance with Woodland Conservation requirements.

Comment: No further action is required at this time with regard to the Woodland Conservation Ordinance requirements. The exemption letter must be submitted at time of permit application.

Development District Standards

This site is within the Development District Overlay Zone for the College Park US 1 Corridor and is subject to site design requirements for tree cover and stormwater management. Design standard C in S6. *Trees, Plantings and Open Space* requires that afforestation be provided for a minimum of ten percent of the gross site area. This coverage is measured by the amount of cover provided by a tree species in ten years. Street trees planted along abutting rights-of-way may be counted toward meeting this standard. The required tree cover credit for a site that is 17,059 square feet is 1,706 square feet.

Large shade trees have a ten-year tree canopy credit of 200 square feet for a two-inch caliper tree and 250 square feet for a three-inch caliper tree. The Urban Design Section notes that the plan provides for the appropriate credit of 250 square feet, multiplied by the six trees, resulting in an amount of credit of 1,500 square feet. The plan also provides four American hollies that have a credit of 100 square feet each for an additional 400 square feet, bringing the total tree cover credit to 1,900 square feet. However, the hollies have been planted in a four-foot-wide planting bed next to the loading space at less than four feet on center, a spacing that is too close. American hollies can become very large and will become a nuisance as they grow into the loading area. Staff recommends that smaller shrubs, such as 'Otto Luykens' cherry laurels be provided in the space adjacent to the loading area and that an additional shade tree be provided in the sidewalk along Hartwick Road. The additional shade tree would provide an additional 250 square feet of canopy credit for a total of 1,750 square feet, which meets the requirements.

The size of the proposed tree pits is questionable for the size of trees proposed to be planted. The opening on the pits is only 16 square feet, which only meets ten percent of the recommended size for large shade trees. The details on sheet SP-3 do not apply for the type of planting proposed and should be revised to show how the trees will be planted in tree pits. The Urban Design Section will address this issue further to ensure that the trees survive when planted.

(Note: See Finding 4 under Street Trees for a discussion of the above.)

In addition, the proposed placement of the overhead utilities lines has not been shown. The existing lines will conflict with the proposed buildings in their current location. This conflict

needs to be resolved and shown on the plan because it impacts the ability of the plan to meet the afforestation requirement.

Required Revisions: The landscape plan must be revised to meet the minimum afforestation requirement of ten percent, revise the size of the tree pits to ensure long-term survival of the trees, revise the detail sheet to show how the trees will be planted in tree pits, and show the proposed location of utility lines along US 1.

7. In a memorandum dated July 15, 2003 (Masog to Wagner), the Transportation Planning Section offered the following comments:

Review Comments

The site plan is acceptable, and it is consistent with the amount of development that was analyzed at the time of preliminary plan review. The subdivision was reviewed during 2002 and at that time, the Planning Board made findings of transportation adequacy. Those findings are still valid.

The plan correctly locates the needed ultimate rights-of-way along US 1 and Hartwick Road.

The key issue at this time concerns the need of the applicant to seek a waiver of all required parking spaces for this site. Given the size of the property and its location within downtown College Park, the request is not unusual. The *College Park US 1 Corridor Sector Plan and Sectional Map Amendment* anticipated requests of this nature by including parking requirements for all development within the Main Street and town center areas of the plan (the subject property is within the town center area). In order to encourage the development of off-street shared parking facilities, the plan allows the Planning Board to waive the minimum on-site parking requirements provided that three conditions are met:

1. A Parking District is established for the area in accordance with requirements of Subtitle 2, Division 27, Sections 2-399 to 2-413 of the Prince George's County Code.
2. The applicant agrees to pay a fee-in-lieu for the required number of off-street parking spaces that are to be waived and/or a special assessment as defined by the Parking District.
3. The developer has a written agreement with the university that student tenants in the building will be permitted to purchase parking permits to park on the University of Maryland campus under current student parking policy as such as may be changed from time to time.

The third requirement above does not apply, since the development proposed for this site does not include residential space for potential student tenants.

With regard to the first requirement above, the City of College Park has introduced the initial charter resolution to establish a parking district within the city's downtown area. The area covered

by this proposed parking district includes the subject site. The charter resolution will need to be followed by at least two additional ordinances in order to implement the parking district. The City of College Park has determined that a special assessment—and not a fee-in-lieu—is the appropriate means for participation for properties within the parking district. While the first requirement does indicate that the parking district be established at the time that parking requirements are waived, the primary reason for that timing is that the Planning Board—and not the City—has the authority to impose a fee-in-lieu; the required fee-in-lieu could not be known unless a parking district was actually established. Given the City of College Park's current intent to impose a special assessment instead of a fee-in-lieu, the Planning Board can consider the site plan because the city would have the authority to tax the site. Notwithstanding the above findings, if the city were to determine, as the details of the parking district are discussed, that a fee-in-lieu should become an element of the parking district, the need for the Planning Board to impose the needed fee-in-lieu could be a basis for reconsideration of the subject site plan.

Given that the applicant has indicated a willingness to pay either a fee-in-lieu or a special assessment, the second requirement above is met. To conclude, the requirements for waiver of the required on-site parking in the *College Park US 1 Corridor Sector Plan and Sectional Map Amendment* are met by the actions that have occurred to date.

The preliminary plan resolution includes Condition 7, which requires: "No detailed site plan shall be approved by the Planning Board for the site until a parking district and fee-in-lieu for the waiver of parking spaces in downtown College Park is established. It is anticipated that as part of the detailed site plan approval, the City of College Park shall propose to be the entity that establishes the parking district and will propose the fee-in-lieu amount for the waiver of parking spaces in the district to be approved by the Planning Board as part of the detailed site plan." The condition is met because the fee-in-lieu has indeed been determined to be zero—the City of College Park is pursuing the creation of a parking district based upon the use of a special assessment, not a fee-in-lieu.

In summary, the site plan is acceptable and consistent with prior underlying approved plans. The Transportation Planning Section currently supports the waiver of all required parking spaces, and is recommending no conditions at this time.

8. The City of College Park held a public hearing on the subject application on July 8, 2003, and voted to approve the site plan with nine conditions, which were agreed upon by the applicant. Those conditions have been incorporated into the recommendation section below.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Detailed Site Plan DSP-03008, subject to the following conditions:

1. Prior to certification of the Detailed Site Plan, the following revision shall be made:
 - a. The smooth-faced block on the rear elevation shall be replaced with split-faced block.
 - b. The 48-inch-high brick wall along the rear property line shall be revised to be six feet high.
 - c. The site plan shall be revised to provide the required tree planting area for all trees along US 1: six feet in width by eight feet in length. Planting details shall be provided for the new trees that meet these requirements.
 - d. Substitute 'Otto Luykens' cherry laurels in the space adjacent to the loading area for the four American hollies.
 - e. Provide an additional shade tree in the sidewalk along Hartwick Road.
 - f. The plans shall be revised to indicate that the two utility poles on the north end of the site will be removed and the utility pole on the south side of the site be either relocated or removed if PEPCO allows the utilities in conduit under Hartwick Road.
2. Signage shall be located on the surface of the parapet wall above the tenant's respective storefront. Total sign areas are to comply with the Prince George's County Zoning Ordinance, including restrictions based on frontage. Lettering and logos are to comply with the Design Standards outlined in the Sector Plan. Canopy and window signage is permitted in conformance with the Design Standards of the Sector Plan.
3. The subject property shall be part of a downtown parking district to be established by the City of College Park. The applicant agrees to pay a special assessment levied on property in the district for the construction, operation or maintenance of parking facilities.
4. Prior to the issuance of a certificate of occupancy permit for the first tenant, the College Park Parking District shall be established along with the special tax assessment amount. If such district and special tax assessment amount has not been established by the time of Certificate of Occupancy, then the Planning Director, in conjunction with the Prince George's Revenue Authority and the City of College Park shall establish a fee-in-lieu and the applicant shall pay such fee to the City of College Park prior to release of the Certificate of Occupancy permit for the first tenant. If in the future, a special tax assessment parking district is established, the fee-in-lieu shall be refunded or appropriate credits provided to the applicant.
5. The City of College Park desires to have a mix of retail and restaurant uses on the site. Thus, the property owner agrees that for one year from the date of the issuance of the building permit, it will keep 1,400 square feet available to maximize the opportunity to bring at least one non-restaurant tenant to the site. Once at least one non-restaurant tenant is secured or the one-year period expires, this condition shall be deemed to be fulfilled.

6. The parking data on the Site Plan shall be revised as follows:

1.0 space/150 square feet of the first 3,000 square feet GFA
1.0 space/200 square feet of the GFA above the first 3,000

Minimum spaces required=71 spaces—10 percent
(per US 1 Sector Plan)=64 spaces

Parking Spaces Provided=0 spaces

The base minimum number of spaces to be waived may increase if an eating or drinking establishment is located on the property as the number of spaces required would be calculated at 1.0 space/each 3 seats.

7. The Landscape Plan shall be revised to change the trumpet vine to an appropriate evergreen vine to provide a year round buffer from the adjacent residential property. The applicant shall work with the city horticulturalist to identify a suitable evergreen vine.
8. The Site Plan shall be revised to include the specific style and type of street furnishings, including pedestrian lighting fixtures, benches, and trash receptacles to be used on site, as selected by the city.
9. The payment of any fee-in-lieu of providing stormwater management on site, as part of the stormwater concept plan, shall be requested to be paid to the Paint Branch restoration effort.
10. Tenant use of the dumpster between the hours of 10:00 p.m. and 6:00 a.m. shall be prohibited.
11. The front facades of the building shall be all red brick.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Eley, seconded by Commissioner Scott, with Commissioners Eley, Scott and Hewlett voting in favor of the motion, with Commissioner Vaughns opposing the motion and with Commissioner Lowe absent at its regular meeting held on Thursday, July 24, 2003, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 31st day of July 2003.

Trudye Morgan Johnson
Executive Director

By *Frances J. Guertin*
Frances J. Guertin
Planning Board Administrator

TMJ:FJG:GW:rmk

APPROVED AS TO LEGAL SUFFICIENCY.

MAG

M-NCPPC Legal Department

Date:

7-28-03



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council
(301) 952-3600

November 25, 2013

**RE: DSP-11005 Yale House
College Park Investments, LLC, Applicant**

NOTICE OF FINAL DECISION OF THE DISTRICT COUNCIL

Pursuant to the provisions of Section 27-134 of the Zoning Ordinance of Prince George's County, Maryland requiring notice of decision of the District Council, you will find enclosed herewith a copy of the Council Order setting forth the action taken by the District Council in this case on November 18, 2013.

CERTIFICATE OF SERVICE

This is to certify that on November 25, 2013, this notice and attached Council Order were mailed, postage prepaid, to all persons of record.

A handwritten signature in cursive script that reads "Redis C. Floyd".

Redis C. Floyd
Clerk of the Council

File Copy

Case No. DSP-11005 Yale House

Applicant: College Park Investment, LLC

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

ORDER AFFIRMING PLANNING BOARD DECISION,
WITH CONDITIONS

IT IS HEREBY ORDERED, after review of the administrative record, that the decision of the Planning Board in PGCPB No. 13-91, to approve with conditions a detailed site plan to rezone the subject site from the Multifamily Medium-Density Residential (R-18) Zone to the M-U-I Zone and adding four dwelling units to the existing building without altering the exterior of the building, on a 0.25-acre site located on the western side of Yale Avenue, approximately 200 feet south of the intersection of Yale Avenue and Knox Road within the City of College Park, in Planning Area 66, Council District 1, in the Developed Tier, is:

AFFIRMED, as the basis for this action, the District Council adopts the findings and conclusions stated by the Planning Board in its Resolution, PGCPB No. 13-91, as its findings and conclusions in this case.

Affirmance of the Planning Board's decision is subject to the following conditions:

- A. Recommends APPROVAL of the rezoning request to rezone the subject site from the Multifamily Medium Density Residential (R-18) Zone to the M-U-I Zone.
- B. Recommends APPROVAL of the alternative development district standards for:
 1. BUILDING FORM—Character Area 5(a): Walkable Nodes (to allow the application to occupy only 60 percent frontage build-out at the build-to-line, and to have a 34-foot front yard setback, and side yard setbacks up to 14 and 22 feet).
 2. BUILDING FORM—Parking (to allow 1.2 parking spaces per unit and a total of 12 parking spaces on the site).

3. **BUILDING FORM—Parking Access** (to allow two existing accesses to the site directly off the primary frontage of the site that fronts on Yale Avenue).
4. **ARCHITECTURAL ELEMENTS—Façade and Shopfronts** (to allow no changes to the exterior elevations and to retain approximately ten percent of the area of the existing building façade to be covered by windows).
5. **STREET AND OPEN SPACE—Streetscape** (to allow a 41-foot-wide space between the curb and the existing building façade including an eight-foot-wide sidewalk adjacent to the curb).
6. **STREET AND OPEN SPACE—Streetscape, Amenities and Adequate Public Facilities** (to allow the applicant to provide no pedestrian and streetscape amenities in the public right-of-way).

C. Recommends APPROVAL of Detailed Site Plan DSP-11005, Yale House, subject to the following conditions:

1. Prior to certificate approval of this detailed site plan, the applicant shall:
 - a. Provide a list of regulations in the R-18 Zone and demonstrate the site's conformance to them on the site plan.
 - b. Provide a standard bicycle rack in the front yard of the site.
 - c. Revise the amendment request to the Street and Open-Space Streetscape standards to keep the existing space between the building façade and the curb.
 - d. Revise the plat reference on the drawing from "A-1237" to "A-50."
 - e. Provide a new Letter of Exemption from the requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO).
 - f. Revise the site plan to use reflective white arrows to clearly mark the on-site vehicular circulation pattern.

- g. Provide evidence that the DSP has satisfied the concerns enumerated herein of the City of College Park regarding floor plans and number and location of beds.
2. Prior to the issuance of use and occupancy permit, in accordance with the applicant's proffer, the applicant shall:
- a. Improve the sidewalk along the site's Yale Avenue frontage with the same material and pattern as the sidewalk of the adjacent property to the north.
 - b. Provide documentation indicating that the applicant will make every possible effort to achieve the LEED Silver or the equivalent green building certification.

Ordered this 18th day of November, 2013, by the following vote:

In Favor: Council Members Campos, Davis, Franklin, Harrison, Lehman, Olson, Patterson and Toles.

Opposed:

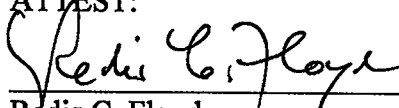
Abstained:

Absent: Council Member Turner.

Vote: 8-0

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND, SITTING AS THE DISTRICT COUNCIL FOR THAT PART OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT IN PRINCE GEORGE'S COUNTY, MARYLAND

By: 
 Andrea C. Harrison, Chair

ATTEST:

 Redis C. Floyd
 Clerk of the Council



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
 Upper Marlboro, Maryland 20772
 TTY: (301) 952-4366
 www.mncppc.org/pgco

PGCPB No. 13-91

File No. DSP-11005

RESOLUTION

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on July 18, 2013, regarding Detailed Site Plan DSP-11005 for Yale House, the Planning Board finds:

1. **Request:** The DSP application is for approval of rezoning the subject site from the Multifamily Medium-Density Residential (R-18) Zone to the M-U-I Zone and adding four dwelling units to the existing building without altering the exterior of the building.

2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	R-18/DDOZ	M-U-I/DDOZ
Use	Residential	Residential
Acreage	0.25	0.25
Parcel	1	1
Square Footage/GFA	5,760	9,280
Number of Dwelling Units	6	10
Of which 1 Bed Room Unit (3 Beds)	-	2
2 Bed Room Unit (3 Beds)	1	1
2 Bed Room Unit (4 Beds)	5	7

OTHER DEVELOPMENT DATA

Parking Requirements Per DDOZ Building Form- Parking

Uses	Parking Spaces
Multifamily Residential (10 Units, 1 parking space per residential dwelling unit in Walkable Nodes)	10

Parking Provided **12 spaces ***
 Of which existing surface parking spaces 12 spaces

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Handicapped spaces required	1 space
Handicapped spaces provided	2 spaces
Of which Van accessible space	1 space
Standard space	1 space

Note: * Those are existing parking spaces on the subject site. No new spaces are proposed in this DSP. No loading space is required for any multifamily residential development with less than 100 dwelling units in accordance with Section 27-582. The DDOZ standards of the June 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* contain no loading space requirements.

3. **Location:** This 0.25-acre site is located on the western side of Yale Avenue, approximately 200 feet south of the intersection of Yale Avenue and Knox Road within the City of College Park, in Planning Area 66 and Council District 1. The site is also located in the Downtown College Park Walkable Node Area of the June 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* where detailed site plan review is required for conformance with the Development District Overlay Zone (DDOZ) standards.
4. **Surrounding Uses:** The site is bounded on the east side by Yale Avenue; and across Yale Avenue further east are existing developments in the R-18 and the M-U-I Zones; on the west side by the properties in the M-U-I Zone, and further west is the right-of-way of Baltimore Avenue (also known as US 1); on the south by property in the R-55 (One-family Detached Residential) Zone; and on the north by a mixed-use development known as the City of College Park Public Parking Garage in the M-U-I Zone. The subject site and the properties in the immediate surroundings are also within the Central US 1 Corridor DDOZ designated by the June 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* and are subject to DDOZ development standards.
5. **Previous Approvals:** The site was zoned R-18 and was improved with a three-story, six-unit multifamily apartment building. The 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*, which was approved by the District Council on June 1, 2010 (CR-50-2010), retained the site in the R-18 Zone. The site also has an approved Stormwater Management Concept Plan 9883-2011-00, which will be valid through June 10, 2014.
6. **Design Features:** The subject site is a roughly rectangular property with one side fronting Yale Avenue. There are two existing entrances to the site from Yale Avenue. Currently the site is improved with a three-story, six-unit multifamily residential apartment building.

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The proposed development is mainly to expand the current structure internally without any expansion of footprint or height of the existing building. Specifically, the development consists of expansion of the attic and the basement to add four more units.

Attic

The two units to be located in the existing attic area do not require the installation of any new load bearing walls. The work in the attic area does not involve alteration of the structure, but is limited to adding insulation and partition of the attic to create the new units. In addition, the installation of the new attic units is graded as a new opportunity to meet and exceed the standards of Leadership in Energy and Environmental Design (LEED) under the rating system for New Construction and Major Renovations. Those items involved in creation of the new units in the attic include:

- New stairway access
- New hall and unit entryways- secured electronic access controlled (to match existing units)
- New HVAC unit and delivery system
- New interior walls, rooms, and
- New fixtures, finishes and furnishings

Basement (to be developed concurrently with attic)

The two units in the basement are to be located below grade and are considered new and major renovation work and include:

- Excavation and bracing of the existing structure (helical supports)
- Installation of new footers and foundation walls
- New below grade egress wells for units
- New sanitary sewerage main and new water supply service line (WSSC)
- New (PEPCO) phone and cable service lines
- New electric/HVAC unit and delivery system
- New stairway access
- New hall and unit entryways- secured electronic access controlled (to match existing units)
- New interior partition walls and rooms, and
- New fixtures, interior finishes and furnishings

The entire development will not change the building's exterior elevations, or the building height which is around 38 feet. However, the addition of the four units will increase the site density to 40 dwelling units per acre, which exceeds the maximum density of the existing zoning designation of the property (which is the R-18 Zone). Since the application also requests rezoning of the property from the R-18 to the M-U-I Zone, if the District Council approves the rezoning request, the density proposed will still be within the maximum allowed density of the M-U-I Zone, which is 48 dwelling units per acre. The proposed addition of dwelling units will be subject to applicable regulations of the building code at time of the issuance of building permit.

The DDOZ standards under Sustainability and Environment in the Central US 1 Sector Plan recommend integrating Leadership in Energy and Environmental Design (LEED) standards for buildings into the design and construction process for all new development and renovation

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projects. The standards also require that all development within the Walkable Nodes shall obtain a minimum of silver certification in one of the applicable LEED rating systems including rating systems for new construction and major renovation. The applicant submitted a LEED score card under the LEED 2009 rating system for New Construction and Major Renovations. The project will achieve 56 points in five categories including Sustainable Sites, Water Efficiency, Energy and Atmosphere, Materials and Resources and Indoor Environmental Quality. The proposed 56 LEED points are within the Silver Certification range of 50 to 59 points. However, the LEED certification process is lengthy and extends beyond the regular review time frame. Some points, such as those associated with the HVAC system commissioning cannot be earned until one year after the building is occupied and on-site commissioning is complete. In addition, the certification is a third-party process that is completely beyond the control of the Planning Board. Based on the above considerations, the Urban Design Section does not recommend any conditions regarding when the LEED certification should be completed and would rely on the applicant to voluntarily follow through the certification process.

No signage of any kind is included in this DSP.

7. **The 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment and the Standards of the Development District Overlay Zone (DDOZ):** The June 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* defines long-range land use and development policies, detailed zoning changes, design standards and a DDOZ for the US 1 Corridor area. The land use concept of the sector plan divides the corridor into five areas for the purpose of examining issues and opportunities and formulating recommendations. Each area has been tied to unique development standards that include building form, architectural elements, sustainability and the environment, and street and open space regulations of the DDOZ. The subject site is located in the Downtown College Park Walkable Node area (see Map 8 on page 60 of the 2010 Approved Central US 1 Corridor Sector Plan). The overall vision for the Central US 1 Corridor is a vibrant hub of activity highlighted by walkable concentrations of pedestrian- and transit-oriented mixed-use development, the integration of the natural and built environments, extensive use of sustainable design techniques, thriving residential communities, a complete and balanced transportation network, and a world-class educational institution.

Walkable nodes are intended for pedestrian-friendly, transit-oriented, mixed-use development at appropriate locations along the Central US 1 Corridor. Development should be medium- to high-intensity with an emphasis on vertical mixing of uses. Development within a walkable node should generally be between two and six stories in building height. The land use recommendation for the subject property is residential medium density use. The proposed use as multifamily residential in this DSP is consistent with the Sector Plan's land use recommendation.

The application as proposed in the subject DSP includes expansion of the existing building and addition of four units in the attic and basement areas without altering the exterior elevations or the height of the building, and therefore, is in general compliance with the land use vision and recommendations for a Walkable Node. However, in addition to the previously stated rezoning

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request in order to be consistent with the density requirement, the application also requests amendments to six DDOZ standards in order to make the development in this application a reality.

Section 27-548.25(b) of the Zoning Ordinance requires that the Planning Board find that the site plan meets applicable development district standards. The applicant has submitted a statement of justification that provides a detailed explanation of how the proposed expansion conforms to each development district standard and why the amendments are required.

- a. The DSP meets most of the standards with the exception of several development district standards for which the applicant has requested amendments. In order to allow the plan to deviate from the development district standards, in accordance with Section 27-548.25(c) of the Zoning Ordinance, the Planning Board must find that the alternative development district standards will benefit the development and the development district and will not substantially impair implementation of the sector plan. As discussed previously, the DDOZ standards are organized under building form, architectural elements, sustainability and the environment, and streets and open-space regulations. The amendments that the applicant has requested are discussed below.

BUILDING FORM

Character Area 5a: Walkable Nodes (page 234)

The DDOZ standards under this title include principal building heights: maximum six stories and minimum two stories; minimum 80 percent frontage build-out at BTL (build-to-line) and building setbacks.

The subject DSP proposes to expand the existing building internally to add four additional dwelling units. Both the orientation and the height (in terms of stories) of the existing building are in compliance with the DDOZ standards. In addition, the existing structure has a front stoop. The DDOZ requires a minimum of 80 percent frontage build-out at the BTL, a maximum of 80 percent of lot coverage, a front BTL of 0-10 feet, a side setback of 0-24 feet, and a rear setback of 10 feet. According to the Statement of Justification (SOJ), the existing site has lot coverage of 75.5 percent and a rear building setback of 47.6 feet that meet the DDOZ standards. However, the existing building has only 60 percent frontage build-out at the BTL, 34 feet from the front setback, and a side setback between 14 and 22 feet that cannot meet the respective DDOZ standards.

Preserving the existing structure will maintain continuity in the neighborhood and is a sustainably sensitive practice. The sector plan recommends mixed residential and nonresidential uses at moderate to high densities and intensities. The proposed development increases the density of the existing residential use, but does not result in any changes in building exterior or footprint. Therefore, the staff agrees that this modification would not substantially impair the implementation of the DDOZ.

BUILDING FORM

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Parking (page 239)

DDOZ parking standards supersede the off-street parking requirements as included in Section 27-568(a) of the Zoning Ordinance. Specifically, DDOZ standards require one parking space for each dwelling unit. Any deviation from the exact number as required by the sector plan needs a modification of the DDOZ standards.

This application is proposing a total of 10 dwelling units (6 existing and 4 new) within the building which would generate a requirement of exactly 10 parking spaces. There are currently 12 existing parking spaces on the property which are leased to the building residents. In order to maintain the current number of parking spaces, a modification to allow 1.2 parking spaces per unit (12 parking spaces in total) on the subject property is required. According to the applicant's SOJ, the proposed development is rental housing catering to students attending the University of Maryland. Even though there are only 10 dwelling units proposed, there are 40 total beds within the building (4 in each unit, 2 in each bedroom). The applicant in its preliminary meetings conducted in the community has heard from local residents and the City of College Park that on-street parking in the local neighborhood is of significant concern and maintaining as much parking as possible on site would be beneficial to alleviating the demand for on-street parking.

BUILDING FORM

Parking Access (page 241)

DDOZ standards governing access to the surface parking lot require that the access be provided, if possible, via alleys or secondary frontage. If the access must be provided from the primary street, there should be only one access point and it should be located toward the side of the street frontage or between two adjacent buildings.

The property is located in the middle of the block and does not have alley access. Since vehicular access to the property is limited to Yale Avenue (primary frontage), the access to parking can only be provided via the primary frontage. Existing access to the onsite parking is provided through two driveways (10-foot and 14-foot-wide) on Yale Avenue. A modification is necessary to allow two existing driveway entrances along the primary frontage. The second driveway allows for one-way flow of vehicles on-site. One entrance driveway and one exit driveway allow for better traffic flow and safer movement of vehicles on-site to the parking spaces in the rear of the building and out of those parking spaces to exit. This amendment is simply to retain the existing access situation and does not increase the number of access points. It therefore, does benefit the development and the development district and will not substantially impair implementation of the sector plan.

ARCHITECTURAL ELEMENTS

Façade and Shopfronts (page 245)

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The DDOZ standards require that each floor of any building facing a street, park, or square shall contain transparent windows covering between 20–70 percent of the wall area, as measured between finished floors. As previously noted, the applicant is proposing to utilize the existing structure without any alteration of the exterior of the building. Therefore it would not be feasible, due to structural constraints, to add additional windows to the structure. The total area of the existing building façade covered by windows accounts for approximately 10 percent of the façade area. The applicant is therefore requesting a modification of the façade and shop front standards.

The addition of four new units to this existing building does not require any change to the exterior building elevations. Therefore no modification of the building elevation has been included in this application. In addition, the DDOZ requires that ground-floor residential units have a raised finish floor at least 24 inches above the sidewalk grade to provide sufficient privacy. The current first floor elevation is at 506.6 feet and the sidewalk grade, in front of the house, ranges from 504 feet down to 501 feet which meets the 24-inch requirement. The applicant is not proposing any awnings, galleries, arcades, marquees, balconies or porches in conjunction with this development. There is an existing stoop, four feet deep by eight feet wide, which matches the architectural style of the building and meets the minimum size requirements set forth in the DDOZ (which is 4 feet by 4 feet).

The existing building has a painted brick façade, currently yellow in color, and is proposed to remain so. There is a half-oval header above the front entry door and the window sills are approximately two inches high, one inch deep and are the same painted brick masonry as the building façade. The front windows are dressed with synthetic shutters, painted green in color and are proposed to remain so. The aforementioned architectural materials and features are consistent with the requirements of the DDOZ. There is an existing split-face block retaining wall at the rear of the property with a cap. There is no signage proposed for this project. Allowing the fenestration to remain unchanged with no increase in the existing window area will not substantially impair the implementation of the sector plan.

STREET AND OPEN SPACE

Streetscape (pages 262–263)

The DDOZ streetscape standards typically require providing between 12 and 18 feet of space adjacent to Yale Avenue. The applicant requests amendments to the width of the landscape planting strip along Yale Avenue and to the total assembly width of the streetscape. The applicant requests reduction of the DDOZ standards to seven and a half feet, with a three-foot-wide landscape planting area and four-foot wide sidewalk. The applicant provides seven and a half feet as the open space between the existing right-of-way line and the face of curb.

The applicant should provide a wider planting strip and, if feasible, a wider sidewalk. The 12 to 18-foot space along streets may be inclusive of both public right-of-way and private

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space, and it is the intent of the development district standards to provide for a pleasant walking experience, including sufficient space for landscaping to buffer pedestrians from street traffic, and for plants to survive. Since this DSP does not involve any yard improvements, the applicant intends to maintain the existing frontage improvements. However, at time the City of College Park recommended approval of the DSP, the applicant offered to install a new sidewalk that is consistent with the sidewalk installed on the property immediately north of the subject site. The Planning Board believes the proffer is acceptable. As a result of this proffer, the above amendment request is no longer accurate or necessary. The applicant should revise the amendment request so that the existing space between the curb and the existing building may be allowed to remain. The total width between the curb and the existing building remains at 41 feet including an eight-foot sidewalk. A condition has been included in this resolution to require the applicant to revise the amendment request prior to certification.

STREET AND OPEN SPACE

Streetscape, Amenities and Adequate Public Facilities (page 264)

The DDOZ standards require provision of pedestrian and streetscape amenities in the public right-of-way (ROW). Since there are no improvements in this DSP outside of the building, the applicant requires the amendment to this standard to allow no additional amenities to be provided.

The only street this site has frontage on is Yale Avenue, which is an existing street with a 40-foot right-of-way (ROW). Within the 40-foot ROW there is an existing 4-foot-wide concrete sidewalk adjacent to the existing curb and a 3-foot-wide land strip between the sidewalk and the property line. As noted by the Community Planning Division, on page 264 of the sector plan the DDOZ Standard does not specify ROW or ownership of where amenities should be provided. The Urban Design staff also notes that the applicant has indicated that on-site resident amenities are provided in the forecourt/front lawn of the existing residential building. The standard is more relevant to new construction which includes frontage improvements than to an existing site as contained in the subject DSP. However, since the site has a 34-foot front setback, there is enough space to install benches and bicycle racks to better serve the future residents. Four benches have been provided. A condition to require installation of a standard bicycle rack in the front yard prior to certification of this DSP has been included in this resolution. These amenities would meet the intent of the development district standards.

Improving walkability is the top priority in the Downtown College Park Walkable Node area. The existing sidewalk on the subject site is only four feet wide and is in need of improvement. Adjacent property to the north of the site has been recently improved with an eight-foot sidewalk. The existing sidewalk should be improved with the same type of sidewalk as the adjacent property. During the review process, the applicant proffered upgrading the existing sidewalk in order to match that on the adjacent property. A condition to require the installation of the sidewalk has been included in this resolution.

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The alternative standards will not significantly impair implementation of the sector plan given that this site only has 100 feet of frontage on Yale Avenue.

8. **Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the Development District Overlay Zone (DDOZ) for rezoning the property from the R-18 Zone to the M-U-I Zone, and the requirements of the M-U-I Zone of the Zoning Ordinance as follows:

- a. This DSP application includes a request to change the underlying zone for the property from the R-18 Zone to the M-U-I Zone, in accordance with Section 27-548.26(b) of the Zoning Ordinance. The area of the property is approximately 0.25 acre and it is surrounded on three sides by M-U-I zoned property. The owner of the property may request changes to the underlying zone in conjunction with the review of a detailed site plan. Pursuant to Section 27-548.26(b)(3) of the Zoning Ordinance, the Planning Board is required to hold a public hearing on the application and make a recommendation to the District Council. Only the District Council may approve a request to change the underlying zone of a property. The applicant is also required to meet the requirements of Section 27-546.16 of the Zoning Ordinance for the Mixed Use-Infill Zone (M-U-I).

Under Section 27-548.26(b)(5) of the Zoning Ordinance, the District Council is required to find that the proposed development conforms to the purposes and recommendations for the Development District as stated in the master plan, master plan amendment or sector plan, and meets applicable site plan requirements. The development generally conforms to the applicable site plan requirements. As mentioned in Finding 7 above, the applicant has applied for several amendments to the development district standards. The sector plan does not contain a purpose section, but identifies ten land use and urban design goals in Chapter 3, Development Pattern (page 51), to be implemented through the development district standards. One goal that is particularly pertinent to this development proposal is to:

Provide for an increase in residential density to support new commercial and mixed-use development. Concentrate student housing in proximity to the University of Maryland, and introduce new housing types that cater to seniors, active adults, and recent graduates.

Specifically, the sector plan summarizes the key goal of the Central US 1 Corridor sector plan as follows:

To transform US 1 from an auto-oriented strip corridor into a series of compact, walkable nodes that will become memorable places.

The Central US 1 Corridor sector plan also divides the entire corridor into seven key areas for further growth. Together, these areas form a cohesive vision that will guide the complete growth and development of College Park. The site is within the Downtown College Park subarea which is one of the seven key growth areas. The vision for the

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downtown includes the reestablishment of its role as the focus of community activity. The area's tradition of multistory, multiuse buildings with retail on the first floor and either offices or residences on the upper floors should be reinstated. The range of hotel, dining, and entertainment uses that serve the university should be increased. Parking garages should accommodate new development.

The proposed development is limited to the addition of four multifamily residential dwelling units as student housing. The proposal does not involve any exterior changes to the existing building. There are no significant yard and frontage improvements. The addition of the four units increases the density above the maximum allowed in the R-18 Zone. If the zoning designation were not changed, the applicant could not add the four units to the existing building. The sector plan rezoned the properties surrounding the subject site to the M-U-I Zone, except for the property to the south of the site which is still in the R-18 Zone. Therefore, to rezone the R-18 zoned property to the M-U-I Zone so that the four additional units can be added to the existing property of the same residential use without violating the density cap would not substantially impair the sector plan.

Under Section 27-546.16(b)(2) of the Zoning Ordinance, the property owner may apply for reclassification of the underlying zone to the M-U-I Zone through the property owner application process in Section 27-548.26(b), under which the application is required to meet all requirements in the section and further show that the proposed rezoning and development will be compatible with existing or approved future development on adjacent properties. In addition, pursuant to Section 27-546.16(c) of the Zoning Ordinance, the M-U-I Zone may be approved only on property which adjoins existing developed properties for 20 percent or more of its boundaries, adjoins property in the M-U-I Zone, or is recommended for Mixed-Use-Infill development in an approved master plan, sector plan, or other applicable plan. Adjoining development may be residential, commercial, industrial, or institutional but must have a density of at least 3.5 units per acre for residential or a floor/area ratio of at least 0.15 for nonresidential development. The property immediately adjacent to the subject property is a mixed-use project (approved under DSP-07040) with commercial uses at the first floor and a public parking garage above. Total gross floor area (GFA) of the development is approximately 115,735 square feet, of which 5,800 square feet is a Ledo Pizza restaurant. The FAR (Floor /Area Ratio) for the development is around 4.2, which is well above the required minimum 0.15 for nonresidential development.

The applicant has provided a justification statement that outlines how the proposed development plan meets the above requirements. In general, the goals and recommendations of the sector plan have been met by providing a high density residential development serving students attending the University of Maryland on a site that has previously been developed. The existing three-story residential building has its main elevation fronting Yale Avenue. The proposal includes interior alteration without any outdoor improvements.

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In conclusion, the Planning Board, supports the rezoning of the property from the R-18 Zone to the M-U-I Zone because the property adjoins existing developed properties for 20 percent or more of its boundaries, adjoins property in the M-U-I Zone, is recommended for mixed-use infill development in the approved College Park US 1 Corridor sector plan, and adjoins development consisting of residential and commercial uses that have a density of at least 3.5 units per acre for residential and a FAR of at least 0.15 for nonresidential development. The Planning Board further finds that the proposed development conforms to the purposes and recommendations for the development district, as stated in the sector plan, and meets applicable site plan requirements.

- b. The general purpose of the M-U-I Zone is to permit, where recommended in applicable plans (in this case the June 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*), a mix of residential and commercial uses as infill development in areas that are already substantially developed. In addition to site plan requirements for mixed use projects, Section 27-546.18 of the Zoning Ordinance has specific requirements for residential use as follows:

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

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

The R-18 Zone regulations as presented in Section 27-442 of the Zoning Ordinance prescribe minimum lot size, lot coverage and green area, minimum lot width/frontage, maximum building height, minimum setbacks for buildings from the street, side and rear lot lines and accessory buildings. Since the DSP proposal only involves changes to the interior of the existing building without any yard or frontage improvements, the existing building meets all applicable regulations of the R-18 Zone. However, since those regulations still govern the subject site, they should be provided on the site plan. A condition has been included in this resolution to require the applicant to show the required and provided information on the plan prior to certification of this DSP.

- 9. **2010 Prince George's County Landscape Manual:** The June 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* and its standards for the Development District Overlay Zone (DDOZ) have modified Section 4.7, Buffering Incompatible Uses, of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). In this case, the site plan is subject to Section 4.1, Residential Requirements, Section 4.3, Parking Lot Requirements, and Section 4.4, Screening Requirements of the Landscape Manual.

- a. Section 4.1 Residential Requirements prescribe a minimum number of shade trees to be planted in accordance with the size of the green area on the site. Since the site is located within the Developed Tier, one shade tree per 1,000 square feet or fraction of green area is

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required. The site has approximately 2,675 square feet of green area; a total of three shade trees is required. The Landscape Plan shows two shade trees and seven existing trees that meet the requirements.

- b. Section 4.3(c), Interior Planting, requires a certain percentage of the parking lot, according to the size of the lot, to be interior planting area and to be planted with one shade tree for each 300 square feet of interior landscaped area provided. The DSP does not have enough parking lot area to trigger the interior planting requirement.
- c. Section 4.4, Screening Requirements of the Landscape Manual, requires that all dumpsters and loading spaces be screened from all adjacent public roads. The subject DSP is not required to have a loading space due to the small scale of the development. The site has an existing trash dumpster that has been enclosed. No changes have been proposed to the existing dumpster with this DSP.
- d. DDOZ standards-Building Form regarding the transition and buffering between developments within the corridor infill and walkable node areas specifically require buffering between proposed developments and existing sites. The site to the north of the subject site is a mixed-use project and has been reviewed for conformance with the applicable landscaping requirements. A reduced bufferyard had been installed at the time the property was developed. The site to the west of the subject site is a commercial development fronting on Baltimore Avenue (US 1) that was also reviewed for conformance with the applicable landscaping requirements at the time of development review and approval. Since the subject site is maintaining the existing residential use, which is a low-impact use compared to the existing adjacent uses, the required bufferyards have been provided on the adjacent properties. The use to the south of the site is the same residential use as the subject site, therefore, no bufferyard is required between the two properties.

10. **Prince George's County Woodland and Wildlife Habitat Conservation and Tree Canopy Coverage Ordinance:** This property is not subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the site has no existing woodland and no previously approved tree conservation plans.

- a. This site has a signed NRI equivalency letter (NRI-EL-005). There are no regulated environmental features or woodland on the site. The site also has a Standard Exemption from the requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance. The Letter of Exemption was issued on March 1, 2011 and was valid only through March 1, 2013. A valid letter is required.
- b. The Tree Canopy Coverage Ordinance (TCC) came into effect on September 1, 2010. All activities that require a grading permit after September 1, 2010, must provide the tree canopy coverage percentages required by Section 25-128 of the Prince George's County Woodland and Wildlife Habitat Conservation and Tree Canopy Coverage Ordinance. This

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DSP involves no exterior improvements and does not require a grading permit and is therefore exempt from the Tree Canopy Coverage requirement.

11. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
- a. **Community Planning**—The Planning Board found that the application is in:
 - **Conformance with the 2002 Prince George’s County Approved General Plan:** This application is consistent with the 2002 *Prince George’s County Approved General Plan* Development Pattern policies for Corridor Nodes in the Developed Tier and does not violate the General Plan’s growth goals for the year 2025 based upon a review of the Prince George’s County’s current General Plan Growth Policy Update.
 - **Conformance with the June 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment:** This DSP does not conform to the residential medium-density land uses in a walkable node recommendation of the June 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*. However, the Planning Board recognizes that if the proposed rezoning application receives approval, the proposed addition of four units to the existing three-story building will be within the maximum density limit of the M-U-I Zone. Since the proposed development is primarily interior to an existing structure, these amendments should not constitute significant barriers to the proposed development.
 - b. **Subdivision Review**—The Planning Board found that the property has a record plat in Plat Book A @50. The site is exempt from the requirement of filing a preliminary plan of subdivision under Section 24-111(c)(4). The Planning Board concluded that Detailed Site Plan DSP-11005 is in substantial conformance with the plat. The applicant should make one technical revision to the plan to reference the correct plat number. The recommended revision has been included as a condition of approval for this DSP prior to certification.
 - c. **Transportation Planning**—The Planning Board found no transportation issue with this application.

Trails—The Planning Board found that Yale Avenue is recommended for a shared lane bikeway in the June 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (page 108). There are no county or state funded capital improvement projects that would affect the subject application. The bikeway may be implemented by the City of College Park in the future.

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- d. **Environmental Planning**—The Planning Board found that there are no regulated environmental features or woodland on the site; the site is exempt from the requirements of the Woodland and Wildlife Habitat Conservation Ordinance; the site is not subject to the Tree Canopy Coverage requirement. A standard letter of exemption was issued on March 1, 2011 for this site.
- e. **Historic Preservation**—The Planning Board found that this application will have no effect on identified Historic Sites, Resources, or Districts.
- f. **Department of Public Works and Transportation (DPW&T)**—In a memorandum dated October 5, 2012, DPW&T stated that the DSP is consistent with the approved Stormwater Management Concept Plan 9883-2011-00 for the site.
- g. **The City of Hyattsville**—The City of Hyattsville in an e-mail (Chandler to Kosack) dated December 16, 2011, indicated that the City of Hyattsville does not anticipate submitting any comments regarding this application.
- h. **The City of College Park**—The City Council of the City of College Park approved this DSP on June 18, 2013 with two conditions as follows:
 - 1. *Prior to signature approval of the Detailed Site Plan:*
 - A. *Provide drawings to scale of all building floor plans including the placement of beds and other furniture.*
 - B. *Provide a table that indicates compliance with City Code 125-9.A and B of the Housing Regulations or reduce the number of beds accordingly.*
 - C. *Provide a parking lot circulation plan indicating the use of white reflective arrows.*
 - D. *Revise the site plan to show a 7-foot wide concrete sidewalk with brick pavers along the property frontage to match the width and design of the sidewalk to the north.*
 - 2. *The Applicant shall make every effort to document LEED credit compliance which shall amount to the equivalent of LEED-Silver Certification. In addition, the appropriate regulating agency may issue a temporary use and occupancy permit to the Applicant until such time as LEED-Silver credits are documented. If it is determined that a temporary use and occupancy permit cannot be issued, a permanent use and occupancy permit may be issued by the appropriate regulating agency once an escrow or letter of credit in the amount of \$10,000 is established with an agent that is acceptable to the City of College Park. Said escrow agent shall hold the funds subject to the terms of this Agreement. The escrow (or letter of credit) shall be released to Applicant upon final LEED – Silver or higher documentation of credits by a LEED-accredited professional. In the event that the Applicant fails to provide, within 180 days of issuance of the*

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permanent use and occupancy permit for the Project, documentation to the City demonstrating attainment of LEED-Silver or higher credits, the entirety of the escrow will be released upon demand to the City and will be posted to a fund within the City budget supporting implementation of environmental initiatives.

Condition 1 contains four subconditions that must be fulfilled prior to certification of the DSP. Conditions 1(A) and 1(B) are not required by the Zoning Ordinance; Condition 1(C) requires a parking lot circulation plan and 1(D) requires that the concrete sidewalk be continued on the subject property from the recently improved property to the north. Condition 1(D) has been required by a similar condition in the Recommendation Section and Condition 1(C) has been incorporated as a condition of this approval. In order to assist the City of College Park in implementing Conditions 1(A) and 1(B), a new condition is attached to require the applicant to provide evidence that this DSP meets the requirements of the City of College Park.

Condition 2 attached to the City's approval requires that the applicant establish a financial mechanism to ensure the project obtains green building certification. As discussed previously in this report, the LEED certification process is lengthy and outlasts the DSP review and approval timeframe. The condition requires additional enforcement steps that are difficult to incorporate into the current County enforcement process. However, since the applicant proffered to provide additional funds to financially guarantee the LEED certification, a new condition has been included in this resolution to require the applicant to provide documentation to show that every possible effort has been made to achieve LEED Silver or the equivalent green building certification.

- i. **The Maryland Aviation Administration (MAA)**—In a memorandum dated May 30, 2012, the MAA had no concerns with this application.
12. Based upon the foregoing analysis and as required by Section 27-285(b)(1) of the Zoning Ordinance, the subject detailed site plan satisfies the same site design guidelines as contained in Section 27-274, cross-referenced in Section 27-283(a), and represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code, and complies with the Development District Overlay Zone standards of the June 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. In addition, as required by Section 27-285(b)(4) of the Zoning Ordinance, the Planning Board must also find that the regulated environmental features on a site have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirements of Subtitle 24-130(b)(5) of the Subdivision Regulations. Since the application is for interior expansion of the existing building without changing the building footprint, exterior elevations or building height, the modifications have no impact on the rest of the site. There are no regulated environmental features on this site.

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NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Detailed Site Plan DSP-11005, subject to the following conditions:

- A. Recommends APPROVAL of the rezoning request to rezone the subject site from the Multifamily Medium Density Residential (R-18) Zone to the M-U-I Zone.
- B. Recommends APPROVAL of the alternative development district standards for:
 - 1. BUILDING FORM—Character Area 5(a): Walkable Nodes (to allow the application to occupy only 60 percent frontage build-out at the build-to-line, and to have a 34-foot front yard setback, and side yard setbacks up to 14 and 22 feet).
 - 2. BUILDING FORM—Parking (to allow 1.2 parking spaces per unit and a total of 12 parking spaces on the site).
 - 3. BUILDING FORM—Parking Access (to allow two existing accesses to the site directly off the primary frontage of the site that fronts on Yale Avenue).
 - 4. ARCHITECTURAL ELEMENTS—Façade and Shopfronts (to allow no changes to the exterior elevations and to retain approximately ten percent of the area of the existing building façade to be covered by windows).
 - 5. STREET AND OPEN SPACE—Streetscape (to allow a 41-foot-wide space between the curb and the existing building façade including an eight-foot-wide sidewalk adjacent to the curb).
 - 6. STREET AND OPEN SPACE—Streetscape, Amenities and Adequate Public Facilities (to allow the applicant to provide no pedestrian and streetscape amenities in the public right-of-way).
- C. Recommends APPROVAL of Detailed Site Plan DSP-11005, Yale House, subject to the following conditions:
 - 1. Prior to certificate approval of this detailed site plan, the applicant shall:
 - a. Provide a list of regulations in the R-18 Zone and demonstrate the site's conformance to them on the site plan.
 - b. Provide a standard bicycle rack in the front yard of the site.
 - c. Revise the amendment request to the Street and Open-Space Streetscape standards to keep the existing space between the building façade and the curb.

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- d. Revise the plat reference on the drawing from “A-1237” to “A-50.”
 - e. Provide a new Letter of Exemption from the requirements of the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance (WCO).
 - f. Revise the site plan to use reflective white arrows to clearly mark the on-site vehicular circulation pattern.
 - g. Provide evidence that the DSP has satisfied the concerns enumerated herein of the City of College Park regarding floor plans and number and location of beds.
2. Prior to the issuance of use and occupancy permit, in accordance with the applicant’s proffer, the applicant shall:
- a. Improve the sidewalk along the site’s Yale Avenue frontage with the same material and pattern as the sidewalk of the adjacent property to the north.
 - b. Provide documentation indicating that the applicant will make every possible effort to achieve the LEED Silver or the equivalent green building certification.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board’s action must be filed with the District Council of Prince George’s County within thirty (30) days following the final notice of the Planning Board’s decision.

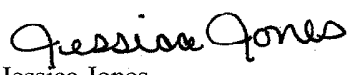
PGCPB No. 13-91
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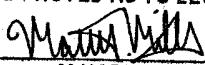
This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Shoaff, seconded by Commissioner Bailey, with Commissioners Shoaff, Bailey and Hewlett voting in favor of the motion, with Commissioner Geraldo temporarily absent, and with Commissioner Washington absent at its regular meeting held on Thursday, July 18, 2013, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 25th day of July 2013.

Patricia Colihan Barney
Executive Director

By 
Jessica Jones
Planning Board Administrator

PCB:JJ:HZ:arj

APPROVED AS TO LEGAL SUFFICIENCY.


M-NCPPC Legal Department
Date 7/22/13



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

Countywide Planning Division
 Environmental Planning Section

301-952-3650

February 2, 2021

MEMORANDUM

TO: Adam Bossi, Planner Coordinator, Urban Design Section, DRD

VIA: Megan Reiser, Supervisor, Environmental Planning Section, CWPD *MR*

FROM: Marc Juba, Planner Coordinator, Environmental Planning Section, CWPD *MJ*

SUBJECT: Terrapin House; CSP-20002

The Environmental Planning Section has reviewed the above referenced Conceptual Site Plan, CSP-20002. The application was accepted for review on October 2, 2020. Comments were provided in a Subdivision Development Review Committee (SDRC) meeting on November 30, 2020. The Environmental Planning Section recommends approval of CSP-20002 subject to no conditions.

Background

The Environmental Planning Section previously reviewed the following applications and associated plans for the subject site:

Review Case #	Associated Tree Conservation Plan or Natural Resource Inventory	Authority	Status	Action Date	Resolution Number
--	NRI-080-11 (NRI-EL)	Staff	Approved	4/12/2011	N/A
--	NRI-080-11-01	Staff	Approved	10/21/2020	N/A
--	S-103-2020	Staff	Approved	7/10/2020	N/A
CSP-20002	--	Planning Board	Pending	Pending	Pending

Proposed Activity

The applicant is requesting approval of a Conceptual Site Plan to rezone all lots to M-U-I and develop mixed uses for 10,000 to 15,000 square feet of commercial/retail and 160 to 175 multifamily residential units.

Grandfathering

The project is subject to the current regulations of Subtitles 24, 25, and 27 that came into effect on September 1, 2010 and February 1, 2012, because there are no previous approvals.

Environmental Review

Existing Conditions/Natural Resources Inventory

The site has an approved Natural Resources Inventory Plan (NRI-080-11-01), which correctly shows the existing conditions of the property. There are a total of four specimen trees and no historic trees located on-site. No Regulated Environmental Features (REF) such as streams, wetlands, or their associated buffers are located on-site. No Primary Management Area (PMA) or 100-year floodplain are located on-site. There are no forest stands that exist on-site. Much of the site is previously developed with three existing buildings, associated parking, open grown trees, and associated landscaping.

Woodland Conservation

The site is exempt from the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the site is less than 40,000 square feet and has no previous Tree Conservation Plan (TCP) approvals. A standard letter of exemption from the WCO was issued for this site (S-103-2020), which expires on July 10, 2022. No additional information is required regarding woodland conservation. Although it is not required, staff recommends that the applicant consider preserving as many of the specimen trees located on-site as possible during the design process.

Soils

The predominant soils found to occur on-site, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Beltsville-Urban land complex (0-5% slopes), and Urban Land. Marlboro clay and Christiana complexes are not found on or near this property.

No further action is needed as it relates to this application. A soils report may be required by the Prince George's County Department of Permits, Inspections and Enforcement (DPIE) at time of permit.

Stormwater Management

A Stormwater Management (SWM) Concept Plan was not submitted with this application as it is not required as part of a conceptual site plan application.

Conformance with the provisions of the County Code and state regulations with regards to the stormwater management will be reviewed by the Department of Permitting Inspections and Enforcement (DPIE) prior to issuance of permits.

Summary of Recommended Conditions

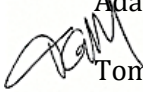
The Environmental Planning Section recommends approval of Conceptual Site Plan CSP-20002 with no conditions.

Countywide Planning Division
Transportation Planning Section

301-952-3680

February 22, 2021

MEMORANDUM

TO: Adam Bossi, Urban Design Review Section, Development Review Division
FROM:  Tom Masog, Transportation Planning Section, Countywide Planning Division
SUBJECT: **CSP-20002: Terrapin House**

Proposal

The applicant proposes multifamily housing and commercial space, and desires to rezone the entire property to the M-U-I Zone.

Background

The site is zoned M-U-I, R-55, and R-18, and the entire site is within the development district overlay of the *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* area. The applicant desires to rezone the entire site to M-U-I, and the conceptual site plan (CSP) is required for the purpose of amending an approved development district overlay zone. As such, the amendment may be approved if it conforms to the purposes of the development district. There are no transportation-related findings related to traffic or adequacy associated with a CSP filed for this purpose. Transportation adequacy will be tested with a future preliminary plan of subdivision.

There are no prior applications against which this case must be reviewed.

The CSP is intended to address issues related to building siting and relationships between the development, the surrounding community, and any open space. The site plan is also required to address general detailed site plan requirements such as access and circulation.

Review Comments

The table below summarizes trip generation in each peak hour for the proposed uses as described in the applicant's statement of justification:

Trip Generation Summary: CSP-20002: Terrapin House								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Proposed Retail	15,000	square feet	9	5	14	64	69	133
Less Pass-By (50 percent)			-4	-3	-7	-32	-34	-66
Net Trips for Retail			5	2	7	32	35	67
Multifamily	175	residences	18	73	91	68	37	105
Total Trips for CSP-20002			23	75	98	100	72	172

Access and circulation are acceptable.

US 1 is a master plan major collector facility with a minimum proposed width of 80 feet. Appropriate dedication of right-of-way, if needed, will be determined during review of the preliminary plan of subdivision.

Conclusion


From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a conceptual site plan as described in the Zoning Ordinance. The transportation planning staff do not object to the proposed rezoning.


301-952-3972

December 21, 2020

MEMORANDUM

TO: Jeremy Hurlbutt, Master Planner, Urban Design Review Section, Development Review Division

VIA: David A. Green, MBA, Master Planner, Community Planning Division 

FROM: Christina Hartsfield, Planner Coordinator, Placemaking Section, Community Planning Division 

SUBJECT: **CSP-20002 Terrapin House**

FINDINGS

Pursuant to 27-272. Requirements for Conceptual Site Plans (b)(1)(A) this application is consistent with the principles for the orderly, planned efficient, and economical development contained in the 2010 *Approved Central US 1 Corridor Sector Plan*.

BACKGROUND

Application Type: Conceptual Site Plan inside of an overlay zone

Location: 7302 Yale Avenue, 4424 Hartwick Road, and 7313 Baltimore Avenue

Size: .89 acres

Existing Use: Commercial and residential uses on multiple properties

Proposal: To rezone 7302 Yale Avenue and 4424 Hartwick Road to M-U-I for future mixed-use development, including 10,000 – 15,000 SF of commercial/retail space and 160-175 residential units.

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is within the Innovation Corridor of Plan 2035. This area has the highest concentration of economic activity in the County's targeted industry clusters and has the greatest potential to catalyze future job growth, research, and innovation (Plan 2035, p. 23). It is also in the Established Communities, where context-sensitive infill and low- to medium-density development is envisioned. The proposed application aligns with the growth policy of the Innovation Corridor and Established Communities by concentrating infill residential and commercial development by existing industry clusters.

Master Plan: The 2010 *Approved Central US 1 Corridor Sector Plan* recommends Mixed Use-Commercial land use for parcel A and lots 11 and 12 in Block 27 and Residential Medium for lots 9 and 10.

The subject properties are located in Downtown College Park, where enhancing the retail core with infill projects is one of the urban design goals. The plan pays specific attention to the block of US 1 and Hartwick Road and Knox Road, where spacious, tree-lined sidewalks, street-oriented architecture with human-scaled facades, and vibrant retail uses are envisioned.

The site is also within the Walkable Node character area of the 2010 *Approved Central US 1 Corridor Sector Plan*. Walkable Nodes "... serve as excellent transit and multimodal stops and encourage pedestrians to congregate at appropriate retail and employment areas." (p. 53). The Central US 1 Corridor Development District Overlay Zone further observes that Walkable Nodes "consist of higher-density mixed-use buildings that accommodate retail, offices, row houses, and apartments, with emphasis on nonresidential land uses, particularly on the ground level. It has fairly small blocks with wide sidewalks and buildings set close to the frontages" (p. 228).

A mixed-use, residential and retail development with structured parking would conform to the development envisioned for Downtown College Park and those within the Walkable Node Character Area.

Planning Area: 66

Community: College Park-Berwyn Heights & Vicinity

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

SMA/Zoning: The 2010 *Approved Central US 1 Corridor Sectional Map Amendment* retained Parcel A as Mixed-Use Infill (M-U-I), Lot 9 and 10 as R-55, and Lot 10 and 12 as R-18.

The applicant is requesting to rezone Lots 9-12 to M-U-I to facilitate the future construction of a cohesive development scheme. The SMA states that "property in a DDOZ area may be reclassified from its underlying zone to the M-U-I Zone as part of the SMA or through the property owner application process (Section 27-548.26(b)) of the Zoning Ordinance."

Per Section 27-548.26(b), a property owner in the development district may request changes to the underlying zones with an application that includes:

- (A) A statement showing that the proposed development conforms with the purposes and recommendations for the Development District, as stated in the Master Plan, Master Plan Amendment, or Sector Plan;
- (B) A description of any requested amendments to the Development District Standards applicable to a qualifying development proposal; and
- (C) A site plan, either the Detailed Site Plan required by Section 27-548.25 or a Conceptual Site Plan.

At the time that the Sector Plan and SMA were adopted, it was not envisioned that the subject lots would be consolidated into one development parcel. Only Parcel A was zoned M-U-I to facilitate the type of mixed-use retail/residential development that the plan envisions and that the applicant conceptualizes for the site in this application. This rezoning request would create a larger

development parcel that could still align with the development envisioned in the Sector Plan, but potentially at a higher densities, with more open space, or with the ability to enhance vehicular circulation within the site. The development conceptualized, at this stage, appears to conform to the purpose and recommendations for the Development District.

Per Section 27-548.26(b)(6), if the Conceptual Site Plan is approved, the owner may not obtain permits without approval of a Detailed Site Plan. At the time of review of the Detailed Site Plan, the application should show conformance to the standards of the Development District and show design sensitivity to the surround community, particularly the adjacent residences across Yale Avenue.

Cc: Long-range Agenda Notebook

Adam Dodgshon, Planning Supervisor, Placemaking Section, Community Planning Division



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: December 16, 2020

TO: Jeremy Hurlbutt, Master Planner
Urban Design Section
Development Review Division

Via: Paul J. Sun, Land Acquisition Specialist *PJS*
Park Planning and Development Division
Department of Parks and Recreation

FROM: Claire Worshtil, Land Strategic Park Planner *CW*
Park Planning and Development Division
Department of Parks and Recreation

SUBJECT: **CSP-20002- Terrapin House**

The Department of Parks and Recreation (DPR) staff has reviewed the subject Conceptual Site Plan (CSP) application. Our review considered the zoning of adjacent properties along with the requirements and regulations of the *2010 Central US 1 Corridor Approved Sector Plan and Sectional Map Amendment*, the *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, and *Prince George's County Zoning Ordinance*. as they pertain to public parks and recreation.

FINDINGS

The subject property is comprised of 0.89 acres, located in the northwest quadrant of the intersection of Hartwick Road and Yale Avenue. Parcel A of the subject property is already in the M-U-I zone (Mixed-Use Infill). The applicant is requesting the rezoning of Lots 9, 10, 11, and 12 from R-55 and R-18 to the M-U-I zone. The subject property is not adjacent to any M-NCPPC parkland. Several existing parks and community centers are with the vicinity of this development: University Hills Park (approximately 1 mile to the west) which has a playfield, picnic area, and trails; College Park Community Center (approximately 1.3 miles to the northeast); Prince George's Plaza Community Center (approximately 2 miles to the southwest) Acredale Park (approximately 1.7 miles to the north) which has a dog park, fields, and playground and Calvert Park (approximately 0.6 mile to the southeast) which has a playground, picnic area, and trails.

The 2010 Central US 1 Corridor Approved Sector Plan and Sectional Map Amendment prioritizes increasing the recreation level of service at existing parks, place-making and facility upgrades and improving connectivity to the neighborhoods and the trail system. It also recommends that mix-use redevelopments incorporate plaza or green space on site.

The Conceptual Site Plan indicate that there will be 160-175 multi-family units and 10,000-15,000 square feet of commercial/retail space that is proposed for development on this property. The applicant notes that the project is conceptual and that they are exploring several alternatives to ensure that any redevelopment is responsive to and compatible with existing or approved future development. The applicant also noted that, to the extent possible, they will satisfy the design guidelines for public amenities including outdoor seating, bike racks, and benches.

Since the development contains a residential component, Mandatory Dedication of Parkland will be required at the time of Preliminary Plan of Subdivision (PPS). The current analysis by DPR staff indicates that this development will be subject to a Mandatory Dedication requirement of 0.13 acres of parkland. At the time of PPS for this development, DPR staff will further evaluate the Mandatory Dedication of Parkland requirements as per the Prince George's County Subdivision Ordinance. Information provided on the current CSP submission indicate that the residential portion of the development will have a potential to generate approximately 420 new residents.

DPR staff recommends that the applicant consider the inclusion of an urban park, such as a pocket park or mini park, as part of their design with their future plan submissions.. The *Formula 2040 Functional Master Plan* defines a pocket or mini park as less than a quarter acre consisting of planted areas, hardscape, seating, and visual amenities such as a fountain or artwork. Additionally, we recommend improved connections to the Trolley Trail and potential integration into the planned Yale Ave bike lane directly adjacent to the property.

DPR staff recommends to the Planning Board the approval of the above referenced CSP with the final determination of Mandatory Park Dedication to be made at the time of the PPS submission.


Countywide Planning Division
 Transportation Planning Section


301-952-3680

February 24, 2020

MEMORANDUM

TO: Adam Bossi, Development Review Division

FROM: Benjamin Ryan, Transportation Planning Section, Countywide Planning Division 

VIA: Bryan Barnett-Woods, Transportation Planning Section, Countywide Planning Division 

SUBJECT: Conceptual Site Plan Review for Pedestrian and Bicyclist Transportation Master Plan Compliance

The following conceptual site plan (CSP) was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation (MPOT)*, the *Approved 2010 Central US 1 Corridor Sector Plan and Sectional Map Amendment*, and the Zoning Ordinance to provide the appropriate pedestrian and bicycle transportation recommendations.

Conceptual Site Plan Number: CSP-20002

Development Case Name: Terrapin House

Type of Master Plan Bikeway or Trail

Municipal R.O.W.*	<u>X</u>	Public Use Trail Easement	_____
PG Co. R.O.W.*	_____	Nature Trails	_____
SHA R.O.W.*	_____	M-NCPPC - Parks	_____
HOA	_____	Bicycle Parking	<u>X</u>
Sidewalks	<u>X</u>	Trail Access	_____

Subject to 24-124.01: Yes

Conceptual Site Plan Background	
Building Square Footage (non-residential)	10,000 - 15,000 SF Commercial/Retail
Number of Units (residential)	160-175 Multifamily Units
Abutting Roadways	US 1 (Baltimore Avenue), Hartwick Road
Abutting or Nearby Master Plan Roadways	US 1 (Baltimore Avenue, MC-200)
Abutting or Nearby Master Plan Trails	Planned Bike Lane: Baltimore Avenue Planned Side Path: Baltimore Avenue Planned Shared Roadways: Hartwick Road
Proposed Use(s)	Mixed Use
Zoning	M-U-I, R-55, R-18

Centers and/or Corridors	UMD East (Future Purple Line) Campus Center, Central US 1 Corridor
Prior Approvals on Subject Site	4-02051, DSP-03008, DSP-11005

Existing Conditions Sidewalks and Bike Infrastructure

The subject application seeks to re-zone lots 9-12 to M-U-I (Mixed Use Infill) for future mixed-use development, specifically the construction of 150-165 multifamily dwelling units and 10,000-15,000 square-feet of commercial retail use. The subject property is fronted by US 1 to the west, Hartwick Road to the south, and Yale Avenue to the east. The subject property falls within the municipality of College Park. Sidewalks are currently in place along all three frontages of the subject property.

The subject application is located within the Central US 1 Corridor and is therefore subject to 24-124.01, the pedestrian and bicycle adequacy legislation, or the Transportation Review Guidelines – Part 2. As part of this legislation, the Planning Board will need to make a finding of pedestrian and bikeway adequacy as part of the preliminary plan of subdivision. Staff will also evaluate the specifics of pedestrian and bicycle facilities during subsequent applications.

Previous Conditions of Approval

Preliminary plan of subdivision 4-02051 and detailed site plan DSP-03008 were approved for the site located at 7313 Baltimore Avenue (Parcel A), for 13,153 square-feet of retail development. DSP-11005 was approved for the site located at 7302 Yale Avenue (Lots 11 and 12), for the re-zoning from R-18 to M-U-I and adding four dwelling units to the existing building without altering the exterior of the building. DSP-11005-01 was approved to revise the original plan, specifically for the addition of ADA-approved ramp and staircase. None of the above-mentioned plans had any conditions of approval specific to bicycle or pedestrian improvements.

Proposed improvements and conformance with Zoning Ordinance

Per Section 27-272(c)(1)(b) Specific Purposes, “The purposes of the Conceptual site plans are (b) To illustrate approximate locations where buildings, parking lots, streets, green areas, and other similar physical features may be placed in the final design for the site.”

Additionally, per 27-548.20(a)(8), “The specific purposes of the Development District Overlay Zone are (8) To encourage pedestrian activity.”

Comment: The submitted plans display locations for streetscapes and sidewalks and reference them as being in conformance with the *Approved 2010 Central US 1 Corridor Sector Plan and Sectional Map Amendment* (Plan). The plans also indicate the locations where vehicles will enter the site and a proposed pedestrian access path, which surrounds the site. The applicant’s submission contains a cross section from p.235 of the Plan, which indicates that the subject property’s frontage along US 1 will have a six-foot-wide cycle track (bicycle lane) and a ten-foot-wide sidewalk.

The submitted plans indicate conceptual pedestrian circulation around the subject site and connecting to adjacent properties. The submitted plans do not display intra-site access. Staff will further examine pedestrian and bicycle access and adequacy within the site and to adjacent properties at the time of preliminary plan of subdivision and detailed site plan.

Master Plan Recommendations

This development case is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT), which recommends the following facilities:

Planned Bicycle Lane: Baltimore Avenue
Planned Side Path: Baltimore Avenue
Planned Shared Roadway: Hartwick Road

Comment: The submitted plan indicates a six-foot-wide cycle track along the subject property's frontage of US 1. Staff will review in further detail all master plan bicycle facilities related to the subject property at the time of preliminary plan of subdivision.

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

Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

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

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

Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

Comment: During preliminary plan of subdivision and detailed site plan, staff will review the pedestrian and bicyclist facilities in further detail, including the provision of sidewalks on both sides of all internal roads, shared-lane markings along Hartwick Road, bicycle parking, and consistency with the MPOT policies.

This development is also subject to the *Approved 2010 Central US 1 Corridor Sector Plan* and sectional map amendment. The area master plan also includes the following recommendations for pedestrian and bicyclist facilities:

Facilitating Cyclists – Bicycle Parking – Policy 2 - Strategies (p.141)

Provide bicycle parking, including bicycle racks and lockers, to encourage and facilitate bicycle travel

Encourage nonresidential and mixed-use developments to provide shower facilities and bicycle lockers as further incentives for increasing bicycle use

Comment: At the time of preliminary plan of subdivision and detailed site plan, bicycle related improvements including bicycle parking racks and lockers, shower facilities, signage, and roadway cross section will be reviewed.

Conclusion:

Based on the findings presented above, staff conclude that the pedestrian and bicycle site access and circulation of this plan is acceptable, for the purposes of a conceptual site plan.

Referral CSP-20002

The site shall be in compliance with Sec. 27-546.16(b)(2), 27-546.16(c), 27-548.26 of the Prince George's County Zoning Ordinance and the Planning Board satisfaction of future development per DSP approval.

From: [AZZAM, ABDULKADER](#)
To: [PGCReferrals](#); [Hurlbutt, Jeremy](#)
Cc: [HWARY, AHMED ED](#); [IBRAHIM, WALID](#); [HWARY, SARA](#); [HASSAN, HATIM](#); [AZZAM, ABDULKADER](#)
Subject: RE: EPlan ACCEPTANCE of CSP-20002, TERRAPIN HOUSE (PB)
Date: Thursday, October 29, 2020 5:01:45 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Jeremy,

AT&T Local does not have any facilities in the proposed area.

Regards,

Sam Azzam
Connect USA
Email – aa9168@att.com
Mob – 304-871-6146

From: ePlan [mailto:ePlan@ppd.mncppc.org]
Sent: Thursday, October 29, 2020 11:53 AM
To: Smith, Tyler <Tyler.Smith@ppd.mncppc.org>; Stabler, Jennifer <Jennifer.Stabler@ppd.mncppc.org>; Hall, Ashley <Ashley.Hall@ppd.mncppc.org>; Henderson, Tamika <Tamika.Henderson@ppd.mncppc.org>; Franklin, Judith <Judith.Franklin@ppd.mncppc.org>; Green, David A <davida.green@ppd.mncppc.org>; Masog, Tom <Tom.Masog@ppd.mncppc.org>; Barnett-Woods, Bryan <bryan.barnett-woods@ppd.mncppc.org>; Conner, Sherri <sherri.conner@ppd.mncppc.org>; Gupta, Mridula <Mridula.Gupta@ppd.mncppc.org>; Dixon, June <june.dixon@ppd.mncppc.org>; Chaconas, Sheila <Sheila.Chaconas@ppd.mncppc.org>; Holley, Edward <Edward.Holley@Pgparcs.com>; PPD-EnvDRDreferrals <ppd-envdrdreferrals@ppd.mncppc.org>; Rotondo, Chris <Chris.Rotondo@ppd.mncppc.org>; Reilly, James V <JVReilly@co.pg.md.us>; sltoth@co.pg.md.us; SLToth@co.pd.md.us; Giles, Mary C. <mcgiles@co.pg.md.us>; rlattiv@co.pg.md.us; Snyder, Steven G. <SGSnyder@co.pg.md.us>; mabdullah@co.pg.md.us; Formukong, Nanji W. <nwformukong@co.pg.md.us>; mtayyem@co.pg.md.us; SYuen@co.pg.md.us; wmcontic@co.pg.md.us; swthweatt@co.pg.md.us; aoadepoju@co.pg.md.us; #dsgintake@wsscwater.com; kenneth.l.barnhart@verizon.com; mark.g.larsen@verizon.com; jkoroma@pepco.com; kencrouse@comcast.net; WIGFIELD, GARY S <gw1349@att.com>; AZZAM, ABDULKADER <aa9168@att.com>; wi3400@att.com; HWARY, SARA <sh3700@att.com>; pmartinez@washgas.com; maginnis@umd.edu; tschum@collegeparkmd.gov; mbader@collegeparkmd.gov

Cc: Hurlbutt, Jeremy <Jeremy.Hurlbutt@ppd.mncppc.org>; Kosack, Jill <Jill.Kosack@ppd.mncppc.org>; Hunt, James <James.Hunt@ppd.mncppc.org>; Summerlin, Cheryl <Cheryl.Summerlin@ppd.mncppc.org>; Staton, Kenneth <Kenneth.Staton@ppd.mncppc.org>; Grigsby, Martin <Martin.Grigsby@ppd.mncppc.org>; Graham, Audrey <Audrey.Graham@ppd.mncppc.org>; Fairley, Lillian <Lillian.Fairley@ppd.mncppc.org>; Davis, Lisa <Lisa.Davis@ppd.mncppc.org>; Lee, Randar <Randar.Lee@ppd.mncppc.org>; Checkley, Andree <andree.checkley@ppd.mncppc.org>; 'mtedesco@mhlawyers.com' (mtedesco@mhlawyers.com) <mtedesco@mhlawyers.com>; Bryan C. Spell <bspell@mhlawyers.com>
Subject: EPlan ACCEPTANCE of CSP-20002, TERRAPIN HOUSE (PB)

ALL,

This is an EPlan ACCEPTANCE for **CSP-20002, TERRAPIN HOUSE**. This case was officially accepted as of today, October 29, 2020. SDRC is scheduled for November 13, 2020

Please submit ALL comments to Jeremy Hurlbutt(email attached).

Click on the hyperlink to view the case:

<https://www.dropbox.com/sh/igq2kolrf022336/AABHcgzqhghqKYO15LPNEf72Ea?dl=0>.

Donald R. Townsend

Senior Planning Technician | Development Review Division



14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

301-952-4688 | donald.townsend@ppd.mncppc.org



||

February 23, 2021

MEMORANDUM

TO: Adam Bossi, Planner Coordinator, Urban Design Section
VIA: Sherri Conner, Supervisor, Subdivision Section *SC*
FROM: Mridula Gupta, Planner Coordinator, Subdivision Section *MG*
SUBJECT: CSP-20002; Terrapin House - REVISED

The subject property considered in this Conceptual Site Plan CSP-20002 is located on Tax Map 33 in Grid C-4, and includes Parcel A, Block 27 of Terrapin Station Subdivision recorded at Plat Book REP 198-29, and Lots 9 to 12, Block 27 of Johnson & Curriden's Subdivision of College Park recorded at Plat Book JWB 5-479. The total area of property under consideration is 0.89 acres, with multiple Zones. Parcel A, and Lots 11 and 12 are currently zoned M-U-I; and Lots 9 and 10 are zoned R-55 (One-Family Detached Residential). The entire property is overlaid by Development District Overlay (D-D-O) and lies within the Aviation Policy Area Type 6. The subject property is located within the area of the 2010 Approved Central US 1 Corridor Section Plan and Sectional Map Amendment and is also within the municipal boundary of College Park.

Current uses on the property includes commercial/retail on Parcel A and multifamily residential on Lots 9-12. This CSP application proposes rezoning Lots 9 and 10 to the M-U-I Zone, to enable future redevelopment of Parcel A and Lots 9-12 for mixed-use development. The application conceptually proposes multifamily residential use totaling approximately 160-175 units, and 10,000 to 15,000 square feet of commercial/retail space. The proposed uses are allowed in M-U-I Zone, should the rezoning proposed with this application be approved.

Parcel A was previously approved for commercial development via PPS 4-02051, and development of a residential use will require a new PPS in order to make a determination of adequacy for residential development. While Lots 9 and 10 are not subject to any underlying PPS or conditions of the record plat, redevelopment for multifamily residential and commercial uses will require a resubdivision of these lots in accordance with Section 24-111(c) of the Subdivision Regulations since the plat which recorded these lots was approved prior to October 27, 1970, and none of the exclusions listed under this Section apply. Lots 11 and 12 were rezoned from R-18 to M-U-I-Zone with the approval of a detailed site plan DSP-11005 (PGCPB Resolution No. 13-91) and affirmed by the District Council in 2013 in accordance with Section 27-548.26(b) of the Zoning Ordinance. The DSP retained the residential use for the lots and increased the number of allowed dwelling units from 6 to 10 multifamily dwelling units without proposed increase in gross floor area. The development was exempt from the requirement of filing a PPS under Section 24-111(c)(4) of the

Subdivision Regulations. The current application for redevelopment increases gross floor area and adds commercial use on the property which will require a resubdivision of Lots 11 and 12 in accordance with Section 24-111(c) of the Subdivision Regulations since the exclusion under Section 24-111(c)(4) is no longer applicable. There are no conditions of approval for DSP-11005 which are applicable to the subject property.

The total number of proposed lots and/or parcels is not defined in the proposal. Dedication of 915 square-feet of right-of-way is depicted along Hartwick Road, and a proposed 90-foot master plan right-of-way from the centerline of US 1. A 24-foot wide private alley is also shown along the northern edge of the property. A proposed lotting pattern, and right-of-way dedication is required and will be reviewed further with the new PPS.

Plan Comments

1. A preliminary plan of subdivision is required.
2. Appropriate dedication for the rights-of-way abutting the site, including their width, will be determined at the time of PPS. The location of required 10-foot public utility easements (PUEs) will be determined once the disposition of the ultimate public rights-of-way are known.
3. General Note 17 states that there is no known mandatory park dedication for this site. The note should clarify that mandatory dedication of parkland will be required for the proposed residential development, and that this requirement will be determined at the time of the preliminary plan of subdivision.
4. A new final plat of subdivision will be required, pursuant to a new preliminary plan of subdivision, before permits can be issued.

Recommended Conditions

1. Prior to certification, the Conceptual Site Plan shall be revised to address the following:
 - a. Revise General Note 17 to state that mandatory dedication of parkland requirements will be determined at the time of preliminary plan of subdivision.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals on the subject property and Subtitle 24. All bearings and distances must be clearly shown on the CSP and must be consistent with the legal descriptions of the property. There are no other subdivision issues at this time.



CITY OF COLLEGE PARK

DEPARTMENT OF PLANNING, COMMUNITY & ECONOMIC DEVELOPMENT

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March 11, 2021

Elizabeth M. Hewlett
Chair, Prince George's County Planning Board
M-NCPPC Prince George's County Planning Board
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

RE: Conceptual Site Plan (CSP)-20002, Terrapin House

Dear Chair Hewlett,

The City of College Park City Council, at their meeting on March 9, 2021, voted 7-1 to recommend approval of Conceptual Site Plan (CSP)-20002 with the following conditions:

1. At the time of Preliminary Plan:
 - a. Vehicular access to US Route 1 shall be denied.
 - b. Show the centerline of Hartwick Road and dedicate 10-feet of right-of-way along Hartwick Road between Parcel A and Yale Avenue to the City.
 - c. Consider the inclusion of a pocket park to fulfill the Mandatory Dedication of Parkland requirement, unless modified by the Planning Board.
2. At the time of DSP:
 - a. Show conformance with the Development District standards of the Central US 1 Corridor Sector Plan, unless modified pursuant to Section 27-548.25(c) except that lot coverage and parking requirements shall be met.
 - b. Explore opportunities with the City to preserve two specimen trees located on Hartwick Road and Yale Avenue.
 - c. Meet all Landscaping and Tree Canopy Coverage requirements on site.
 - d. Provide more details on courtyard and green roof landscaping.
 - e. The City supports the conceptually designed architectural elevations provided for illustrative purposes in CSP-20002, and the applicant should:
 - i. Consider providing a decorative balustrade at the top floors of the building "fingers" that front Yale Avenue.
 - ii. Incorporate a cornice treatment into the building facades.
 - iii. Obtain a minimum of Silver Certification in LEED or equivalent using an alternative licensing authority.
 - f. Show a minimum of 6-foot-wide sidewalks along the Hartwick Road and Yale Avenue frontages and a minimum of 10-foot-wide sidewalks along Baltimore Avenue. If this cannot be met within the public right-of ways, public access easements to the City will be required.
 - g. Show a cycle track along Baltimore Avenue with a minimum width of six feet and one-foot buffer from the sidewalk.



CITY OF COLLEGE PARK

DEPARTMENT OF PLANNING, COMMUNITY & ECONOMIC DEVELOPMENT

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- h. Show street trees behind the curb at a minimum spacing of 30 feet on center with a 4-6-foot planter width along all property frontages.
 - i. Show pedestrian-scaled light fixtures behind the curb, generally not more than 30 feet on center along the Baltimore Avenue and Hartwick Road property frontages.
 - j. Show publicly accessible bike racks and an area reserved for micro-mobility share parking.
 - k. If using ground transformers that are visible from a public right-of-way, screen them with a mural or some other decorative screen.
 3. Prior to obtaining a demolition permit:
 - a. If determined to be feasible, based on a structural analysis (to be provided by the applicant) and the City's ability to identify and secure a suitable location, at no cost or expense to the applicant, work with the City to attempt to relocate the house at 4424 Hartwick Road/7300 Yale Avenue. If this is not feasible and/or the City is unable to identify and secure a suitable location, document the house on a Maryland Inventory of Historic Properties form to be reviewed and approved by Historic Preservation staff. The form shall include floor plans, representative interior, and exterior photos of the dwelling.
 4. Execute an MOU with the City regarding the above conditions.

Sincerely,

A handwritten signature in black ink that reads "Terry Schum". The signature is written in a cursive, slightly slanted style.

Terry Schum, AICP
Director of Planning, Community and Economic Development

Additional Back-up

For

**CSP-20002
Terrapin House**

Countywide Planning Division
Historic Preservation Section

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco
301-952-3680

March 17, 2021

MEMORANDUM

TO: Prince George’s County Planning Board

VIA: Howard Berger, Historic Preservation Section, Countywide Planning Division HSB
Jennifer Stabler, Historic Preservation Section, Countywide Planning Division JAS
Tyler Smith, Historic Preservation Section, Countywide Planning Division TAS

FROM: Prince George’s County Historic Preservation Commission

**SUBJECT: CSP-20002 Terrapin House
(adjacent to the Old Town College Park Historic District, 66-042-00)**

Findings

1. The subject property comprises 0.89 acres and is located on the east side of Baltimore Avenue (US 1), in the northwest quadrant of the intersection of Hartwick Road and Yale Avenue in College Park, Maryland. The subject properties are located at 7313 Baltimore Avenue, 4424 Hartwick Road, and 7302 Yale Avenue. Pursuant to Section 27-548.26(b)(1)9B) of the Zoning Ordinance, this Conceptual Site Plan (CSP) proposes the rezoning of Lots 9 and 10 (R-55 Zone) to the M-U-I (Mixed Use Infill) Zone to redevelop Parcel A and Lots 9-12 as a mixed-use development proposed to include approximately 160-175 multifamily residential units and 10,000-15,000 square feet of commercial/retail space. Parcel A and Lots 11 and 12 are currently zoned M-U-I. The property is also located in the Development District Overlay Zone (DDOZ) of the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*.

The subject property is currently developed with a mix of uses including commercial/retail uses on Parcel A and multi-family residential uses on Lots 9-12. The subject CSP proposes to rezone Lots 9 and 10 to the M-U-I Zone to accommodate a modern mixed-use development with ground floor retail along Baltimore Avenue with multi-family residential units above. The subject property lies within the City of College Park. The applicant seeks the rezoning to accommodate the future redevelopment of the subject property as one cohesive development. The development is proposed to stepdown as it moves from west to east and fronts on Yale Avenue.

2. The subject property is adjacent to the Old Town College Park Historic District (66-042-00). Developed gradually, Old Town College Park retains much of its original grid plan as platted by Johnson and Currigen in 1889. Today, Old Town consists of 250 developed properties. Residential buildings make up most of the historic neighborhood. Primary resources include single-family dwellings, multifamily dwellings, educational housing (fraternities and sororities), religious, governmental, and social buildings. The resources date from the 1890s to the last decade of the twentieth century, with a single resource erected prior to the 1889 platting of the neighborhood. The buildings of College Park are generally set back from the

tree-lined streets on lots of varying widths. Many of the residential properties have driveways to the side of the primary resources, several with freestanding garages at the rear.

3. According to tax assessment records, the building located at 7313 Baltimore Avenue was constructed in 2005; the building at 4424 Hartwick Road in 1915; and the building at 7302 Yale Avenue in 1953. Two of these buildings are all more than 50 years old and have not previously been recorded on a Maryland Inventory of Historic Properties (MIHP) form. At the time the College Park Historic District was established, dense development was contemplated along US Route 1. Therefore, the buildings in the blocks adjacent to US Route 1 were not included in the Historic District because of anticipated development in those locations. All three structures within the subject site are proposed to be demolished to accommodate new development.
4. Due to the construction of the existing buildings on the subject property, there is a low probability that any significant archeological resources would be affected by the proposed development.
5. The Old Town College Park Historic District Local Advisory Committee (OTCPHDLAC) reviewed the subject application at its February 24, 2021 meeting and voted to recommend the approval to the Historic Preservation and to the Planning Board.
6. At its March 16, 2021 meeting, the Historic Preservation Commission (HPC) reviewed the subject application. In addition to a staff presentation, the HPC heard testimony from the applicant; no other public testimony was received. At the meeting, the HPC voted 7-1-0 (the Chair of the meeting voted "present") to recommend the approval of the application by the Planning Board.

Conclusions

1. At the time of Detailed Site Plan (DSP), the applicant should carefully consider the massing, height, architecture, and materials of new construction adjacent to and visible from the Old Town College Park Historic District. Great care should be taken to ensure that the materials and details of any new building elevations visible from the Old Town College Park Historic District are commensurate with the new building's primary elevations visible from US Route 1. Further, the design of any service-related functions for the new building such as garage entrances, loading spaces, and trash receptacles should be respectful of the adjacent historic district if they are visible from it. Every effort should be made to reduce the visual impact of new construction to avoid the creation of a building that walls off nearby low-rise structures in the historic district. At the time of detailed site plan, the Historic Preservation Commission will review the impacts of the scale, massing, architecture, and materials of proposed new construction on the early 20th century detached residential character of the adjacent historic district.
2. The existing buildings on the subject property date to 1915 (4424 Hartwick Road), 1953 (7302 Yale Avenue), and 2005 (7313 Baltimore Avenue). The structures located at 4424 Hartwick Road and 7301 Yale Avenue should be recorded by a qualified consultant (with 36CFR certification) on individual Maryland Inventory of Historic Properties forms prior to their demolition. The completed forms should be submitted to the Planning Department's Historic Preservation Section.

3. Due to modern disturbance on the subject property, a Phase I archeology survey is not recommended.
4. Based on the presentation and testimony received, the HPC determined that the application to revise the zoning of Lots 9 and 10 on the subject property should be approved to facilitate the proposed development. The HPC acknowledged that the details of the project would be reviewed through a subsequent detailed site plan application.

Recommendations

The Historic Preservation Commission recommends to the Planning Board the approval of CSP-20002, Terrapin House, with the following condition:

1. Prior to the issuance of demolition permits, the buildings located at 4424 Hartwick Road and 7301 Yale Avenue shall be recorded on individual Maryland Inventory of Historic Properties forms by a 36CFR-certified consultant. The forms shall be submitted to Historic Preservation staff for review and approval.
- c: CSP-20002 Terrapin House
66-042-00 Old Town College Park Historic District

March 18, 2021

MEMORANDUM

TO: The Prince George's County Planning Board

VIA: James Hunt, Chief, Development Review Division
Jill Kosack, Supervisor, Urban Design Section, Development Review Division *JK*

FROM: Adam Bossi, Planner Coordinator, Urban Design Section *AB*
Development Review Division

SUBJECT: **Item 9 – Conceptual Site Plan CSP-20002 Terrapin House**
Planning Board Agenda March 25, 2021
Staff Clarifications to Technical Staff Report

The following adjustments are recommended to the technical staff report dated March 10, 2021, to add comments from the City of College Park and Historic Preservation Commission. If the application is approved, the revisions will be reflected in the Prince George's County Planning Board's resolution of approval, as follows (added text underlined, deleted text [strikethrough]):

REVISED FINDING 12a

- a. **Historic Preservation-** ~~[The subject application is scheduled to be heard by the Historic Preservation Commission on March 16, 2021, as the subject property is adjacent to the Old Town College Park Historic District. The Commission's recommendations will be provided prior to the Planning Board hearing and incorporated into the final resolution, as determined by the Board.]~~ In a memorandum dated March 17, 2021 (Historic Preservation Commission to Planning Board), it was noted that at their March 16, 2021 meeting, the Historic Preservation Commission (HPC) voted 7-1-0 to recommend approval of this CSP, with one condition relative to the existing buildings on the property that has been incorporated herein.

In addition, HPC noted that at the time of DSP, the applicant should carefully consider the massing, height, architecture, and materials of new construction adjacent to and visible from the Old Town College Park Historic District. Due to modern disturbance on the subject property, a Phase I archeology survey is not recommended. Based on the presentation and testimony received, it was determined that the application to revise the zoning of Lots 9 and 10 on the subject property should be approved to facilitate the proposed development. The

HPC acknowledged that the details of the project would be reviewed through a subsequent DSP application.

REVISED FINDING 12h

- h. **City of College Park-** [The City Council of College Park held a public meeting on the subject application on March 9, 2021. At the time of publication of this staff report, the City's written decision had not been issued.] In a letter dated March 11, 2021 (Schum to Hewlett), it was noted that at their March 9, 2021 meeting, the City of College Park City Council voted 7-1 to recommend CSP-20002 be approved with conditions. City-recommended conditions have been incorporated herein, as appropriate. Many of their conditions are not recommended herein because they are relative to issues that will be reviewed for and required at the time of future applications, such as access, right-of-way dedication, and conformance with development district standards. Staff is of the understanding that the applicant intends to address all of the City's recommended conditions through a separate memorandum of understanding with them.

NEW CONDITIONS 2, 3, and 4

2. Prior to issuance of demolition permits, the buildings located at 4424 Hartwick Road and 7301 Yale Avenue shall be recorded on individual Maryland Inventory of Historic Properties forms by a 36CFR-certified consultant. The forms shall be submitted to the Historic Preservation staff for review and approval.
3. At the time of preliminary plan of subdivision, consider the inclusion of a pocket park to fulfill the mandatory dedication of parkland requirement.
4. At the time of detailed site plan, the applicant shall:
 - a. Explore opportunities to preserve the two specimen trees located adjacent to Hartwick Road and Yale Avenue.
 - b. Consider providing publicly accessible bicycle racks and an area reserved for micro-mobility shared parking.