



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

Note: Staff reports can be accessed at <https://www.mncppc.org/883/Watch-Meetings>

Detailed Site Plan Terrapin House

DSP-22035

REQUEST	STAFF RECOMMENDATION
One mixed-use building with 93 multifamily dwelling units and 4,800 square feet of ground-floor commercial space.	APPROVAL with conditions

Location: At the northeast quadrant of the intersection of US 1 (Baltimore Avenue) and Hartwick Road.	
Gross Acreage:	0.89
Zone:	LTO-E/RSF-65/APA-6
Prior Zone:	M-U-I/D-D-O
Reviewed per prior Zoning Ordinance:	Section 27-1704(a)
Dwelling Units:	93
Gross Floor Area:	157,518 sq. ft.
Planning Area:	66
Council District:	03
Municipality:	College Park
Applicant/Address: Terrapin Main Street, LLC 4901 Fairmount Avenue Bethesda, MD 20814	
Staff Reviewer: Te-Sheng (Emery) Huang Phone Number: 301-952-4534 Email: Tesheng.Huang@ppd.mncppc.org	



Planning Board Date:	10/19/2023
Planning Board Action Limit:	11/03/2023
Staff Report Date:	10/04/2023
Date Accepted:	07/25/2023
Informational Mailing:	11/18/2022
Acceptance Mailing:	07/19/2023
Sign Posting Deadline:	09/19/2023

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.

Table of Contents

EVALUATION CRITERIA	3
FINDINGS	4
1. Request	4
2. Development Data Summary:.....	4
3. Location	6
4. Surrounding Uses	7
5. Previous Approvals.....	7
6. Design Features.....	7
COMPLIANCE WITH EVALUATION CRITERIA	13
7. 2010 <i>Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment</i> and the standards of the Development District Overlay (D-D-O) Zone.....	13
8. Prince George’s County Zoning Ordinance.....	15
9. Conceptual Site Plan CSP-20002	19
10. Preliminary Plan of Subdivision 4-21055	19
11. 2010 Prince George’s County Landscape Manual	22
12. Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance.....	23
13. Prince George’s County Tree Canopy Coverage Ordinance.....	23
14. Referral Comments	23
15. Community Feedback	29
RECOMMENDATION	29

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-22035
Terrapin House

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

EVALUATION CRITERIA

The subject property is within the edge area of the Local Transit-Oriented (LTO-E) Zone and the Residential, Single-Family-65 (RSF-65) Zone. It was previously located within the Mixed Use - Infill (M-U-I) and Development District Overlay (D-D-O) Zones. The entire property is also located within Aviation Policy Area (APA) 6. This application is being reviewed and evaluated, in accordance with the prior Prince George's County Zoning Ordinance, pursuant to Section 27-1904(a) of the Zoning Ordinance. The detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*;
- b. The requirements of the prior Prince George's County Zoning Ordinance for the Mixed Use - Infill (M-U-I) and Development District Overlay (D-D-O) Zones and Aviation Policy Area (APA) 6;
- c. The requirements of Conceptual Site Plan CSP-20002 and Preliminary Plan of Subdivision (PPS) 4-21055;
- d. The requirements of the 2010 *Prince George's County Landscape Manual*;
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;
- g. Referral comments; and
- h. Community feedback.

FINDINGS

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

1. **Request:** The detailed site plan (DSP) requests to construct one mixed-use building with 93 multifamily dwelling units and 4,800 square feet of ground-floor commercial retail space.
2. **Development Data Summary:**

	EXISTING	EVALUATED
Zone(s)	LTO-E and RSF-65 (prior M-U-I/D-D-O)	LTO-E and RSF-65 (prior M-U-I/D-D-O)
Use(s)	Multifamily Residential/Commercial Retail	Multifamily Residential/Commercial Retail
Gross Tract Acreage	0.89	0.89*
Dedication	-	0.04
Lots	4	0
Parcels	1	1
Square Footage /gross floor area	16,002 sq. ft. (to be razed)	157,518 sq. ft. total 122,575 sq. ft. building 34,943 sq. ft. parking garage
Dwelling Units	13**	93

Notes: *The total tract acreage of 0.89 is inconsistent across the plans. A condition is included herein for correction.

**There is a discrepancy in the total number of existing residential dwellings. A condition is included herein for revision.

Other Development Data

Parking Requirements per the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*

	Requirement	Evaluated
Total Residential (Walkable Node) *	1 space per dwelling unit	(93 x 1)/1.2= 78 parking spaces
Total Retail (Walkable Node) *	3 spaces per 1,000 sq. ft.	[3 x (4,800/1,000)]/1.2= 12 parking spaces
Total Parking Required	90	
Total Parking Provided		90
Standard spaces (nonparallel) (9.0 feet x 18 feet)**	-	55

Standard spaces (parallel) (8.0 feet x 22 feet)	-	1
Compact parking (nonparallel) (9.0 feet by 16 feet)**	-	29
Compact parking (parallel) (7.0 feet by 19 feet)	-	1
Handicap Accessible**	4	2
Handicap Van-accessible**	1***	2
Electric Vehicle parking spaces	-	2****

Notes: *The building is mixed use, with a shared parking factor of 1.2.

**The applicable D-D-O Zone does not have a standard for required parking space size. The DSP proposes a nonparallel standard parking space size of 9 feet by 18 feet (instead of 9.5 feet by 19 feet) and a nonparallel compact parking space size of 9 feet by 16 feet (instead of 8 feet by 16.5 feet), as required by Section 27-558(a) of the prior Prince Zoning Ordinance. The applicant has indicated that the proposed dimensions of the parking spaces enable the amount of parking provided to meet the requirements of the D-D-O Zone and are consistent with similar projects that were approved in the area, such as DSP-21024 and DSP-22015. As a result, the applicant seeks a departure from this requirement, per Section 27-548.25(e) of the prior Zoning Ordinance, which does not require separate applications for such departures, but requires that the Prince George’s County Planning Board find that the departure conforms to all of the applicable development district standards. Pages 18–20 of the applicant’s statement of justification (SOJ) further details justification for the requested modifications. Staff find that the revised sizes of the parking spaces will contribute to the development of the district vision of pedestrian-friendly, concentrated, mixed-use development in this area, and recommend that the Planning Board approve this departure. Since modification of standard parking spaces might affect the size of the provided handicap-accessible parking spaces, a condition is included herein for clarification and additional information to show conformation to ADA requirements.

***Among the four required handicap-accessible parking spaces, one needs to be handicap van-accessible.

****Among the 56 standard parking spaces, two spaces are specifically designated for charging electric vehicles (EVs).

Pursuant to Section 27-566(b)(1), this application provides four handicap-accessible parking spaces with a minimum 5-foot-wide access aisle adjacent to the parking space, as required by the Americans with Disabilities Act (ADA). One handicap van-accessible parking space is located on the first floor of the parking garage, and two handicap-accessible and one handicap van-accessible parking spaces are located on the basement level of the garage.

Bicycle Spaces per the Sector Plan

Required (1 space per 3 parking spaces)	30
Provided	52
Interior (long-term parking)*	34
Exterior (short-time parking)**	18

Notes: *Long-term bicycle parking is to be located on the basement level of the parking structure. Two separate bike rooms, in the parking structure, with space for 34 bicycles, meets the requirements of the D-D-O Zone and are accessible from Yale Avenue.

**This development also provides 18 short-term bicycle parking spaces. Six bike racks are installed on US 1 for 12 spaces, and three racks are located in the proposed street-level plaza amenity space for 6 spaces. A condition is included herein to label the bike racks, as labelling of one proposed rack is missing on the plan.

Loading Spaces (per Section 27-582(a)*** of the prior Zoning Ordinance)

Multifamily Residential	None
Commercial Retail	1 space (12 feet x 33 feet)

Notes: ***The 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* and the applicable D-D-O Zone do not have a standard for required loading spaces. Therefore, per the M-U-I Zone regulations, when a mix of residential and commercial uses is proposed on a single parcel, the site plan shall set out the regulations to be followed. The subject site plan proposes one loading space, in accordance with the requirements of Section 27-582(a) of the prior Zoning Ordinance, which lists the following requirement:

- None when less than 100 dwelling units.
- One space per 2,000 to 10,000 square feet of gross floor area of retail sales and service (per store)

The loading space for commercial retail space is provided outside the structured parking garage. The location of the one loading space is in conformance with Section 27-579 (b) of the prior Zoning Ordinance, requiring that no portion of an exterior loading space, and no vehicular entrances to any loading space (including driveways and doorways), shall be located within fifty (50) feet of any Residential Zone (or land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan).

- 3. Location:** The subject property is located on the north side of 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, within 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), which indicates that the property is located in the Walkable Node character area of the upper Midtown plan area of the D-D-O Zone.

4. **Surrounding Uses:** To the north of the property are commercial uses and a municipal parking garage in the Mixed Use – Infill (M-U-I) Zone; to the south of the property, beyond Hartwick Road, are multifamily uses in the M-U-I Zone; to the east of the property, beyond Yale Avenue, are multifamily uses in the Multifamily Medium Density Residential (R-18) Zone and single-family uses in the One Family Detached Residential (R-55) Zone; and to the west of the property is US 1 with commercial uses beyond, in the M-U-I Zone. All of the surrounding properties are located within the D-D-O Zone, as well. The subject property and the surrounding properties are within Aviation Policy Area (APA) 6.
5. **Previous Approvals:** Preliminary Plan of Subdivision (PPS) 4-02051 was approved by the Prince George’s County Planning Board on October 10, 2002 (PGCPB Resolution No. 02-199). This PPS 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 PPS was superseded by PPS 4-21055.

DSP-03008 was approved by the Planning Board on July 31, 2003 (PGCPB Resolution No. 03-163), for 13,153 square feet of retail development at the property known as 7313 Baltimore Avenue (Parcel A). The site had an approved Conceptual Stormdrain Plan, 40136-2002-00. DSP-22035 will supersede this DSP, if approved.

DSP-11005 was approved by the Planning Board on July 18, 2013 (PGCPB Resolution No. 13-91). On November 18, 2013, the Prince George’s County District Council reviewed and approved DSP-11005, with conditions. This DSP rezoned the property, known as 7302 Yale Avenue, from R-18 to M-U-I and approved four additional dwelling units to an existing multifamily building on Lots 11 and 12. The site had an approved SWM Concept Plan, 9883-2011. DSP-22035 will supersede DSP-11005, if approved.

Conceptual Site Plan CSP-20002 was approved by the Planning Board on March 25, 2021 (PGCPB Resolution No. 2021-45). On June 14, 2021, the District Council approved CSP-20002 and adopted the conditions contained in PGCPB Resolution No. 2021-45, with minor revision. This CSP approved the rezoning of a portion of the property (Lots 9 and 10) in the R-55 Zone to the M-U-I Zone and approved 10,000–15,000 square feet of commercial use, along with 160–175 multifamily dwelling units.

PPS 4-21055 was approved by the Planning Board on May 26, 2022-(PGCPB Resolution No. 2022-63), for one parcel for development of 175 multifamily dwelling units and 15,000 square feet of commercial use.

6. **Design Features:** The applicant proposes to construct one mixed-use building, with 93 multifamily dwelling units and 4,800 square feet of commercial retail uses. This development will be designed to achieve or exceed National Green Building Standard (NGBS) certification standards required for a silver rating, with various sustainable design features, including energy-efficient lighting with LED bulbs, improved building thermal performance, and low-reflectance roofing.

Figure 1: Site Plan

Improved sidewalks are shown along all frontages of the site. Crosswalks are shown, crossing the drive aisle at both points of vehicle access; thereby, connecting gaps in the sidewalk network, while bringing attention to motorists that pedestrians may be crossing. The frontage of US 1 will be improved, with a 10-foot-wide sidewalk and a 6-foot-wide bicycle path, per the recommendations of the sector plan. Street trees, lighting, benches, bicycle racks, trash receptacles, and a 5-foot-wide landscape strip with plantings are also proposed, along the main streetscape of US 1. In addition, sidewalks are provided along Hartwick Road and Yale Avenue for the enhancement of pedestrian connectivity.

Two separate vehicle entrances, to the concealed two-level structured parking garage, are located off of Hartwick Road and Yale Avenue. The basement level of the garage, accessed from the private alley off of Yale Avenue, will have a controlled-access garage door for residential use only. The first floor of the garage, accessed from Hartwick Road, will be open during regular business hours for use by commercial retail tenants. A portion of the parking area on the first floor will be specifically designated for use by residents, through a controlled-access gate. The layout of the parking garage has been provided and shows the dimensions of parking spaces, with 22-foot drive aisles. In addition, this development provides both long- and short-term bicycle parking spaces, which is discussed above in Finding 2. The applicant has noted that residents would use a key or fob to access the long-term bike rooms, located on the lower level of the parking garage, accessed from Yale Avenue.

Architecture

The architectural design of the mixed-use building is contemporary, with a generally flat roof, and is finished with a mix of materials including brick veneer, fiber cement panels and siding, cast stones, and glass elements. These materials are arranged in a geometric pattern.

The building façade along US 1 is broken down into three façade types, to mitigate the massing of the building. The varied roof lines between the three façade types enable the building to visually appear to be three individual buildings, making it not only visually interesting, but also compatible to the scale of the surrounding neighborhood. Across the portions of the project, a brick base and horizontal expression line is used to ground the project in its context and to unify the different façade types.



Figure 2: West Elevation along US 1

Along the ground floor fronting on US 1, the building elevations propose large floor-to-ceiling glass windows, highlighting the commercial and lobby spaces, in conformance with the requirement in the Walkable Node character area of the D-D-O Zone. The northwest corner of the building is integrated with vertical piers, to create a more prominent roofline. The windows on the top floor of this corner are paired with eyebrow canopies, creating further depth and interest. Similarly, the southwest corner of the building is enhanced by masonry towers. These towers, extended above the primary roofline, feature brick pilasters and cast-stone details.

Since the subject property is in proximity to the residential Old Town College Park Historic District, the massing of the building, along Yale Avenue, steps down and is designed to visually appear as three individual three-story townhouses with bay windows. This design approach, in accordance with comments received during the review of the CSP and PPS, not only reflects the residential nature of the building, but also responds to the scale of the residential dwellings on the east side of Yale Avenue.



Figure 3: East Elevation along Yale Avenue



Figure 4: Perspective Elevation – Corner of US 1 and Hartwick Road

Recreational Facilities

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

- a. A street-level plaza amenity space along US 1, including tables and chairs, bike racks, an art/mural/screen wall, and landscapes.
- b. A terrace courtyard on the second floor, including synthetic turf, tables and chairs, a pergola, and landscaping.
- c. A fitness center on the first floor of the building.

The street-level plaza amenity space is located at the northwest corner of the site, enhancing the streetscape and pedestrian realm, along US 1. The incorporation of steps with flower planters not only resolves the grading difference between the sidewalk and the plaza, but also makes both spaces connected to encourage the occurrence of social activities. Amenities provided within this space are to enhance the vibrancy of the street. The provision of this plaza is in accordance with the definition of a pocket or mini park in *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, which is less than a quarter acre, consisting of planted areas, hardscape, seating, and visual amenities, such as a fountain or artwork, along with a public use easement (page 180).



Figure 5: Perspective View of Street Level Plaza Amenity Space along US 1

Inside the building, the applicant is also proposing a study room on each floor, between floors two to six. While adequate details are provided regarding the amenities to be provided in the outdoor recreation areas, the applicant does not provide enough information regarding the amenities for the proposed fitness center proposed. Conditions are included, requiring the applicant to revise and clarify the information provided and include more details regarding the indoor recreational facilities.

Per the sector plan (page 264), the applicant also provides street amenities, along US 1 and Hartwick Road, including benches, bike racks, and trash bins. Details submitted for these amenities include information of location, spacing, quantity, and other details. Specifically, trash bins will be City of College Park's typical Victor Stanley trash receptacles.

Signage

The applicant has provided a sign package, showing that 11 signs are proposed for this development. These signs include four sets of the two types of tenant door signs (dimensional letters and blade signs), one lobby entrance sign (dimensional letters), and two parking signs (blade signs). These signs may be flat against the façade or mounted projecting from the façade. All signs are illuminated with light-emitting diode (LED) lights, except the lobby entrance sign. The submitted sign details for the development include the square footage for each sign and the style and location of signs. The sign package also shows that the mounted projecting signs meet a minimum clear height, above sidewalks, of eight feet and that the maximum gross area of signs, on a given façade, do not exceed 10 percent of the façade area of the commercial portion of the building. All these details demonstrate that the development is in conformance with the sign requirements of the D-D-O Zone (page 254 of the sector plan). Conditions are included herein for additional information to be noted on the sign package, as well as the provision of an additional sign, around the access to the parking garage on Yale Avenue, indicating Resident Only.

Lighting

The DSP proposes integrating three types of lighting throughout the site. Building-mounted lighting is installed on four building façades. While street light fixtures are provided along US 1 and Hartwick Road, pole-mounted lighting will be installed at the open amenity space, to ensure appropriate lighting in the evening for the purposes of security and safety. Staff find that the submitted photometric plan shows adequate lighting for users on-site and is sufficient for illuminating site access, building entryways, walking paths, sidewalks, and an alleyway along the northern property line. A condition is included herein requiring the applicant to note the quantity of the lighting types on the plan.

Loading and Trash Facilities

A loading space is proposed on the site. This meets the required number of such spaces for this development. This loading space is situated outside the building and located in the internal area of the site, along the northern property line. Since it is away from Yale Avenue and is tucked between two buildings, it is unlikely to be visible to the public. Two trash rooms will be located internal to the building. One dumpster, which is located next to the loading space, will be designed with an enclosure to appropriately screen it from Yale Avenue.

COMPLIANCE WITH EVALUATION CRITERIA

- 7. 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone:** The sector plan defines long-range land use and development policies, detailed zoning changes, design standards, and a D-D-O Zone for the Central US 1 Corridor area. The land use concept for the sector plan divides the corridor into four interrelated areas, 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 subject site is in the Downtown College Park plan area and is within the Walkable Node character area. The Walkable Node character area consists of higher density mixed-use buildings that accommodate retail, offices, row houses, and apartments, with emphasis on nonresidential land uses (particularly on the ground level) to provide a sense of place with urban design practices used along the Central US 1 Corridor. One of the implementation tools set forth in the plan is the Development District Standards (pages 227-272), which contain regulations that impact the design and character of the Central US 1 Corridor. The stated purpose of these standards in the sector plan is to shape high-quality public spaces with buildings and other physical features, and to create a strong sense of place for College Park, consistent with the land use and urban design recommendations of the sector plan.

Requests to Amend Development District Standards

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

- a. **Building Form/Massing (page 237):** The sector plan requires an expression line, above the second story, in the Corridor Infill and Walkable Node character areas. Due to the tall height of the ground floor (average height is 16 feet) and the breakdown of the west elevation into three façade types, the applicant is proposing to locate the expression line above the first story and at the sill of the second-floor windows. The approach conforms to the architectural elements exhibits on page 245 of the sector plan. On pages 14–16 of the SOJ, the applicant provided several examples of similar requests in the area, demonstrating that such requested modification will benefit the design of the building. Staff find that this request will not substantially impair implementation of the sector plan, and recommend approval of this amendment.

- b. **Sustainability and the Environment/Leadership in Energy and Environmental Design (LEED) Certification (page 256):** To allow for NGBS silver certification within the Walkable Node, all development shall obtain a minimum of silver certification in one of the applicable rating systems. The applicant indicated that they do not intend to pursue LEED certification and, instead propose to meet the NGBS certification criteria at the silver level. In November 2020, Home Innovation Research Labs, Inc. published *Comparison: 2020 National Green Building Standard (NGBS) and LEED Residential BD+C Multifamily Homes v 4.1*. Findings of this report conclude that the 2020 NGBS is clearly equivalent to LEED Residential v 4.1, when individual green categories are compared (page 33). In general, both NGBS and LEED are green building rating systems that set standards and scoring criteria for evaluating energy performance measures associated with construction and operation of new or renovated buildings. While there are some differences, both ranking programs require evaluation of similar building systems and design features to determine efficiency levels and apply a score.

A draft scorecard for the NGBS certification criteria was provided, demonstrating the proposed building meets the silver level. Pages 17–18 of the SOJ provide the applicant's analysis for this request and note that this is consistent with the Planning Board's decisions on DSP-19025, DSP-19054, DSP-20031, DSP-21024, and DSP-22015, to support NGBS standards as a measure of sustainability. Staff find that this amendment will benefit the development and the development district, by providing green design techniques and will not substantially impair implementation of the sector plan. Therefore, staff recommend approval of this amendment request.

8. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-U-I, Airport Compatibility (Part 10B), and D-D-O Zones.

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

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

(1) The site plan meets all approval requirements in Part 3, Division 9;

(2) All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;

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

(3) Proposed uses on the property will be compatible with one another,

(4) Proposed uses will be compatible with existing or approved future development on adjacent properties and an applicable Transit or Development District; and

The application proposes a mixture of multifamily residential and commercial/retail uses, in a vertical mixed-use format. The uses proposed for this development are compatible with one another, within the building. These uses are also compatible with existing or recently approved uses within the area, which are similar in height and density, as envisioned by the sector plan.

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

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

The adjacent property to the north is developed with a single-story commercial building and a five-story College Park municipal parking garage. The property to the east, across Yale Avenue, is developed with two-story single-family detached dwellings. The property to the south, across Hartwick Road, is developed with a two-story commercial condominium office complex. Across US 1, from the west side of the subject property, is a one-story shopping center. The proposed building and uses are in keeping with the vision and intent of the sector plan and development district, and

are compatible in size, height, and massing to existing and future buildings on adjacent properties. This is also discussed above in Finding 6. Therefore, the proposed building is compatible with other similar redevelopment projects in the Central US 1 Corridor and within the development district.

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

The primary façade of the building faces US 1, which creates an active pedestrian experience that ties into the existing surrounding development, based on the building design and frontage improvements. Sidewalks are provided on the streets to the west, south, and east of the proposed building. This ensures that existing public walkways are connected to the new public walkways. Primary pedestrian access is from US 1, with other complimentary pedestrian access from Hartwick Road. Two separate on-site vehicular access points are limited to one from Hartwick Road and one from Yale Avenue.

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

The photometric plan provided with the DSP indicates that the proposed lighting design will minimize glare, light, and visual intrusion onto nearby properties and buildings. In addition, it is noted that lighting is proposed to accent the building and provide well-lit areas, for the purposes of security and safety during the evening hours.

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

The building materials and colors selected to face the proposed building are compatible with those utilized in similar-scaled developments recently constructed, within the development district. The materials proposed include a mix of colored bricks, fiber cement siding and panels, cast stones, and glass. Trim, coping, and other detail elements are provided in complementary tones and materials. Specifically, neutral-toned materials selected for the Yale Avenue façade reflect those found in the existing neighboring houses.

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

The DSP does not propose outdoor storage areas and includes most of the mechanical equipment internal to the building. One single, outdoor electrical transformer is to be located in an underground vault, in the alley off of Yale Avenue, which is not visible from adjacent properties and public streets.

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

Signs proposed for this development are in conformance with the applicable development district standards.

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

(i) Hours of operation or deliveries;

The City of College Park will control the surrounding rights-of-way and will limit the hours of operation and deliveries, as deemed necessary. Since trash facilities and one loading space for any deliveries are located inside, or at the rear of the building, the proposed development will have minimal impact on adjacent properties. However, a condition is included herein, requiring the applicant to provide limits to the hours of operation and deliveries, demonstrating minimal impacts on adjacent properties, in accordance with this requirement.

(ii) Location of activities with potential adverse impacts;

Loading for any deliveries to the dwelling units is located in a private alley to the north of the building. The proposed trash facilities are located internally to the building, except loading of one dumpster, located in the alley off of Yale Avenue.

(iii) Location and use of trash receptacles;

The two trash receptacles (rooms) proposed are

located internally to the buildings. One dumpster, located outside the building, is designed with a dumpster enclosure and is away from Yale Avenue. These trash facilities are for residential and commercial retail uses.

(iv) Location of loading and delivery spaces;

One loading space is located in the northern part of the site, which is discussed above in Finding 6. This loading space serves both residential and commercial uses. Because of its location, this space is not visible from Yale Avenue.

(v) Light intensity and hours of illumination; and

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

(vi) Location and use of outdoor vending machines.

The subject DSP does not propose any outdoor vending machines.

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

Section 27-548.42. Height requirements.

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

The height of the building, included in the subject project, exceeds the building height restriction of APA-6. The applicant has provided two letters received from the Federal Aviation Administration (dated June 05, 2023) and the Maryland Aviation Administration (dated August 21, 2023), respectively. Both letters serve as proof of compliance with Federal Aviation Regulation (FAR) Part 77, determining that the proposed development is not to be an obstruction and hazard to air navigation.

9. **Conceptual Site Plan CSP-20002:** CSP-20002 was approved by the District Council on June 14, 2021 (PGCPB Resolution No. 2022-95), subject to 10 conditions. The conditions relevant to the review of this DSP are listed below in **bold** text. Staff analysis of the project’s conformance to the conditions follows each one, in plain text:

2. **Prior to issuance of demolition permits, the building located at 4424 Hartwick Road shall be recorded on a Maryland Inventory of Historic Properties form by a 36CFR-certified consultant. The form shall be submitted to the Historic Preservation staff for review and approval.**

The Historic Preservation Commission (HPC) has reviewed this application and indicated that this condition remains in effect, until satisfied.

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.**

The DSP shows the revised building footprint to preserve one of the specimen trees located along Hartwick Road.

- b. **Consider providing publicly accessible bicycle racks and an area reserved for micro- mobility shared parking.**

The applicant’s response to Subdivision and Development Review Committee (SDRC) comments (Tedesco to Huang, September 14, 2023) states, “Further coordination with the City of College Park and Technical Staff to determine the preferred location for the micro-mobility space is needed, and the applicant will depict the location of such prior to certification of the DSP.” Staff concur with this finding and, as such, will condition that the final location of micro-mobility spaces be determined, prior to certification of this DSP.

10. **Preliminary Plan of Subdivision 4-21055:** PPS 4-21055 was approved by the Planning Board on May 26, 2022 (PGCPB Resolution No. 2022-63), subject to 15 conditions. The conditions relevant to the review of this DSP are listed below in **bold** text. Staff analysis of the project’s conformance to the conditions follows each one, in plain text:

2. **Development of the site shall be in conformance with the Stormwater Management Concept Plan (7312-2022-0) and any subsequent revisions.**

The SWM Concept Plan (7312-2022-00) for the site and an associated approval letter were submitted with the application. The approval is dated October 27, 2022, and expires on October 27, 2025. The building footprint of the DSP has been slightly reduced from how it is shown on the SWM concept plan. The Prince George’s County Department of Permitting, Inspection and Enforcement (DPIE) will require the layout to be adjusted subsequently, at the time of final stormwater design approval.

3. **Total development within proposed preliminary plan of subdivision (PPS) shall be limited to uses which generate no more than 110 AM peak-hour trips and 157 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities and a new PPS.**

The subject application proposes a 93-unit multifamily dwelling and 4,800 square feet of commercial/retail use. The trip cap established under PPS 4-21055 approved 175 multifamily dwelling units and 15,000 square feet of commercial/retail use. Staff find that the subject DSP is within the trip cap established with 4-21055.

4. **In accordance with Section 24-135(b) of the prior Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate on-site recreational facilities.**

The applicant proposes a street-level plaza amenity space, a roof terrace courtyard, and a fitness center, for the purpose of providing adequate on-site recreational facilities. Details for the plaza, the roof terrace courtyard, and fitness center are provided on the landscape plan and DSP. There are two recreational facilities tables provided on the DSP, on Sheets C-101 and C-102. A condition is included herein, requiring the applicant to provide only one table on the coversheet, including all requisite information, such as the project name, total dwelling units proposed, and total value of recreational facilities required.

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

As discussed in Finding 6, the DSP shows the provision of adequate and appropriate public and private recreational facilities, in accordance with the Prince George's County Park and Recreation Facilities Guidelines. A condition is included herein, requiring the applicant to demonstrate that all proposed recreational facilities have been satisfactorily provided, prior to final certificate of occupancy of the building.

7. **Prior to approval, the final plat of subdivision shall include right-of-way dedication of 792 square feet along US 1 (Baltimore Avenue) and 914 square feet along Hartwick Road, in accordance with the approved preliminary plan of subdivision.**

The DSP shows the right-of-way (ROW) dedication of 792 square feet along US 1 and 952 square feet along Hartwick Road, in conformance with PPS 4-21055.

8. **Prior to approval of the final plat of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall:**

- a. **Enter into a public use easement agreement with the City of College Park, to ensure full public access to the six-foot-wide public use**

easement shown on the preliminary plan of subdivision along US 1 (Baltimore Avenue). The easement agreement shall be recorded, and the Liber/folio reflected on the final plat, along with the delineation of the easement, prior to recordation.

The DSP shows a 6-foot-wide public use easement (PUE) along US 1 to ensure access and use of the frontage sidewalk. This condition will be further evaluated, at the time of final plat.

- b. Enter into public use easement agreement with the Maryland-National Capital Park and Planning Commission, or the City of College Park, to allow public access to a ground level outdoor plaza, pocket or mini park, if determined to be feasible at the time of detailed site plan (DSP). The easement agreement shall be recorded, and the Liber/folio reflected on the final plat, along with the delineation of the easement, prior to recordation. The terms of the public use easement shall be established at the time of DSP, if applicable.**

The DSP shows a street-level plaza amenity space with a PUE, which is accessible from US 1. The easement agreement with the Maryland-National Capital Park and Planning Commission or the City of College Park will be further established and recorded, at the time of final plat. However, the Prince George's County Department of Parks and Recreation (DPR) and the Urban Design Section, in coordination with the applicant, should evaluate any terms of the easement, such as operational or use hours, in conformance with this condition.

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

Information for such details has been included in this application.

- 10. The applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications and details of the pedestrian and bicycle adequacy improvements approved with Preliminary Plan of Subdivision 4-21055, consistent with Section 24-124.01(f) of the prior Prince George's County Subdivision Regulations, as part of the detailed site plan submission.**

The DSP contains a bicycle and pedestrian facilities plan that accurately reflects improvements recommended with 4-21055.

- 11. The applicant and the applicant's heirs, successors, and/or assignees shall construct the following facilities and show these facilities on a pedestrian and bikeway facilities plan, as part of the detailed site plan, prior to its acceptance:**

- a. A six-foot wide bicycle cycle track along the property frontage of US 1, consistent with the 2010 *Approved Central US 1 Corridor Sector Plan***

and Sectional Map Amendment, unless modified by the operating agency with written correspondence.

- b. **A five- to ten-foot-wide sidewalk and a five- to eight-foot landscape amenity panel along the frontage of US 1 (Baltimore Avenue) consistent with the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*. The final width shall be determined by the operating agency with written correspondence.**
- c. **A minimum eight-foot-wide sidewalk and associated ADA curb ramps and crosswalk along the property frontage of Hartwick Road, unless modified by the operating agency, with written correspondence.**
- d. **A minimum five-foot-wide sidewalk and associated ADA curb ramps and crosswalk along the property frontage of Yale Avenue, unless modified by the operating agency, with written correspondence.**
- e. **Long- and short-term bicycle parking consistent with *The AASHTO Guide for the Development of Bicycle Facilities* to accommodate residents and visitors.**
- f. **Decorative pavement along all sidewalks and accent pavement for crosswalks.**
- g. **Provide all sidewalk/streetscape amenities and bicycle facilities, per the 2010 *Approved Central US 1 Corridor Sector Plan and Sector Map Amendment* (pages 261 and 264), unless modified by the operating agency, with written correspondence.**

The applicant's submission accurately displays the above-referenced on-site bicycle and pedestrian improvements. Specific to Condition 11d, the applicant has agreed to staff's request that sidewalks along Yale Avenue be widened to 7–8 feet. Sidewalks along Yale Avenue are discussed in greater detail below. The improvements listed above, as required by Condition 11 of 4-21055, are shown on the DSP and the bicycle and pedestrian facilities plan.

15. **Prior to approval of a detailed site plan, pursuant to the *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, and the 2010 *Approved Central US 1 Corridor Sector Plan*, the applicant shall submit design information regarding the inclusion and feasibility of providing a public plaza, pocket or mini park along the building frontage.**

The DSP shows details of a street-level plaza amenity space, with a proposed PUE accessible from US 1, which has been discussed above in Finding 6.

11. **2010 Prince George's County Landscape Manual:** The Central US 1 Corridor Sector Plan and SMA states that Sections 4.2, 4.3, and 4.7 of the Landscape Manual do not apply within the development district (page 226). Therefore, the proposed development is only subject to the requirements of Sections 4.1, 4.4, and 4.9 of the Landscape Manual, and schedules have been provided for Sections 4.1 and 4.9. The submitted plans are in conformance with

the requirements, with the exception of revisions that are needed, and have been conditioned herein. In addition, it is noted that the plans conform to the requirements of Section 4.4, Screening Requirements, for trash. Two separate trash rooms are located within the building, one on the basement level and the other on the first floor. A dumpster is located outside, along the northern property line. The provision of the dumpster enclosure makes it unlikely to be visible to the public. A loading space is located in front of this dumpster, internal to the site, and between the proposed building and a five-story parking garage to the north. Since this loading space is away from Yale Avenue, it is not visible from the public realm.

12. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is exempt from the provisions of the Woodland Conservation Ordinance (WCO) because the property is less than 40,000 square feet and has no previous tree conservation plan approvals. A Standard Letter of Exemption (S-130-2023) from the WCO was issued for this site, which expires on August 29, 2025. No additional information is required regarding woodland conservation.
13. **Prince George's County Tree Canopy Coverage Ordinance:** The subject site is located in the M-U-I Zone. Per Section 25-128(b) of the Prince George's County Code, there is a 10 percent tree canopy coverage (TCC) requirement. This amounts to approximately 0.09 acre, or 3,833 square feet, to be provided in TCC. The subject DSP provides the appropriate schedule and shows an adequate number of plants on-site to comply with the requirements. However, there are discrepancies between the TCC schedule and the landscape schedule. A condition is included herein for technical corrections to be made.
14. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and incorporated herein by reference:
 - a. **Historic Preservation and Archeological Review**—The Historic Preservation Commission (HPC) reviewed the subject application at its September 19, 2023 meeting. The HPC voted 5:0 to recommend that the Planning Board approve the subject application, with no new conditions. HPC provided findings and conclusions in a memorandum, dated September 20, 2023, which are incorporated herein for reference and review by the Planning Board.
 - b. **Community Planning**—In a memorandum dated August 28, 2023 (Hartsfield to Huang), the Community Planning Division provided an analysis of the subject DSP's conformance with the recommendations of the 2014 *Plan Prince George's 2035 Approved General Plan* and the Central US 1 Corridor Sector Plan and SMA, and supported the proposed alternative development district standards requirements, which are discussed in Findings 7 and 8 above.
 - c. **Transportation Planning**—In a memorandum dated September 15, 2023 (Ryan to Huang), the Transportation Planning Section offered an analysis of the prior approvals, which is incorporated into Findings 6, 8, 9 and 10 above.

Master Plan Roads

The subject site is along US 1, which has a variable-width 88- to 97-foot ultimate ROW established with the US 1 Corridor Sector Plan and SMA. The subject property

also has frontage along Hartwick Road and Yale Avenue, which are not designated as master plan roadways. The ultimate ROW is accurately displayed on the plan sheets. Additional ROW dedication, proposed along US 1 (792 square feet) and along Hartwick Road (914 square feet), is accurately shown on the DSP.

Master Plan Pedestrian and Bike Facilities

This application is subject to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). The subject property fronts the recommended master-planned bicycle lane along US 1, and a shared roadway facility along Hartwick Road.

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

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

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*.

This development is also subject to the sector plan, which also proposes a bicycle lane along US 1 and a shared-use roadway along Hartwick Road. The following policies and strategies are provided for pedestrian and bicyclist facilities:

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

Transportation Analysis Policy 2: Implement a comprehensive wayfinding system to complement the street network and orient residents, visitors, students, and through traffic to the area.

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

Strategies:

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.

Special decorative paving materials, such as brick, precast pavers, Belgium block, or granite pavers, are recommended in the walkable nodes and at appropriate locations within the corridor infill areas.

Sidewalk materials should be continued across driveways whenever possible, and accent paving should be used to define pedestrian crossings.

The above policies, strategies, and recommendations all support a multimodal community. Staff find that the applicant's submission reflects the policies of the MPOT and the sector plan. The applicant's submission includes a bicycle lane and a 10-foot-wide sidewalk along the site's US 1 frontage. Long- and short-term bicycle parking is provided throughout the site. The site's frontage, along Hartwick Road, displays a 6-foot-wide sidewalk and crosswalk, at the point of vehicle entry.

Per staff's request that shared-lane markings and "Bicycles May Use Full Lane" signage assembly be added to the site's Hartwick Road frontage, the applicant's response to SDRC comments (Tedesco to Huang, September 14, 2023) states, "The applicant has no objection to this recommendation, but its ultimate implementation must be subject to the City of College Park as the applicable operating agency." Staff concur with this finding and, as such, will condition that the shared-lane markings and "Bicycles May Use Full Lane" signage assembly along the site's Hartwick Road frontage be shown, prior to certification of the DSP.

Per staff's request that the sidewalk along the site's frontage of Yale Avenue be widened to 7-8 feet to match the sidewalk width directly north of the site, the applicant's response to SDRC comments (Tedesco to Huang, September 14, 2023) states, "On August 24, 2023, the applicant met with Staff and discussed this comment in detail. In response to the meeting discussion, and in satisfaction of this comment, submitted herewith, the applicant has updated the sidewalk along Yale Avenue accordingly. The applicant would note; however, it may be necessary to reduce the width of this sidewalk in minimal locations to assist with the future retention of the specimen tree at the corner of Hartwick Road and Yale Avenue." Staff concur with this finding; however, the applicant's submission does not display sidewalks along Yale Avenue as being 7-8 feet wide. As such, staff will condition that 7- to 8-foot-wide sidewalks be shown on the DSP, prior to certification.

- d. **Subdivision**—In a memorandum dated September 18, 2023 (Vatandoost to Gupta), the Subdivision Section provided an analysis of the subject DSP's conformance with the prior approvals, as included in Finding 9 above.
- e. **Environmental Planning**—In a memorandum dated September 21, 2023 (Juba to Huang), the Environmental Planning Section offered the following:

Natural Resources Inventory/Existing Conditions

The site has an approved Natural Resources Inventory (NRI-080-11-01), which correctly shows the existing conditions of the property. Four specimen trees are located on-site. This site is not associated with any regulated environmental

features (REF), such as streams, wetlands, 100-year floodplain, or associated buffers. The site is not within the primary management area (PMA).

Specimen Trees

In accordance with approved NRI-080-11-01, four specimen trees have been identified on the subject property. Although this site is exempt from the WCO, at the time of CSP approval, preservation of as many specimen trees as practicable was recommended to be considered during the final site design process. Emphasis was placed on trying to save the two specimen trees located adjacent to Hartwick Road and Yale Avenue. With the DSP, the applicant is saving one of these trees known as ST-3, a 37-inch caliper, Willow oak, in good condition.

Soils

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

No unsafe soils containing Christiana complexes or Marlboro clay have been identified on, or within, the immediate vicinity of this property. There are no geotechnical concerns with this project.

Stormwater Management

An approved SWM Concept Plan (7312-2022-00) and letter was submitted with this application. The approved SWM concept plan shows the use of one underground storage facility, with an associated sand filter, that will exist under the proposed building and will serve the site. No further information is required regarding SWM with this application.

- f. **Permit Review Section**—In a memorandum dated September 18, 2023 (Jacobs to Huang), the Permit Review Section indicated that the unit breakdown is shown on the last page of the architectural sheet (Sheet DSP-07) and noted that sheet shall be part of the final certified plan set.
- g. **Prince George’s County Department of Parks and Recreation (DPR)**—In an email dated July 31, 2023 (Holley to Hung), DPR indicated that the Urban Design Section shall review the on-site recreational facilities for adequacy and proper siting.
- h. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated August 29, 2023 (Giles to Huang), DPIE provided comments pertaining to approval of SWM. DPIE also noted that the applicant shall coordinate with the City of College Park and the Maryland State Highway Administration, respectively, to determine if ROW dedication and road improvements are required.
- i. **Prince George’s County Fire/EMS Department**—In an email dated July 30, 2023 (Reilly to Hung), the Fire/EMS Department requested the applicant to clearly label on the plans the location of the Fire Department connection and, if provided, fire features and grills in the amenity spaces.

- j. **Prince George’s County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on this application.
- k. **Prince George’s County Health Department**—In a memorandum dated August 18, 2023 (Adepoju to Huang), the Health Department offered a health impact assessment of the proposed development and comments addressing potential construction activity impacts (noise and dust) extending into adjacent properties during construction. The department recommends the provision of pet refuse disposal stations, which is included herein, in the Recommendation section of this staff report.
- l. **Maryland State Highway Administration (SHA)**—At the time of the writing of this technical staff report, SHA offered no comments on the subject application.
- m. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, comments have not been received from WSSC regarding the subject project.
- n. **Public Utilities**—The subject DSP was referred to Verizon, the Potomac Electric Power Company, Comcast, AT&T, and Washington Gas on September 14, 2023, for review and comments. At the time of the writing of this technical staff report, no correspondence had been received from these public utility companies.
- o. **City of College Park**—The subject property is located within the geographical boundary of the City of College Park. The DSP application was referred to the municipality for review. The application was heard at the City Council meeting on October 3, 2023, and final action is expected during the October 10, 2023 meeting. City staff provided the following recommendations, on the subject application, in their staff report to the City Council:
 - “1. SUPPORT the following alternative development district standards as noted below:

(Note: The page number references are from the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment.)

 - a. **Expression Line** (pages 234 and 237) – To provide an expression line above the first story, which has an average height of 16-feet, rather than above the second story.
 - b. **LEED Certification** (page 256) – To allow the Applicant to pursue the certification criteria of the National Green Building Standard (NGBS) at the silver level, rather than of LEED.
 - “2. SUPPORT for a departure from the Parking Space Dimension Standard set for by the prior Zoning Ordinance under Section 27-558(a) to construct parking spaces that are 9-feet by 18-feet, rather than 9.5-feet by 19-feet.”

City staff also recommended the following conditions of approval in their staff report to the City Council:

- “3. Prior to a demolition permit for the house on Yale Avenue, 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. Prior to Planning Board approval, execute a Declaration of Covenants Agreement with the City that includes, at a minimum, the following provisions:
 - a. Prior to the Planning Board hearing on October 19, 2023, provide a replacement tree plan to be submitted and approved by City staff in the event the Willow Oak, identified as Specimen Tree-3, dies within 5 years from the issuance of the use and occupancy permit, and note this information on the landscape plan.
 - b. The property owner shall notify their residents that they will not be eligible for residential permit parking, prior to signing a lease.
 - c. Prior to the first Use and Occupancy Permit, provide a public access easement to the City to allow public access to the ground level proposed amenity space (1,733 square feet) facing the alley as labeled on DSP Sheet C-301.
 - d. Prior to the first Use and Occupancy Permit, provide a 6-foot-wide public access easement, as shown on DSP Sheet C-301, to accommodate public benches, bike racks, and bike share space along the east side of the Baltimore Avenue sidewalk.
 - e. PILOT to City if the property becomes tax exempt.
 - f. Unitary management and condominium conversion requirements.
 - g. Acknowledgement of responsibility for maintenance of pedestrian light fixtures, landscaping, and sidewalks.
 - h. Provide an outdoor public art feature, which can be matched by City funds (up to \$15,000).
 - i. Prior to Use and Occupancy Permit, submit a National Green Building Standard Silver or Higher Certificate to the City.

Condition 3 was conditioned in CSP-20002, which has been discussed above in Finding 9. The HPC review indicated that the condition remains in effect, until satisfied after reviewing this application. Staff did not review recommended Condition 4 since this pertains to the Declaration of Covenants and Agreement between the applicant and the City.

15. **Community Feedback**—As of the writing of this report, staff did not receive any inquiries regarding the subject DSP from the community.
16. The subject application adequately takes into consideration the requirements of the D-D-O Zone and the Central US 1 Corridor Sector Plan and SMA. The amendments to the development district standards, required for this development, would benefit the development and the development district, as required by Section 27-548.25(c), and would not substantially impair implementation of the sector plan.

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

17. Per Section 27-285(b)(4) of the prior Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a DSP is, as follows:

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

No REF exist on-site; therefore, none will be impacted by the proposed development, and staff find that the REF have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirement of Section 27-285(b)(4).

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Prince George’s County Planning Board adopt the findings of this report and recommend the following:

1. APPROVAL of the alternative development district standards for:
 - a. **Building Form/Massing (page 237):** To allow the expression line to be located above the first story and at the sill of the second-floor windows
 - b. **Sustainability and the Environment/Leadership in Energy and Environmental Design (LEED) Certification (page 256):** To allow National Green Building Standard silver certification.
 - c. A revision in the nonparallel standard parking space size to 9 feet by 18 feet and the nonparallel compact parking space size to 9 feet by 16 feet.
2. APPROVAL of Detailed Site Plan DSP-22035 for Terrapin House, subject to the following conditions:

- a. Prior to certification, the applicant shall revise the detailed site plan (DSP), as follows, or provide the specified documentation:
- (1) Revise the coversheet, as follows:
 - (a) Per General Notes 4 and 16, clarify and revise the total number of existing residential units.
 - (b) Label the property as proposed Parcel 1, in conformance with Preliminary Plan of Subdivision 4-21055.
 - (c) Revise General Note 9, based on the total gross acreage of 0.89. The lot area of 0.89 acre shall be consistent across the entire submittal.
 - (d) Clarify if a note for the recreational facilities calculation on Sheet C-102 is needed, with revision, if necessary.
 - (2) Revise the proposed recreational amenity list, as follows:
 - (a) Merge the two recreational facilities tables provided on Sheets C-101 and C-102 to one table on the coversheet, providing all requisite information; including the project name, total dwelling units proposed, and total value of recreational facilities.
 - (b) Provide a list of amenities to be included in the fitness center, with details.
 - (c) Add a note below the table, stating that all facilities shall be constructed, prior to issuance of a use and occupancy permit for the building.
 - (d) Clarify the note located below the Table of Recreational Facilities Calculation and revise or remove it, if necessary.
 - (3) Revise the parking area requirements on the coversheet, as follows:
 - (a) Add parking dimensions for required and provided Americans with Disabilities Act (ADA) accessible parking spaces to the plans.
 - (b) Provide information to show that the provided Americans with Disabilities Act (ADA) accessible parking spaces are in conformance with the ADA requirements.
 - (c) In General Note 12, label the asterisk mark only in the parking size that requires a departure.

- (4) Revise the signage requirements, as follows:
 - (a) Provide a sign around the access to the parking garage on Yale Avenue, indicating that parking is restricted to residents only, noting the same on the plan with details.
 - (b) Note on the signage plans that no panelized back lighting and box lighting fixtures are used for this application.
 - (5) On the photometric plan, indicate the quantity of the three lighting types.
 - (6) Provide a location for micro-mobility parking spaces, in accordance with Condition 4b of Conceptual Site Plan CSP-20002. The exact details shall be evaluated and accepted by the Transportation Planning Section.
 - (7) Provide shared-lane markings and a “Bicycles May Use Full Lane” signage assembly along the subject property’s Hartwick Road frontage, with written approval from the City of College Park.
 - (8) Provide 7- to 8-foot-wide sidewalks along the subject property’s frontage of Yale Avenue, unless modified by the operating agency.
 - (9) Provide limits to the hours of operation and deliveries, demonstrating minimal impacts on adjacent properties.
- b. Prior to certification, the applicant shall revise the landscape plan, as follows:
- (1) Add a missing labelling of Liriope Muscari “Big Blue” (LM).
 - (2) In the Tree Canopy Coverage schedule, update the information pertaining to shade and ornamental trees, to be consistent with the number and size of the shade and ornamental trees shown in the landscape schedule.
 - (3) In Schedule 4.1-4, update the total number of provided shade and ornamental trees, to be consistent with the landscape schedule.
 - (4) Revise Section 4.9 to Schedule 4.9-1.
 - (5) Revise the required number of ornamental trees to be native in Schedule 4.9-1.
 - (6) Add a column to the landscape schedule to indicate if plants are native.
 - (7) Label a missing labelling of the proposed bike rack on Sheet C-701.
 - (8) Provide pet refuse disposal stations.

- (9) Provide a note on the landscape plan that states, "The trash, loading facilities, and mechanical equipment are interior to the building or have been appropriately screened, in conformance with Section 4.4 of the 2010 *Prince George's County Landscape Manual*."
 - (10) Add a general note on the landscape plan that, at the time of development, efforts shall be made to save Specimen Tree ST-3, a Willow Oak, including installing tree protection fencing during construction.
- c. Prior to issuance of the final certificate of occupancy for the residential portion of the building, the applicant shall demonstrate that all on-site recreational facilities have been fully constructed and are operational.
 - d. Prior to approval of a final plat of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate conformance with the disclosure requirements of Section 27-548.43(b)(2) of the prior Prince George's County Zoning Ordinance, regarding the proximity of this subdivision to a general aviation airport. The applicant shall provide a note on the plat, and provide a copy of the disclosure notice. The disclosure notice shall be included in all lease, rental, or purchase contracts for occupants, and the occupants shall sign an acknowledgement of receipt of the disclosure.

TERRAPIN HOUSE

Detailed Site Plan

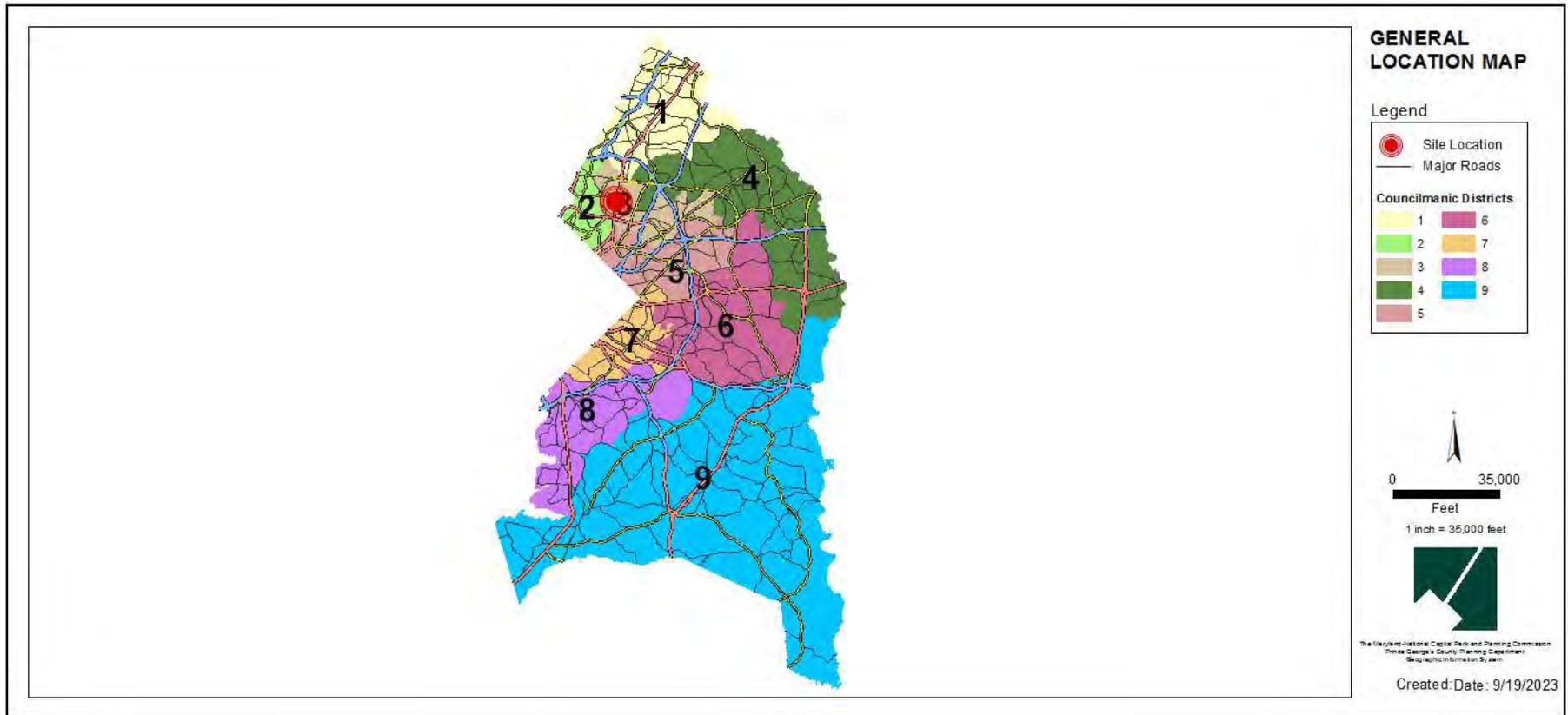
Staff Recommendation: APPROVAL with conditions



GENERAL LOCATION MAP

Council District: 03

Planning Area: 66



SITE VICINITY MAP

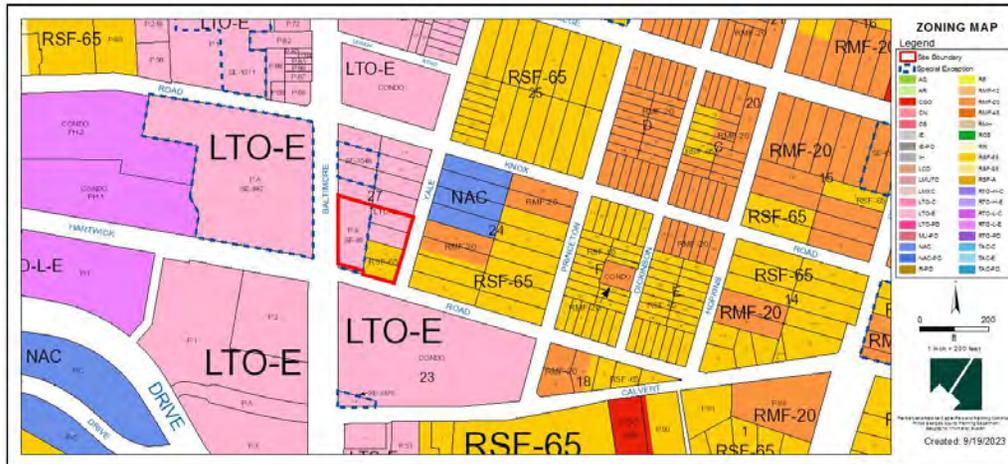


ZONING MAP

Current Property Zone: LTO-E/RSF-65
Prior Property Zoning: M-U-I

CURRENT ZONING MAP

PRIOR ZONING MAP

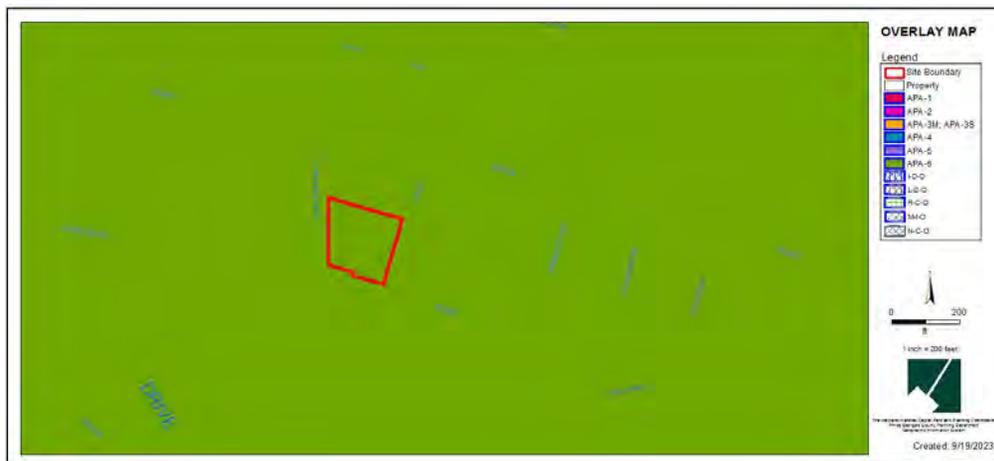


OVERLAY MAP

Current Property Overlay: N/A
Prior Property Overlay: D-D-O

CURRENT OVERLAY MAP

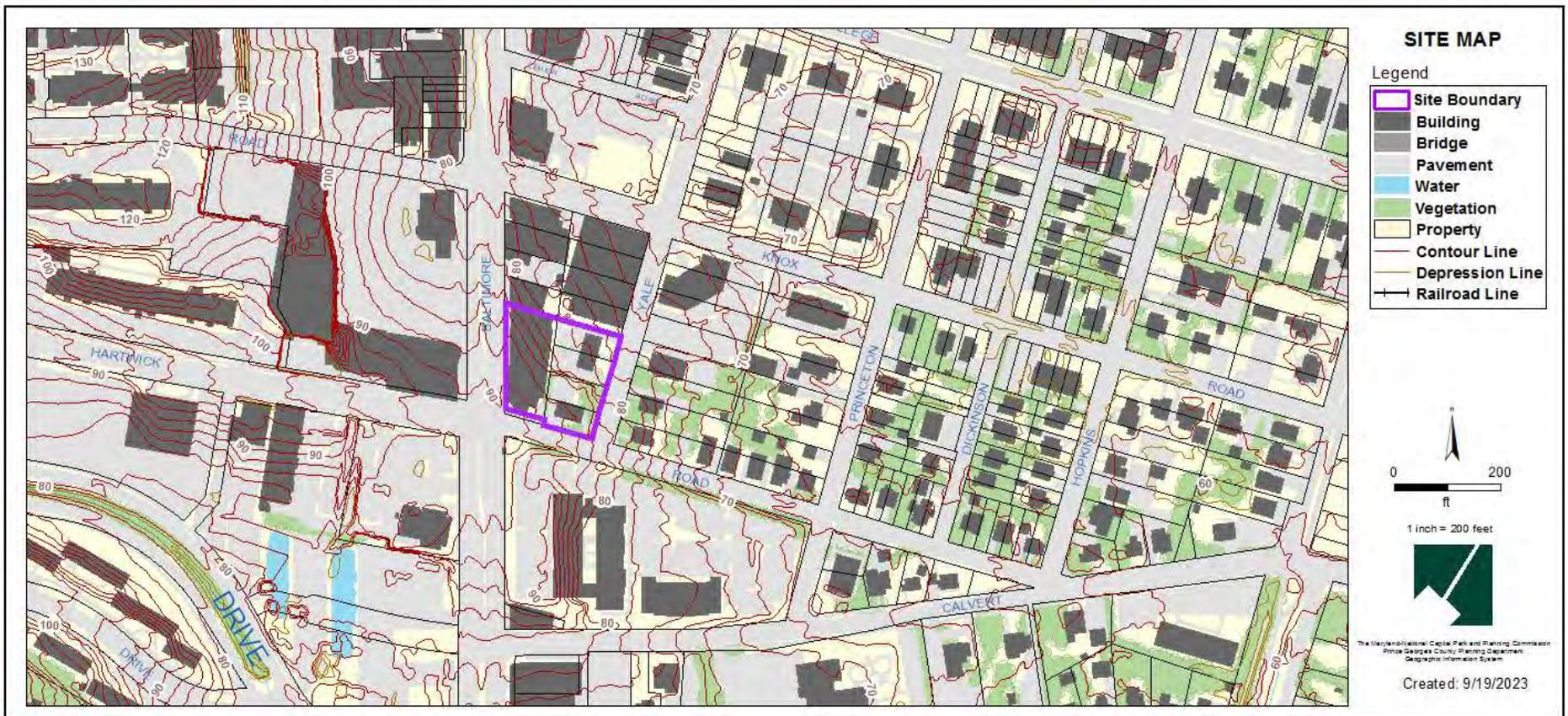
PRIOR OVERLAY MAP



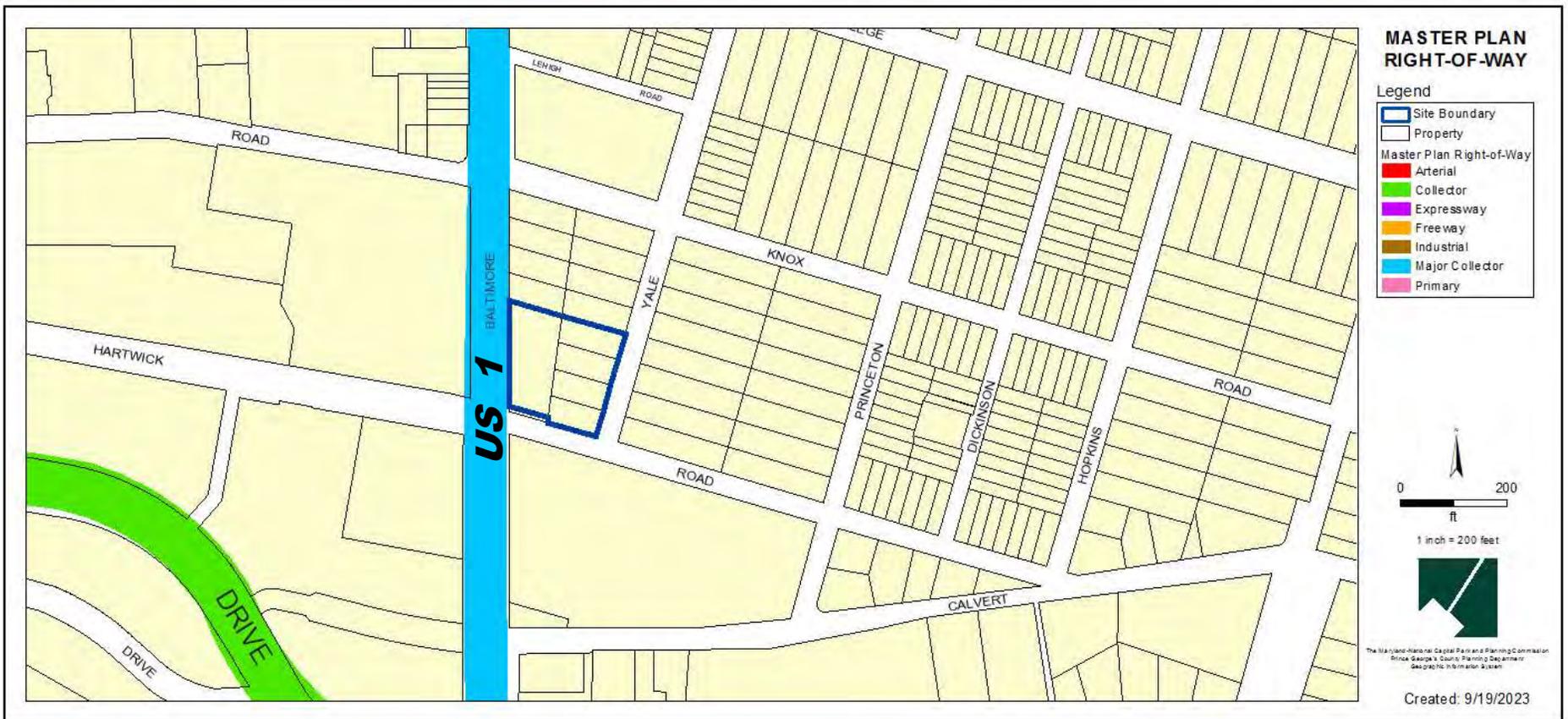
AERIAL MAP



SITE MAP



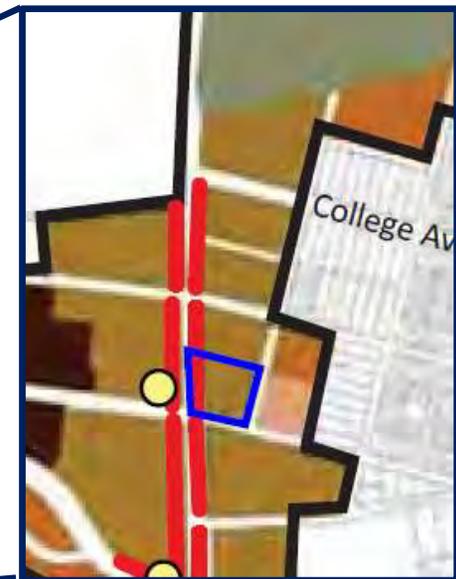
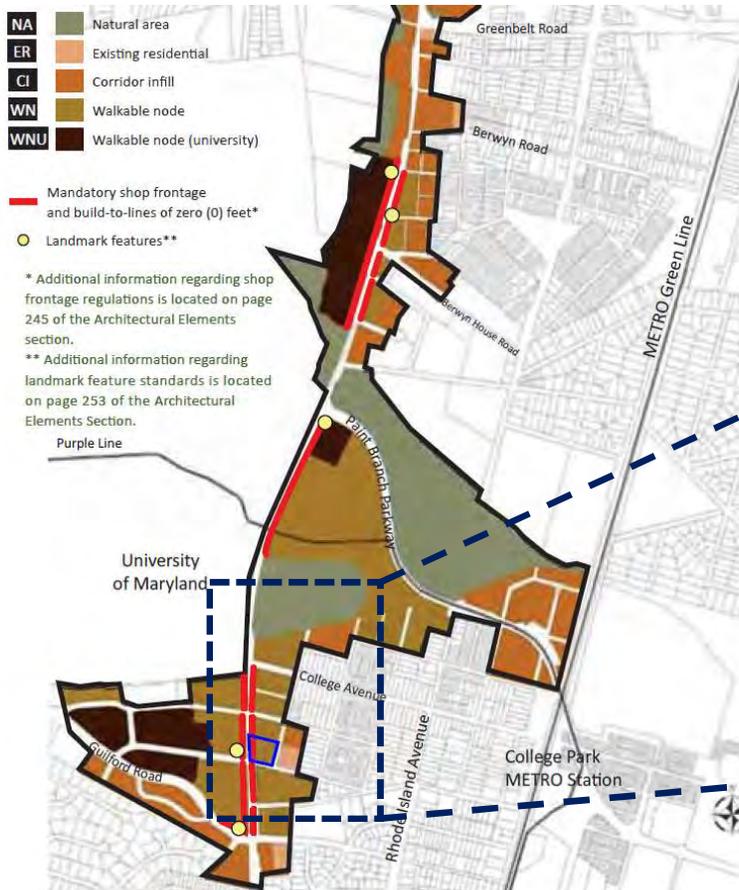
MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



CENTRAL US 1 CORRIDOR SECTOR PLAN



DETAILED SITE PLAN



LEGEND:

GENERAL:

-  LONG TERM BICYCLE FACILITIES
-  SHORT TERM BICYCLE FACILITIES

HARTWICK AVE:

-  PROP. CONCRETE SIDEWALK (5' MIN WIDTH)

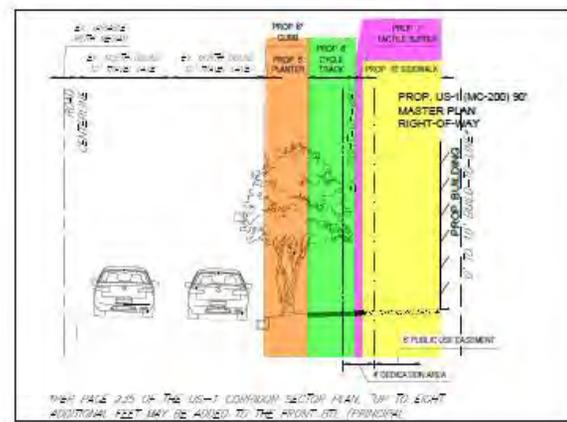
YALE AVE:

-  PROP. CONCRETE SIDEWALK (5' MIN WIDTH)

US ROUTE 1:

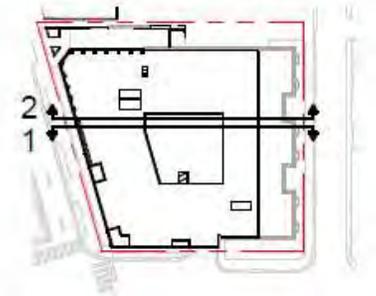
-  PROP BICYCLE TRACK (8' WIDE)
-  PROP TACTILE BUFFER (1' WIDE)
-  PROP CONCRETE SIDEWALK (10' WIDE)
-  PROP LANDSCAPE AMENITY PANEL (5' WIDE)

 **BUILDING ENTRANCE**  **RETAIL ENTRANCE**



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

BUILDING SECTION



EAST-WEST BUILDING SECTION – LOOKING NORTH (2)

PERSPECTIVE VIEW (NORTH-WEST CORNER)



PERSPECTIVE VIEW (SOUTH-WEST CORNER)



PERSPECTIVE VIEW (FROM HARTWICK ROAD)



LANDSCAPE PLAN



1 STREET LEVEL PLAZA AMENITY SPACE



2 TERRACE COURTYARD AMENITY SPACE

3 AN INDOOR FITNESS CENTER



TERRAPIN HOUSE

MB202035

EXTERIOR ELEVATIONS



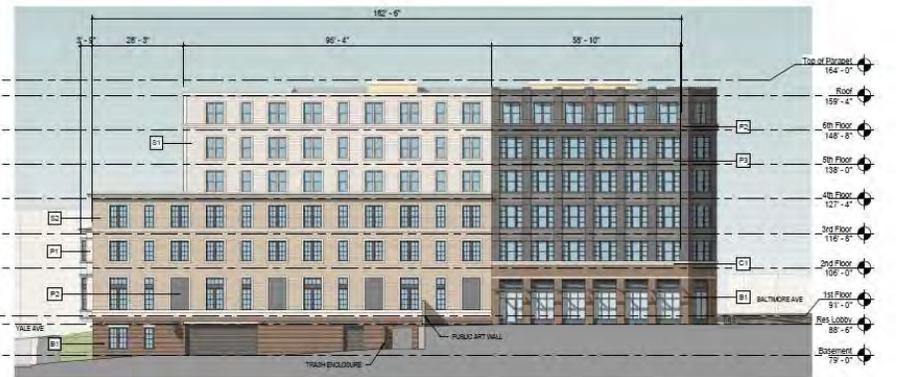
1 WEST ELEVATION - BALTIMORE AVENUE
 1/16" = 1'-0"



2 SOUTH ELEVATION - HARTWICK ROAD
 1/16" = 1'-0"

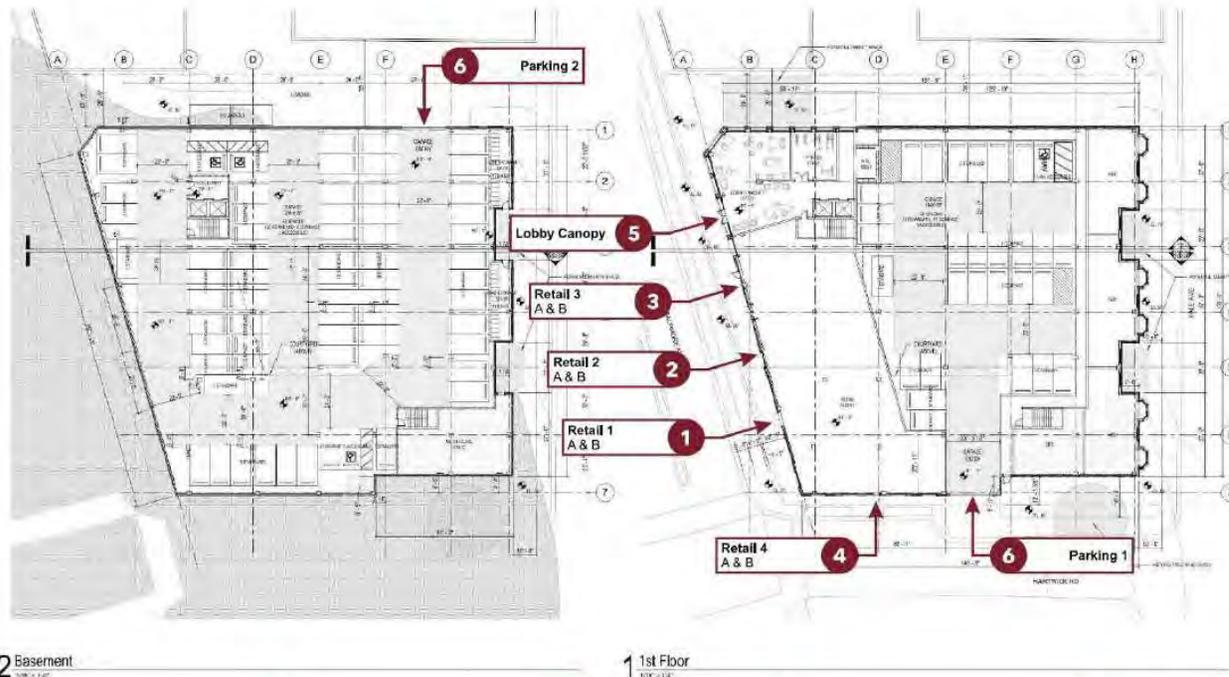


3 EAST ELEVATION - YALE AVENUE
 1/16" = 1'-0"



4 NORTH ELEVATION
 1/16" = 1'-0"

SIGNAGE



STAFF RECOMMENDATION

APPROVAL with conditions

- DSP-22035

[Major/Minor] Issues:

- None

Applicant Required Mailings:

- Information Mailing: 11/18/2022
- Acceptance Mailing: 07/19/2023

STATEMENT OF JUSTIFICATION
DSP-22035

APPLICANT/OWNER: Terrapin Main Street, LLC
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Bethesda, Maryland 20814

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(301) 809-4500

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

ARCHITECT: Torti Gallas & Partners
1923 Vermont Avenue, NW
Grimke School, 2nd Floor
Washington, DC 20001
(202) 232-3132

REQUEST: Pursuant to Section 27-1704 of the Zoning Ordinance, the applicant is seeking approval of a Detailed Site Plan pursuant to Section 27-285(b) of the prior Zoning Ordinance with requested modifications to the Development District Standards in accordance with Section 27-548.25(c) of the prior Zoning Ordinance to accommodate the development of a mixed-use multifamily and commercial/retail use in the prior M-U-I/D-D-O Zones. Specifically, the development will consist of one (1) building with approximately 4,800 square feet of commercial/retail space and 93 multifamily units.

I. DESCRIPTION OF PROPERTY

1. Addresses – 7313 Baltimore Avenue, 4424 Hartwick Road and 7302 Yale Avenue, College Park, Maryland 20740.
2. Proposed Use – Approximately 93 multifamily dwellings units and approximately 4,800 feet of commercial/retail space.
3. Election District – 21.
4. Lots – Lots 9, 10, 11, 12 and Parcel A (Plat Book JWB 5 at Page 479 and Plat Book REP 198 at Page 29).
5. Total Area – 0.89 acres.
6. Tax Map & Grid – 33/C-4.
7. Location – Located on the north side of Hartwick between Baltimore and Yale Avenues.
8. Prior Zone – M-U-I & DDO.
9. Prior Overlay Zone – DDOZ within the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*.
10. Current Zone – LTO-E and RSF-65
11. Zoning Map – 209NE04.
12. Incorporated Area – College Park.
13. Archived 2002 General Plan Tier – Developed.
14. General Plan Growth Policy – Established Communities.

II. NATURE OF REQUEST

Terrapin Main Street, LLC (hereinafter the “Applicant”) is requesting the approval of a Detailed Site Plan to construct approximately 93 multifamily dwellings units and approximately 4,800 square feet of commercial/retail space. The applicant is requesting limited modifications to the Development District Standards contained in the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (hereinafter “Sector Plan”).

PPS 4-02051 was approved by the Planning Board on September 19, 2002 (PGCPB Resolution No. 02-199). 4-02051 approved one parcel for 13,100 square feet of mixed-use commercial development on what is currently Parcel A. PPS 4-21055 supersedes 4-02051.

Detailed Site Plan DSP-03008 was approved by the Planning Board on July 27, 2003 (PGCPB Resolution No. 03-163 was adopted on April 29, 2021 (administratively corrected)), for development of 13,100 square feet of commercial development on Parcel A. This development currently exists on Parcel A and will be razed to accommodate the new proposed infill development. DSP-11005 was approved by the Prince George's County District Council on November 18, 2013. This DSP rezoned a portion of the subject property from the prior R-18 Zone to the MUI/DDO Zone and approved four additional dwelling units to an existing multifamily building on Lots 11 and 12. This building will also be razed to accommodate the new infill redevelopment. Conceptual Site Plan CSP-20002 was approved on June 21, 2021 by the District Council. CSP-20002 and DSP-11005 resulted in the rezoning of the entire property to the MUI/DDO Zone, and as a result, the CSP further approved 10,000-15,000 square feet of commercial use along with 160-175 multifamily dwelling units. Preliminary Plan of Subdivision (PPS) 4-21055 was approved by the Planning Board on May 26, 2022 (PGCPB Resolution No. 2022-63 was adopted on June 16, 2022) to re-subdivide four (4) lots and one (1) parcel into one (1) parcel to accommodate up to 15,000 square feet of commercial/retail uses and up to 175 multifamily dwelling units.

PPS 4-21055 was reviewed and approved in accordance with the prior Zoning Ordinance and Subdivision Regulations, as required by Section 24-1703(a) of the County Code. Furthermore, Section 24-1703(d) of the County Code provides, “. . . the project may proceed to the next steps in the approval process (including any zoning steps that may be necessary) and continue to be reviewed and decided under the Subdivision Regulations and Zoning Ordinance under which it was approved.” Furthermore, and notwithstanding, CSP-20002, which was approved by the District Council on June 21, 2021, triggers Section 27-1704 of the Transitional Provisions. Specifically, Section 27-1704(a) provides, “development approvals or permits of any type approved under . . . Subtitle [27] or Subtitle 24 of this Code prior to April 1, 2022 remain valid for the period of time specified in the Zoning Ordinance or Subdivision Regulations . . . [and] [i]f the approval is for a CSP . . . , it shall remain valid for twenty years from April 1, 2022.” Furthermore, Section 27-1704(b) provides, “[u]ntil and unless the period of time under which the development approval or permit remains valid expires, the project may proceed to the next steps in the approval process (including any subdivision steps that may be necessary) and continue to be reviewed and decided under the Zoning Ordinance and Subdivision Regulations under which it was approved.” Consequently, CSP-20002 and PPS 4-21055 are “grandfathered.”

Therefore, DSP-22035 is being filed under and will be reviewed and decided in accordance with the prior Zoning Ordinance, the MUI/DDO Zone, and the applicable development district standards in the Sector Plan.

III. APPLICANT'S PROPOSAL

As mentioned previously, the Applicant is requesting the approval of a detailed site plan for the development of approximately 93 multifamily dwellings units and approximately 4,800 square feet of commercial/retail space in one (1) building. The current addresses of the included properties are 7313 Baltimore Avenue, 4424 Hartwick Road and 7302 Yale Avenue, College Park, Maryland 20740, which are currently developed with a mix of uses consisting of

commercial retail uses on Parcel A and multi-family residential uses on Lots 9, 10, 11 and 12. Consistent with the prior M-U-I Zone, the application is proposing a mixed-use development with residential and commercial uses that will be integrated into one building. The existing structures on the property will be razed. The total area of the property is 0.89 acres. Parking will be provided via a two-level parking garage beneath the multifamily building. Modifications to certain development standards are requested pursuant to Section 27-548.25(c) of the prior Zoning Ordinance. The requested amendments are discussed in Section VI of this statement.

DESIGN FEATURES

The redevelopment of this site will create a vibrant addition to the Walkable Node Character Area of the Downtown Plan Area by creating a total of 93 multifamily units and 4,800 square feet of commercial/retail at the corner of US 1 and Hartwick Road that will extend down the frontage of US 1 along the commercial corridor, serving the adjacent University of Maryland and the historic College Park neighborhood. Building massing, material selection, site design, parking entrances, open space, and retail orientation are designed to complement and enhance the adjacent area and neighborhood. This thoughtful infill project is designed to be sympathetic to the traditional character of the surrounding residential area as well as the vibrant US 1 commercial corridor. The building facades are well composed and attractive, containing a combination of sustainable materials such as brick veneer, fiber cement siding, and fiber cement panel. The site plan proposes a concealed two-level garage, each level with a single point of vehicular access. The smaller ground floor level is accessed from Hartwick Road, and the larger, partially below-grade, residential level is accessed from the alley off Yale Avenue.

The project site presents a unique challenge, as it sits between a busy commercial corridor and the residential Old Town College Park Historic District. To remain sensitive to the adjacent residential area, and as thoroughly vetted and supported with CSP-20002, the building steps down to a modest three stories along Yale Avenue. Along US 1, the project is broken down into multiple façade types to provide visual interest and reflect the scale of the surrounding neighborhood. The varied roof lines between façade types further enhance the sense of multiple “buildings” along the US 1 frontage. A chamfer is introduced at the north-west corner of the building, providing relief and activation along the street, and inviting pedestrians into the outdoor amenity space on the north side of the building. The northwest facade identity, characterized by the gray panel, has been refined to establish a more iconic architectural character. A dynamic roofline and a strong sense of hierarchy are achieved by raising the piers above the primary roofline. Additionally, horizontal projecting sunshades located above the top floor windows create further depth and interest. These revisions enhance the design of this prominent building corner and help to differentiate this façade identity from the adjacent façade types. The outdoor dual (public/private) space was recommended with PPS 4-21055 to further satisfy mandatory park dedication requirements. The massing along Yale Avenue is broken down into three projecting bays or “buildings” that reflect the residential nature of the building and respond to the scale of the homes on the east side of Yale Avenue. Thoughtfully detailed bay windows contribute to the neighborhood character and scale.

Brick was selected as a primary material due to its traditional character and the sense of permanence that it achieves. Across all portions of the project, a brick base and horizontal expression line are used to ground the project in its context, as well as unify the different façade-types. The dark gray façade provides variety of materiality, while still achieving the depth and thoughtful detailing that is consistent throughout the project. The more ‘quiet’ neutral-toned materials selected for the Yale Avenue facade reflect those found in the existing neighboring homes. Most significantly, and in direct response to requests made by the City, the community, and Planning Staff during the review of the CSP and PPS, the applicant redesigned the building footprint at the intersection of Hartwick Road and Yale Avenue to save the specimen tree. This required the southern elevation to be notched inward to avoid the specimen tree on the corner of the property. This treatment is depicted on the DSP and provided below:





The streetscape, building-mounted signage, canopies, exterior lighting, and outdoor amenity space all contribute to an active and comfortable pedestrian experience. Both vehicular garages are thoughtfully concealed by liner retail and residential units. Overall, the project’s design and programming are intended to make a meaningful and desirable contribution to the neighborhood.

Project highlights include the following:

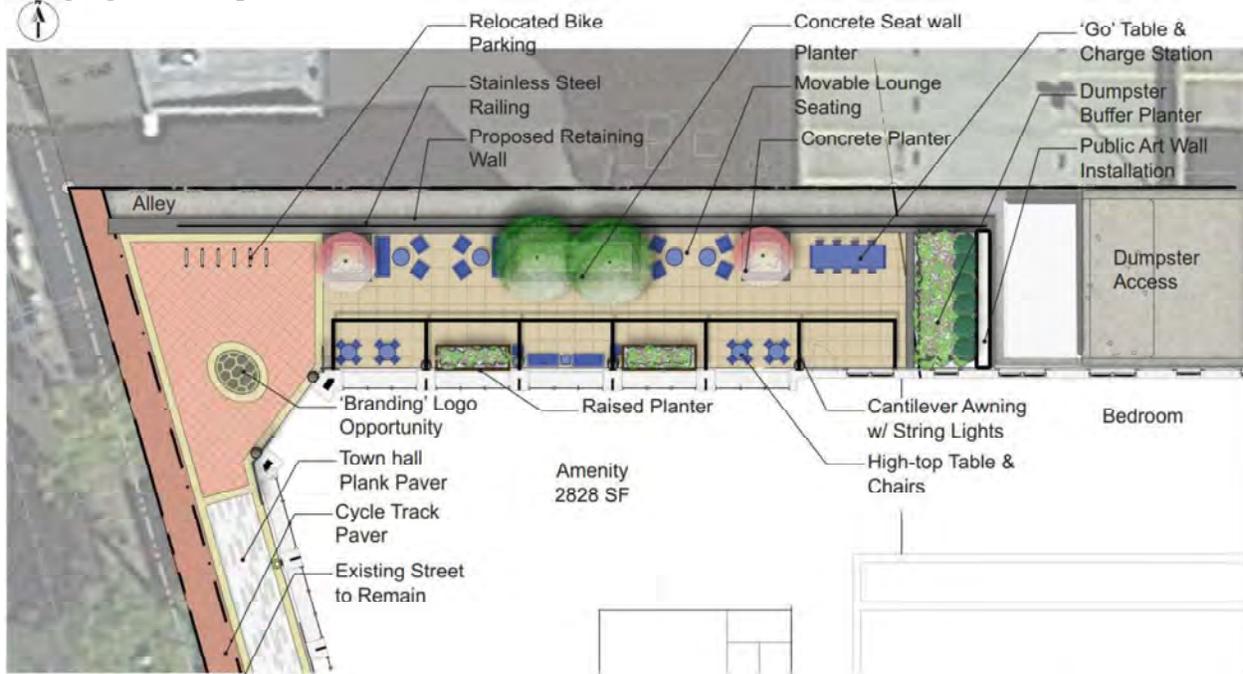
- Multiple indoor and outdoor amenity spaces including, residential lounge, study and co-work space, fitness center, private residential courtyard offering lawn games, public outdoor terrace featuring public art and communal seating;
- 4,800 sq. ft. community-serving retail;
- A wide range of unit types to meet the needs of different residents;
- Contextual architecture that respects and celebrates the character of College Park;
- Secured bike storage

Conceptual perspective of the private and public amenity spaces, which capture the applicant’s vision for the programming of these spaces include:

ENTRY AMENITY SPACE

In response to the PPS finding and condition regarding feasibility of providing a public plaza, and notwithstanding the multifamily building will have private amenities for the residents, the applicant is proposing a public plaza to supplement the frontage improvements along US 1.

As depicted below, the public plaza area will be to the north and east of the US 1 frontage and will include amenities such as bike parking; seating; planters; a public art wall; awning with string lights, as depicted below:



COURTYARD

The multifamily building will include a private amenity area above the deck of the parking garage that will provide private outdoor amenity space for the residents. The courtyard will be open and include landscaping, a turf panel for outdoor lawn games (e.g., cornhole, yard pong; spike ball; or ring toss), and seating.



IV. COMMUNITY

The subject property is located in Planning Area 66, Councilmanic District 3, within the City of College Park. More specifically, the site is located on the north side of Hartwick Road between Baltimore Avenue and Yale Avenue. Utilizing the prior Zoning Ordinance, the property is located in the Mixed Use-Infill (“M-U-I”) Zone and is subject to the Development District Overlay (“D-D-O”) Zone standards found in the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (“Central Us 1 Corridor Sector Plan and SMA” or “Sector Plan”).

The subject property is surrounded by the following uses:

North: Commercial uses and the College Park municipal parking garage all of which are in the M-U-I/DDO Zone.

South: Hartwick Road and beyond is a commercial condominium office complex in the M-U-I Zone.

East: Yale Avenue and beyond are 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 northeast.

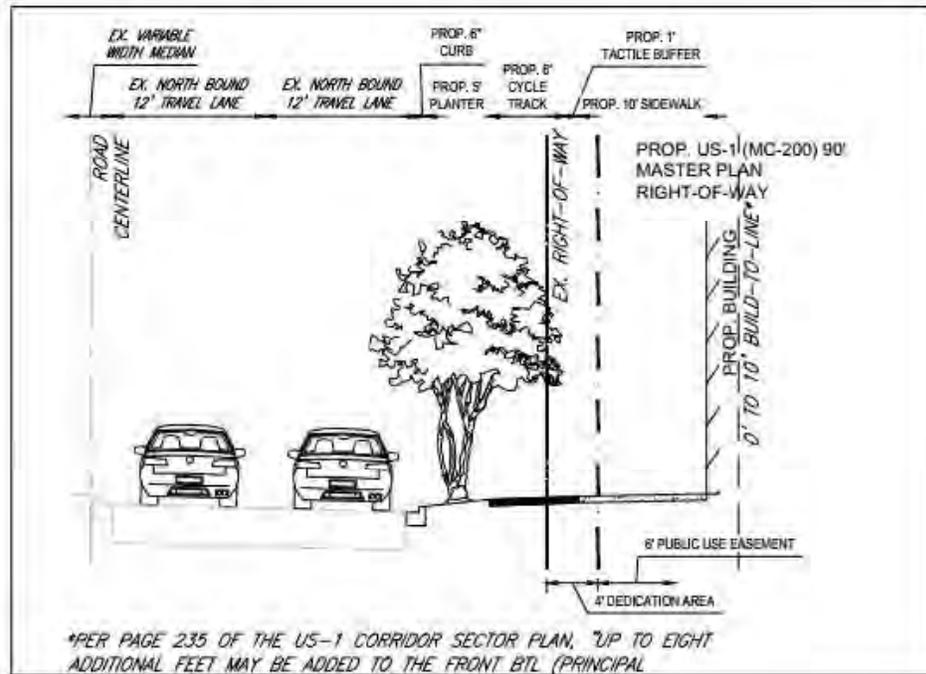
West: Baltimore Avenue (US 1) and beyond is a shopping center with various commercial/retail uses in the M-U-I Zone.

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 subject property is entirely within the prior M-U-I/DDO Zone. The prior M-U-I Zoning of the property allows for a mix of uses and a walkable, transit-oriented pattern of development in keeping with the recommendations of the sector plan for walkable nodes within the Downtown Plan Area. In addition, the subject property is in close proximity to the University of Maryland and represents a prime opportunity for additional multifamily housing within walking distance to the University, which further implements the purpose of the zone and the Sector Plan. The proposed building also compliments the use of the surrounding urban infill development. As the DSP depicts, the design of the project actively engages with the topography of the site in a way that reflects the hierarchy of the architectural program by giving prominence to the pedestrian experience along Baltimore Avenue. The main pedestrian entrance to the residential and retail areas includes a design that provides opportunities for outdoor seating areas, enhancing an activity zone and creating a sense of place along Baltimore Avenue. Along the northern façade – the applicant is proposing a public plaza area that will supplement the frontage improvements along Baltimore Avenue. The frontage also includes a cycle track as envisioned in the Sector

Plan, and sidewalk connections that will create an improved walkability factor with the elimination of existing fencing along Baltimore Avenue, creating a more continuous sidewalk.



V. GENERAL CRITERIA FOR DSP APPROVAL

Section 27-285. Planning Board Procedures.

(b) Required findings.

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

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

- (2) The Planning Board shall also find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan (if one was required).**

COMMENT: The DSP is in general conformance with CSP-20002. The DSP includes density that does not exceed the density conceptually approved with CSP-20002, and is in conformance with all applicable conditions of approval. See Section XIV below.

- (3) The Planning Board may approve a Detailed Site Plan for Infrastructure if it finds that the plan satisfies the site design guidelines as contained in Section 27-274, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.**

COMMENT: Not applicable. DSP-22035 is not an infrastructure only detailed site plan.

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

COMMENT: The site has an approved Natural Resources Inventory (NRI-080-11-01), which correctly shows the existing conditions of the property. Four specimen trees are located on-site. This site is not associated with any regulated environmental features, such as streams, wetlands, 100-year floodplain, or associated buffers. The site is not within the primary management area (PMA). As referenced herein and as provided on the DSP submitted herewith, in response to the City's, the community's, and Planning Staff's requests, the building design was modified to preserve the specimen tree at the corner of Hartwick Road and Yale Avenue. This required the southern elevation to be notched inward to avoid the specimen tree on the corner of the property. This treatment is depicted on the DSP and provided below:

VI. D-D-O ZONE REQUIREMENTS

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

The sector plan recommends mixed use commercial and residential medium land uses for the subject property (*see* Map 8, page 60). These land uses are described on page 57 of the Sector Plan. The walkable node character area consists of higher-density mixed-use, buildings that accommodate retail, offices, row houses, and apartments, with emphasis on nonresidential land uses, particularly on the ground level. As previously discussed, DSP-11005 and CSP-20002 collectively approved a zoning change for Lots 9-12, from R-55 and R-18 to M-U-I. As determined with the approval of PPS 4-21055, the proposed density is consistent with Mixed-Use-Commercial development recommendation, and the Walkable Node and Downtown College Park District, in accordance with the Sector Plan. Moreover, the subject property is within the M-U-I Zone, which permits mixed use multifamily residential dwellings units and commercial/retail uses, by right.

The proposed development is located in the Walkable Node Character Area, as shown on the diagram on page 61 of the Sector Plan, and on Map 27 on page 230. As mentioned previously, the Walkable Node Character Area consists of higher-density mixed-use, buildings that accommodate retail, offices, row houses, and apartments, with emphasis on nonresidential land uses, particularly on the ground level. The applicant contends, and despite two (2) minor requested modifications that are necessary to facilitate the development, that the proposed development is in substantial conformance with the intent of the Walkable Node areas to serve as a transition from the University of Maryland campus. Indeed, the proposed building compliments the use of the surrounding residential and commercial developments. The design purposefully steps down along Yale Avenue and provides a building façade that is consistent with the residential character of the area to the east. This treatment was applauded during the review and approval of CSP-20002, and has continued to be redefined with the DSP. In fact, the applicant redesigned the southeast corner of the building to preserve the specimen tree on the corner, which was a priority for the City. The design actively engages with the topography of the site in a way that reflects the hierarchy of the architectural program by giving prominence to the pedestrian experience.

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

The submitted application and the justification materials provide the basis needed to deviate from a limited number of development district standards in order to accommodate the proposed development on the subject property. These modifications to applicable standards are discussed as follows (all page numbers reference the sector plan) (note, with the exception of the following, all other development district standards are met, as provided on Sheet C-102 of the DSP):

BUILDING FORM

- Expression Line (Pages 234 and 237) (and by reference Page 245)

COMMENT: The applicant is requesting a slight modification to this development standard. The Walkable Node Character Area provides that an expression line is required above the second story. The applicant is proposing an alternative development standard that provides the expression line above the first story. The architectural expression line along the US 1 facade is thoughtfully located at the sill of the second-floor windows. Due to the tall height of the ground floor (average height is 16’) and the proportion of the designed multiple “buildings,” locating the expression line above the second story would not be appropriate and would detract from the design. The expression line marks a transition from the glassy retail storefronts and the more solid residential façade above. This approach conforms to the Architectural Elements exhibits on page 245 of the Sector Plan.



Furthermore, and in support of the requested modification, which will benefit the development and the Development District, and will not substantially impair implementation of the Sector Plan, the applicant offers the following examples of buildings similar in scale, around six stories, that have a one-story base which is the appropriate proportion for a building of this height, as proposed. Additionally, one-story commercial buildings are characteristic of College Park and Baltimore Avenue, which further informs the decision to locate the expression line above the first floor in this project.



ASTER, Baltimore Ave



College Park City Hall, Baltimore Ave



Terrapin Row, Hartwick Rd

Four and six-story buildings with a strong one-story base



Landmark, Baltimore Ave



South Campus Commons, UMD



Terrapin Row, Hartwick Rd

Five and six-story buildings with an expression line above the first floor



Corner of Knox Road and Yale Avenue, looking west; Both the public parking garage and the College Park City Hall have a clear 1-story base.



Baltimore Ave



Baltimore Ave



Baltimore Ave

One-story commercial buildings are characteristic of College Park and Baltimore Avenue.

SUSTAINABILITY AND THE ENVIRONMENT

- LEED Certification (page 256)

COMMENT: Within Walkable Nodes, all development shall obtain a minimum of silver certification in one of the applicable LEED rating systems. The Applicant will pursue the certification criteria of the National Green Building Standard (NGBS) at the silver level. As previously determined by the Planning Board, in general, both NGBS and LEED are green building rating systems that set standards and scoring criteria for evaluating energy performance measures associated with the construction and operation of new, or renovated buildings. As part of the DSP submittal, the Applicant has submitted an NGBS Scorecard depicting a Silver Score rating.

The National Green Building Standard (NGBS) is an ANSI approved, ICC standard and considered to be equivalent to LEED by federal, state, and local entities, such as: HUD, Fannie Mae, Freddie Mac, and the Maryland 2022 Qualified Allocation Plan (QAP). NGBS is also a compliance path to the 2018 International Green Construction Code (IgCC). The 2020 NGBS is similar to LEED v4 Homes and Multifamily as it scores building performance in six sustainability chapters that align with LEED categories, namely: site, materials efficiency, energy efficiency, water efficiency, indoor environmental quality, and operations, maintenance, and education. Both programs also utilize independent third-party verification of green design and construction measures.

The Planning Board has previously determined that while there are some differences, both ranking programs require evaluation of similar building systems and design features to determine efficiency levels and apply a score.¹ Although the Applicant, at a minimum, will seek NGBS certification, the development standard specifically requires LEED certification only. Thus, the applicant is requesting a modification to this standard to allow NGBS certification. As determined by the Planning Board in other matters, the applicant contends that this modification will benefit the development and the development district by providing green design techniques which will not substantially impair implementation of the Sector Plan.

Regardless of the requested modification, the applicant's design, as illustrated on the Architectural Plans and depicted on the NGBS Scorecard, includes a unique and iconic design that provides exterior and architectural façades being comprised of high quality and attractive materials that include glass, brick, and metal. The building design, with enhanced details of all of the building materials, will provide a variety of building forms with a unified, harmonious use of materials and styles. Masonry and fiber cement systems are the primary building material for both buildings, as encouraged in the DDO. Glass is used to compliment the brick. Further, although certain details have not yet been finalized, the applicant's development satisfies various LEED and NGBS checklist items including:

- Infill development that takes advantage of existing infrastructure and the site location to basic community services including public transportation;

¹ See e.g., DSP-21024; DSP-20031; DSP-19054; DSP-19025; and DSP-22015

- Programmable Thermostats;
- Energy-Efficient Lighting with LED Bulbs;
- Donation of Unused Materials;
- Blackout Shades;
- Low-E Glazing Windows;
- Low VOC (Volatile Organic Compounds) Paints;
- Energy-Efficient Appliances and Heating and Cooling;
- Environmentally-Friendly Refrigerant;
- Motion Light Sensors;
- Accessible Bike Storage;
- Low-Flow Water Fixtures;
- Pedestrian Focused Development;
- Low-Reflectance Roofing;
- Improved Building Thermal Performance;
- Online Paperless Leasing;
- Recycling Programs;
- Corporate Participation in Green Causes;
- Donation of Items Left by Residents.

There is no doubt that the development demonstrates a commitment to including design features and building systems that will achieve the equivalent of LEED silver certification. This requested modification meets the spirit of the development district standard and will benefit the development and the development district by providing a number of green design techniques and will not substantially impair the implementation of the Sector Plan.

VII. MODIFICATIONS TO PARKING STANDARDS

The Sector Plan does not have specific requirements for the size of parking spaces; therefore, the applicable section of the prior Zoning Ordinance serves as the requirement. Therefore, Part 11 of the prior Zoning Ordinance serves as the requirement. Section 27-558(a) of the prior Zoning Ordinance requires nonparallel standard parking spaces to be 9.5 feet by 19.0 feet. A departure/modification to the parking standard is requested to reduce the size of the standard nonparallel parking spaces in the two-level garage from 9.5 feet by 19.0 feet to 9.0 feet by 18.0 feet. Section 27-548.25(e) of the Zoning Ordinance provides “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.”

With the exception of two (2) very minor modifications to the development district standards – as requested in Section VI. herein, the DSP conforms to all of the development district standards. The requested reduction to the size of the standard non-parallel parking spaces will ensure that the applicant can provide all of the required shared use parking spaces required by the DDO and the development district standard. But for the modification to the size requirement, the applicant would have to request a modification to the number of required

parking spaces. Given the property location and commitments that the Applicant made to the City of College Park during the review of the CSP, the Applicant is providing all required parking on-site. To accommodate the same, in addition to needing this slight reduction in the size of the standard parking spaces, the Applicant significantly reduced the density of the project from 160-175 multifamily units (as approved with CSP-20002) to 93 units and reduced the square footage of the proposed retail from 15,000 square feet to 4,800 square feet.

Furthermore, and pursuant to a number of prior approvals throughout the County in which the requested reduction to the size of the spaces has been approved by the Planning Board, spaces that are 9' x 18' will adequately serve the mixed-use development. Indeed, other neighboring jurisdictions require parking dimensions similar to what the applicant is proposing here. Those jurisdictions include:

- Montgomery County: 8.5' x 18' for a standard perpendicular parking space (Sec. 5-E-2.22(b));
- Calvert County: 9.0' x 18' for a standard parking space (Sec. 6-3.01.C.);
- Charles County: 9.0' x 18' for a standard parking space (Sec. 297-336(A)); and
- Anne Arundel County: 9.0' x 16' for a standard parking space (Sec. 17-6-602).

Generally, the purposes set forth in Subtitle 27 are to protect the health, safety and welfare of the residents and workers in Prince George's County. The purposes of this Subtitle will be equally well or better served by the applicant's proposal to reduce the size of the standard parking spaces. The reduction to the size of the spaces will not negatively impact adjacent land or uses, and promotes the development of a compact mixed-use infill development by making efficient use of the available area and this transit-oriented-development close to employment that will provide 93 multifamily units located within close proximity to the University of Maryland and the College Park Metro Station. In addition, and as mentioned previously, the modest reduction to the size of the standard parking spaces will enable the Applicant to provide all of the required shared use parking spaces on-site. The reduction is necessary and the strict application of the standard would unnecessarily result in a loss in the total number of parking spaces offered to the future residents. Therefore, the applicant contends that the purposes of Subtitle 27 will be equally well or better served by the applicant's proposal. Moreover, it is worth noting that with the adoption and effectuation of the current Zoning Ordinance, the requirement for 90-degree angled parking is 9' x 18', which is consistent with what the Applicant is proposing. In addition, the applicant's request is consistent with the standards required by neighboring jurisdictions.

The proposed modest reduction to the size of the standard parking spaces will in no way contribute to the congestion of traffic on the streets, but will lessen congestion and/or potential off-site impacts by providing the required amount of on-site parking spaces necessary for the size of the project. That is, instead of the residents and guests needing to park on the roads or on adjacent parking lots or instead of the Applicant seeking a modification to the required DDO Standard for on-site parking, the site has been designed to accommodate all shared parking on-site. The reduction to the standard parking space sizes will ensure that the subject property is developed and operated in a compact and efficient manner.

The reduction to the parking space size of 9.0 feet by 18.0 feet is the minimum necessary to provide sufficient/adequate parking to serve the mixed-use development. The parking, as proposed, would provide the maximum amount of standard spaces for the parking requirement.

The requested reduction to the standard parking space size will not impair the visual, functional, or environmental quality or integrity of the site or surrounding environmental areas or existing development. The reduced standard parking space size will allow the parking required by the Zoning Ordinance to be entirely located within the mixed-use building.

Based on the foregoing, the applicant contends that the criteria for the requested reduction to the parking standards are met.

VIII. PURPOSES OF DETAILED SITE PLANS

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

(b) General purposes.

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

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

COMMENT: The subject property was placed in the M-U-I/DDO Zone to allow for a mix of uses and a walkable, transit-oriented pattern of development in keeping with the recommendations of the sector plan for walkable nodes. In addition, the subject property is in close proximity to the University of Maryland within the Downtown Plan Area that represents a prime opportunity for additional multifamily housing for today's undergraduate, graduate student, professional, professor, faculty member, researcher, startup employee(s), new workforce entrants, etc., within walking distance to the University of Maryland. The requested DSP implements the Sector Plan, as this DSP capitalizes on the location of the property in proximity to the University of Maryland campus and advances the Sector Plan's vision and goals to redevelop the US 1 corridor. The applicant's design creates an urban edge at the intersection of Baltimore Avenue and Hartwick Road. Along US 1, the project is broken down into multiple façade types to provide visual interest and reflect the scale of the surrounding neighborhood. The varied roof lines between façade types further enhance the sense of multiple "buildings" along

the US 1 frontage. A chamfer is introduced at the north-west corner of the building, providing relief and activation along the street, and inviting pedestrians into the outdoor amenity space on the north side of the building. This outdoor dual public/private space was recommended with PPS 4-21055 to further satisfy mandatory park dedication requirements. The massing along Yale Avenue is broken down into three projecting bays or “buildings” that reflect the residential nature of the building and respond to the scale of the homes on the east side of Yale Avenue. Thoughtfully detailed bay windows contribute to the neighborhood character and scale. The sidewalk, frontage improvements, plaza, and landscape areas will further compliment the newly improved streetscape along Baltimore Avenue, Hartwick Road, and Yale Avenue, which will tie into the existing development and create an improved walkability factor.

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

IX. PURPOSES OF THE M-U-I ZONE

As indicated previously, the subject property was comprehensively rezoned in 2010 by the Sectional Map Amendment from the R-18 Zone to the M-U-I Zone. The purposes of the M-U-I Zone are provided in Section 27-546.15(a) and (b) as follows:

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

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

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

(7) To permit redevelopment, particularly in areas requiring revitalization, of property owned by a municipality.

COMMENT: Again, the subject property is being developed pursuant to the prior M-U-I/DDO Zone to accommodate high quality infill redevelopment that allows for a mix of uses and a walkable, transit-oriented pattern of development in keeping with the recommendations of the sector plan for walkable nodes. In addition, the subject property is in close proximity to the University of Maryland and represents a prime opportunity for additional multifamily housing with ground floor retail that is within walking distance to the University, Metro, and other commercial/retail opportunities in the Downtown Plan Area. The development proposed is consistent with the purpose for placing the property in the prior M-U-I Zone. Moreover, the proposed development is not inconsistent with development that has occurred in recent years along the US 1 corridor.

The applicant further contends that the proposed development meets the specific purposes of the M-U-I Zone. The development, in addition to implementing the recommendations of the Sector Plan, contemplates a number of design concepts and density that is only achievable through the M-U-I Zone. The development proposes a mix of uses that include residential multifamily units and commercial/retail space, which permits the density envisioned in the Sector Plan and proposed with DSP-22035. (*See* Sec. 27-546.18(b) (“Where an owner proposes a mix of residential and commercial uses on a single lot or parcel in the M-U-I Zone, the site plan as approved shall set out the regulations to be followed.”)). The proposed development, as depicted on the DSP, facilitate a blend of the recent redevelopment along US 1 – including the new City Hall Building – while also providing a thoughtful and meaningful transition from west to east with a building that steps down and alters the façade treatment along Yale Avenue to be more consistent with the residential community to the east.



As depicted above, the proposed building compliments the use of the surrounding topography and midrise residential developments. The design actively engages with the

topography of the site in a way that reflects the hierarchy of the architectural program by giving prominence to the pedestrian experience.

X. M-U-I ZONE REQUIREMENTS

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

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

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

COMMENT: Not applicable. The proposed uses being multifamily dwelling units and commercial/retail uses, are not “Miscellaneous” Uses in Section 27-441(b)(3).

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

COMMENT: Not applicable. The proposed uses being multifamily dwelling units and commercial/retail uses, are not “Residential/Lodging” Uses in Section 27-441(b)(6).

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

COMMENT: Not applicable. The proposed uses being multifamily dwelling units and commercial/retail uses, are not “hotels” or “motels”.

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

COMMENT: Not applicable since the development proposes a mix of residential and commercial uses on a single lot or parcel in the M-U-I Zone. (*See* Sec. 27-546.18(b)).

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

COMMENT: As indicated previously, the applicant is proposing a mix of residential and commercial/retail uses in this Detailed Site Plan, and the site plan shall set out the regulations to be followed, consistent with the development regulations set forth in Sector Plan. The Sector

Plan sets forth certain regulations that are being met or will be slightly modified pursuant to Section 27-548.25(c). Only two (2) minor modifications are requested, which will benefit the development and the Development District, and will not substantially impair implementation of the Sector Plan.

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

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

COMMENT: Although the site plan does not meet all of the applicable site design guidelines and development district standards of the Sector Plan, as discussed above, the applicant has requested modifications pursuant to Section 27-548.25(c) that the Planning Board apply development district standards that differ from the applicable standards. The applicant contends that the two (2) requested modifications are minor and will benefit the development and the Development District, and do not substantially impair the implementation of the Sector Plan.

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

COMMENT: The proposed uses on the property are predominantly multifamily residential and a 4,800 square foot, street-level (Baltimore Avenue), retail component. These uses are compatible with one another. Building massing, material selection, site design, parking entrances, open space, and retail orientation are designed to complement and enhance the adjacent area and neighborhood. This thoughtful infill project is designed to be sympathetic to the traditional character of the surrounding residential area as well as the vibrant US 1 commercial corridor. The building facades are well composed and attractive, containing a combination of sustainable materials such as brick veneer, fiber cement siding, and fiber cement panel. The site plan proposes a concealed two-level garage, each level with a single point of vehicular access. The smaller ground floor level is accessed from Hartwick Road, and the larger, partially below-grade, residential level is accessed from the alley off Yale Avenue.

The project site presents a unique challenge, as it sits between a busy commercial corridor and the residential Old Town College Park Historic District. To remain sensitive to the adjacent residential area, and as thoroughly vetted and supported with CSP-20002, the building steps down to a modest three stories along Yale Avenue. Along US 1, the project is broken down into multiple façade types to provide visual interest and reflect the scale of the surrounding neighborhood. The varied roof lines between façade types further enhance the sense of multiple “buildings” along the US 1 frontage. A chamfer is introduced at the north-west corner of the building, providing relief and activation along the street, and inviting pedestrians into the

outdoor amenity space on the north side of the building. This outdoor dual (public/private) space was recommended with PPS 4-21055 to further satisfy mandatory park dedication requirements. The massing along Yale Avenue is broken down into three projecting bays or “buildings” that reflect the residential nature of the building and respond to the scale of the homes on the east side of Yale Avenue. Thoughtfully detailed bay windows contribute to the neighborhood character and scale.

Brick was selected as a primary material due to its traditional character and the sense of permanence that it achieves. Across all portions of the project, a brick base and horizontal expression line are used to ground the project in its context, as well as unify the different façade-types. The dark gray façade provides variety of materiality, while still achieving the depth and thoughtful detailing that is consistent throughout the project. The more ‘quiet’ neutral-toned materials selected for the Yale Avenue facade reflect those found in the existing neighboring homes. Most significantly, and in direct response to requests made by the City, the community, and Planning Staff during the review of the CSP and PPS, the applicant redesigned the building footprint at the intersection of Hartwick Road and Yale Avenue to save the specimen tree. This required the southern elevation to be notched inward to avoid the specimen tree on the corner of the property.





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

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

COMMENT: Building massing, material selection, site design, parking entrances, open space, and retail orientation are designed to complement and enhance the adjacent area and neighborhood. This thoughtful infill project is designed to be sympathetic to the traditional character of the surrounding residential area as well as the vibrant US 1 commercial corridor. The building facades are well composed and attractive, containing a combination of sustainable materials such as brick veneer, fiber cement siding, and fiber cement panel. The site plan proposes a concealed two-level garage, each level with a single point of vehicular access. The smaller ground floor level is accessed from Hartwick Road, and the larger, partially below-grade, residential level is accessed from the alley off Yale Avenue.

The project site presents a unique challenge, as it sits between a busy commercial corridor and the residential Old Town College Park Historic District. To remain sensitive to the adjacent residential area, and as thoroughly vetted and supported with CSP-20002, the building steps down to a modest three stories along Yale Avenue. Along US 1, the project is broken down into multiple façade types to provide visual interest and reflect the scale of the surrounding neighborhood. The varied roof lines between façade types further enhance the sense of multiple “buildings” along the US 1 frontage. A chamfer is introduced at the north-west corner of the building, providing relief and activation along the street, and inviting pedestrians into the

outdoor amenity space on the north side of the building. This outdoor dual (public/private) space was recommended with PPS 4-21055 to further satisfy mandatory park dedication requirements. The massing along Yale Avenue is broken down into three projecting bays or “buildings” that reflect the residential nature of the building and respond to the scale of the homes on the east side of Yale Avenue. Thoughtfully detailed bay windows contribute to the neighborhood character and scale. As pedestrians walk down the west side of Yale Avenue, the only elevation that will be seen is the residential scale of the eastern elevation.

Brick was selected as a primary material due to its traditional character and the sense of permanence that it achieves. Across all portions of the project, a brick base and horizontal expression line are used to ground the project in its context, as well as unify the different façade-types. The dark gray façade provides variety of materiality, while still achieving the depth and thoughtful detailing that is consistent throughout the project. The more ‘quiet’ neutral-toned materials selected for the Yale Avenue facade reflect those found in the existing neighboring homes. Most significantly, and in direct response to requests made by the City, the community, and Planning Staff during the review of the CSP and PPS, the applicant redesigned the building footprint at the intersection of Hartwick Road and Yale Avenue to save the specimen tree. This required the southern elevation to be notched inward to avoid the specimen tree on the corner of the property.





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

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

COMMENT: The primary façade of the building faces Baltimore Avenue. Primary pedestrian access is from Baltimore Avenue, with other complimentary pedestrian access from Hartwick Road. Vehicular access for the commercial retail space is from Hartwick Road and residential accessibility into the garage is from Yale Avenue.



COMMENT: As depicted on the DSP, and referenced herein, the materials and colors selected to face the proposed building are compatible with those utilized in similar scale developments recently constructed within the development district. Along US 1, the project is broken down into multiple façade types to provide visual interest and reflect the scale of the surrounding neighborhood. The varied roof lines between façade types further enhance the sense of multiple “buildings” along the US 1 frontage. A chamfer is introduced at the north-west corner of the building, providing relief and activation along the street, and inviting pedestrians into the outdoor amenity space on the north side of the building. This outdoor dual (public/private) space was recommended with PPS 4-21055 to further satisfy mandatory park dedication requirements. The massing along Yale Avenue is broken down into three projecting bays or “buildings” that reflect the residential nature of the building and respond to the scale of the homes on the east side of Yale Avenue. Thoughtfully detailed bay windows contribute to the neighborhood character and scale. As pedestrians walk down the west side of Yale Avenue, the only elevation that will be seen is the residential scale of the eastern elevation.

Brick was selected as a primary material due to its traditional character and the sense of permanence that it achieves. Across all portions of the project, a brick base and horizontal expression line are used to ground the project in its context, as well as unify the different façade-types. The dark gray façade provides variety of materiality, while still achieving the depth and thoughtful detailing that is consistent throughout the project. The more ‘quiet’ neutral-toned materials selected for the Yale Avenue facade reflect those found in the existing neighboring homes. Most significantly, and in direct response to requests made by the City, the community, and Planning Staff during the review of the CSP and PPS, the applicant redesigned the building footprint at the intersection of Hartwick Road and Yale Avenue to save the specimen tree. This required the southern elevation to be notched inward to avoid the specimen tree on the corner of the property.

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

COMMENT: The DSP does not propose outdoor storage areas and includes most of the mechanical equipment internal to the building. However, a single electrical transformer is proposed to be located in an underground vault in the alley off of Yale Avenue.

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

COMMENT: The signage proposed by the DSP conforms to the D-D-O Zone standards.

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

(i) Hours of operation or deliveries;

COMMENT: The applicant has not yet finalized all operational components of the building, but would anticipate that that all deliveries would occur during normal business hours. Regardless, the single loading space and trash area are provided in the alley and will not be visible from US 1. In addition, the area is located near the MEP space, minimizing any adverse impacts on the adjacent properties and surrounding neighborhood.

(ii) Location of activities with potential adverse impacts;

COMMENT: No activities with potential adverse impacts are proposed on-site, except for loading and trash facilities, which have been designed to be screened and internal to the site.

(iii) Location and use of trash receptacles;

COMMENT: Both retail and residential trash will be routed to the garage (via trash chute for the residential trash and via service elevator for the retail trash). Trash pick-up will occur in the alley which is about 8' lower than the outdoor amenity space. Planting and a public art wall will also help screen the trash and loading zone from Route 1.

(iv) Location of loading and delivery spaces;

COMMENT: One loading and delivery space is provided in the alley internal to the site, to be accessed off Yale Avenue, which is below grade to the property to the west and will be screened from the plaza area. The location of the loading and delivery space will minimize potential adverse impacts on adjacent properties and the neighborhood.

(v) Light intensity and hours of illumination; and

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

(vi) Location and use of outdoor vending machines.

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

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

Section 27-548.42. Height requirements

- (a) Except as necessary and incidental to airport operations, no building, structure, or natural feature shall be constructed, altered, maintained, or allowed to grow**

so as to project or otherwise penetrate the airspace surfaces defined by Federal Aviation Regulations Part 77 or the Code of Maryland, COMAR 11.03.05, Obstructions to Air Navigation.

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

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

The subject property is the very western edge of APA-6. Consequently, from an airport perspective, at a maximum building height of 198 feet above mean sea level ("AMSL) (which is calculated at 150 feet above the 48-foot ground elevation of the western end of the airport's runway) is allowed. This dimension is provided on the architectural plans. Based on the ground elevation of AMSL, which is 107 feet, the maximum building height allowed, pursuant to FAR Part 77 is 91 feet. As depicted on the architectural plans, the building height is 73' - 4".

XI. LANDSCAPE MANUAL

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

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

COMMENT: The provided Landscape Plan, filed in conjunction with DSP-22035, conforms to this requirement. Specifically, and as provided on the Landscape Plan, 5 shade trees are required along Yale Avenue and 4 shade trees are required along Hartwick Road. The applicant is proposing the required planting in addition to retaining the existing specimen tree along Hartwick Road.

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

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

XII. TREE CANOPY COVERAGE REQUIREMENT

The subject site is located in the M-U-I Zone and a ten percent (10%) tree canopy coverage (TCC) requirement applies pursuant to Section 25-128(b) of the County Code. The subject property is 0.89 acres and requires 0.09 acre, or 3,833 square feet, of TCC area/coverage. A TCC schedule is provided on the Landscape Plan and provides that 3,980 square feet of tree canopy coverage is provided, which satisfies this requirement.

XIII. RECREATION FACILITIES

As provided by the Formula for Determining the Value of Recreational Facilities to be Provided, the required value of facilities to be provided in this development is \$84,448.00. In satisfaction of this requirement, the applicant is proposing on-site private recreational facilities. These facilities are further detailed on the DSP, but include:

- Baltimore Avenue Plaza Amenity (Seating, Tables, Public Art Wall) (Public Amenity)
- Courtyard/Rooftop Terrace Amenity Space (Turf Panel/Lawn Games, Lounge Seating, Pergola, Tables and Chairs)
- Fitness Center

Details of these facilities are provided on the DSP. The cost estimates for these facilities total approximately \$785,100.00, which exceeds the required value of facilities.

XIV. APPLICABLE CONDITIONS OF APPROVAL

CONFORMANCE WITH prior conditions of approval:

CSP-20002

2. Prior to issuance of demolition permits, the building located at 4424 Hartwick Road shall be recorded on a Maryland Inventory of Historic Properties form by a 36CFR-certified

consultant. The form shall be submitted to the Historic Preservation staff for review and approval.

COMMENT: This condition will be satisfied prior to the issuance of any rezoning permits.

3. At the time of preliminary plan of subdivision, consider the inclusion of a pocket park to fulfill the mandatory dedication of parkland requirement.

COMMENT: At the time of PPS, the Planning Board found that on-site recreational facilities may be further evaluated at the time of DSP and further refined when the building details are provided. The Planning Board went on to say that the applicant should further consider the addition of a pocket park or mini park, as part of their amenity design with their DSP submission, as the design of the building frontage zone is further detailed. In response, the applicant is proposing a public plaza to supplement the Baltimore Avenue frontage.

The inclusion of this plaza along the US 1 frontage is consistent with the Sector Plan and enhances the streetscape, not only for this development, but for the surrounding community, as well. This facility is not required for dedication, but will include a public use easement.

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.**

COMMENT: As described in more detail herein and depicted on the DSP submitted herewith, the applicant redesigned the building to preserve the specimen tree along Hartwick Road. Moreover, as part of the public plaza area at the northwest corner of the property along the frontage of US 1, the applicant is proposing publicly accessible bike racks.

PPS-4-21055

4. In accordance with Section 24-135(b) of the prior Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate on-site recreational facilities.

COMMENT: In accordance with Section 24-135(b) of the Subdivision Regulations, the Planning Board may approve on-site recreational facilities, in lieu of parkland dedication. In approving PPS 4-21055, the Planning Board approved the applicant's proposal to provide on-site recreational facilities, which are depicted in this detailed site plan. However, the recreational facilities may be further evaluated at the time of DSP. The applicant is proposing a public plaza amenity for public use along the northwestern corner of the property – off of the US 1 frontage. The inclusion of this plaza along the US 1 frontage is consistent with the Sector Plan and enhances the streetscape, not only for this development, but for the surrounding community, as

well. This facility/area is not proposed and is not required to be dedicated. A public use easement will be provided for this area, and this coupled with the private amenities satisfy the requirements of Section 24-134.

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

COMMENT: Noted. The private recreational amenities will be completed prior to the issuance of the final certificate of occupancy for the residential building.

7. Prior to approval, the final plat of subdivision shall include right-of-way dedication of 792 square feet along US 1 (Baltimore Avenue) and 914 square feet along Hartwick Road, in accordance with the approved preliminary plan of subdivision.

COMMENT: This condition will be satisfied with the approval of the final plat. The DSP, in conformance with the PPS 4-21055, depicts the area of dedication.

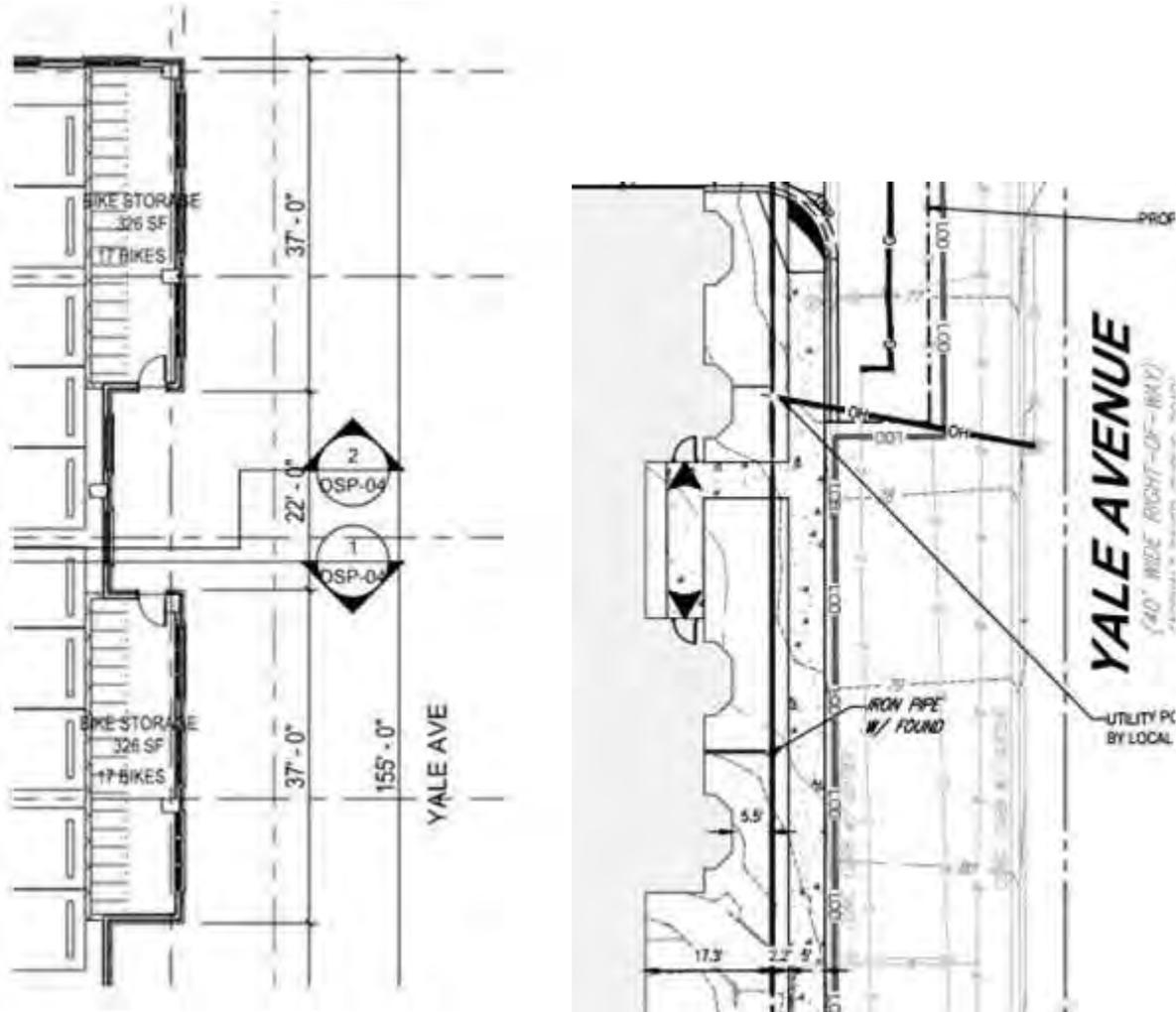
8. Prior to approval of the final plat of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall:

- a. **Enter into a public use easement agreement with the City of College Park, to ensure full public access to the six-foot-wide public use easement shown on the preliminary plan of subdivision along US 1 (Baltimore Avenue). The easement agreement shall be recorded, and the Liber/folio reflected on the final plat, along with the delineation of the easement, prior to recordation.**
- b. **Enter into public use easement agreement with the Maryland-National Capital Park and Planning Commission, or the City of College Park, to allow public access to a ground level outdoor plaza, pocket or mini park, if determined to be feasible at the time of detailed site plan (DSP). The easement agreement shall be recorded, and the Liber/folio reflected on the final plat, along with the delineation of the easement, prior to recordation. The terms of the public use easement shall be established at the time of DSP, if applicable.**

COMMENT: The ultimate trigger for Condition 8 is prior to the approval of the final plat; accordingly, this condition will be satisfied at that time. With regard to the condition 8.b., the applicant is proposing an outdoor plaza area that will include a public use easement.

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

COMMENT: 32 bike parking spaces are required. There are currently 34 bike parking spaces provided internal to the building on the basement level. Sidewalk access to Yale Avenue sidewalk.



10. The applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications and details of the pedestrian and bicycle adequacy improvements approved with Preliminary Plan of Subdivision 4-21055, consistent with Section 24-124.01(f) of the prior Prince George’s County Subdivision Regulations, as part of the detailed site plan submission.

COMMENT: BPIS Exhibits for the offsite improvements are included with the initial Pre-Review Submission for DSP-22035.

11. The applicant and the applicant’s heirs, successors, and/or assignees shall construct the following facilities and show these facilities on a pedestrian and bikeway facilities plan, as part of the detailed site plan, prior to its acceptance:

- a. A six-foot wide bicycle cycle track along the property frontage of US 1, consistent with the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment, unless modified by the operating agency with written correspondence.
- b. A five- to ten-foot-wide sidewalk and a five- to eight-foot landscape amenity panel along the frontage of US 1 (Baltimore Avenue) consistent with the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment. The final width shall be determined by the operating agency with written correspondence.
- c. A minimum six-foot-wide sidewalk and associated ADA curb ramps and crosswalk along the property frontage of Hartwick Road, unless modified by the operating agency, with written correspondence.
- d. A minimum five-foot-wide sidewalk and associated ADA curb ramps and crosswalk along the property frontage of Yale Avenue, unless modified by the operating agency, with written correspondence.
- e. Long- and short-term bicycle parking consistent with The AASHTO Guide for the Development of Bicycle Facilities to accommodate residents and visitors.
- f. Decorative pavement along all sidewalks and accent pavement for crosswalks, unless modified by the operating agency, with written correspondence.
- g. Provide all sidewalk/streetscape amenities and bicycle facilities, per the 2010 Approved Central US 1 Corridor Sector Plan and Sector Map Amendment (pages 261 and 264), unless modified by the operating agency, with written correspondence.

COMMENT: Noted.

12. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the prior Prince George's County Subdivision Regulations (Required Off-Site Facilities), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

- a. Install three U-shaped bicycle racks at the southeast quadrant of US 1 (Baltimore Avenue) and Hartwick Road near the existing bus stop.
- b. Continental-style crosswalk along the north approach at Hartwick Road and Yale Avenue.

- c. Upgrade pedestrian ADA curb ramps along the northeast and northwest corners at Hartwick Road and Princeton Avenue.**
- d. Upgrade pedestrian ADA curb ramps along the northeast and northwest corners at Hartwick Road and Dickinson Avenue.**
- e. Upgrade pedestrian ADA curb ramps along the northwest and southwest corners at Hartwick Road and Hopkins Avenue.**
- f. Upgrade pedestrian ADA curb ramps along the northeast and southeast corners at Calvert Road and Hopkins Avenue.**
- g. Upgrade pedestrian ADA curb ramps along the southeast corner at Calvert Road and Rhode Island Avenue.**
- h. Upgrade pedestrian ADA curb ramps along the northwest, northeast, and southwest corners of Calvert Road and Dartmouth Avenue.**
- i. Stop sign along the trail for pedestrians and bicycles at Calvert Road and Trail.**
- j. Stop sign along the trail for pedestrians and bicycles at Howard Lane and Trail.**

COMMENT: Noted. The applicant is currently working on engineering plans that address this condition.

15. Prior to approval of a detailed site plan, pursuant to the Formula 2040: Functional Master Plan for Parks, Recreation and Open Space, and the 2010 Approved Central US 1 Corridor Sector Plan, the applicant shall submit design information regarding the inclusion and feasibility of providing a public plaza, pocket or mini park along the building frontage.

COMMENT: In response to this condition, and notwithstanding the multifamily building will have private amenities for the residents, the applicant is proposing a public plaza to supplement the frontage improvements along US 1. As depicted below, the public plaza area will be to the north and east of the US 1 frontage and will include amenities such as bike parking; seating; planters; a public art wall; awning with string lights; etc.



XV. CONCLUSION

The Applicant requests approval of its Detailed Site Plan to allow the subject property to be developed with 93 multifamily dwelling units for student housing and approximately 4,800 square feet of commercial/retail space. The Applicant contends that this request, with limited modifications to certain development district standards, will benefit the development and the

Development District, and will not substantially impair implementation of the Sector Plan. That is, based on the foregoing and the evidence that has or will be submitted into the record, this application does not substantially impair the implementation of the Sector Plan and the modifications to the standards are needed to facilitate the development. Therefore, the Applicant respectfully requests that DSP-22035 be approved.

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

Respectfully submitted,

MCNAMEE HOSEA, P.A.

By: 

Matthew C. Tedesco
Attorney for the Applicant

Date: ~~April 21, 2023~~
(~~First Pre-Review Submittal~~)
~~June 22, 2023~~
(~~Second Pre-Review Submittal~~)
September 14, 2023
(Post SDRS Submittal)



PRINCE GEORGE'S COUNTY HISTORIC PRESERVATION COMMISSION

County Administration Building • 14741 Governor Oden Bowie Drive, 4th Floor, Upper Marlboro, Maryland 20772
pgplanning.org/HPC.htm • 301-952-3680

September 20, 2023

MEMORANDUM

TO: Te-Sheng (Emery) Huang, Urban Design Section, Development Review Division

VIA: Thomas Gross, Planning Supervisor, Historic Preservation Section, Countywide Planning Division **TWG**
Kacy Rohn, Planner III/HPC Liaison, Historic Preservation Section, Countywide Planning Division **KRR**
Tyler Smith, Historic Preservation Section, Countywide Planning Division **TAS**

FROM: Historic Preservation Commission

SUBJECT: **DSP-22035 Terrapin House (adjacent to the Old Town College Park Historic District, 66-042-00)**

The Historic Preservation Commission (HPC) reviewed the subject application at its September 19, 2023 meeting. The HPC voted 5-0 to recommend to the Planning Board approval of the subject application with no new conditions and forwards the following findings, conclusions, and recommendations for review by the Prince George's County Planning Board.

Background

The subject property comprises 0.89 acres and is located on the east side of Baltimore Avenue, north of the intersection of Baltimore Avenue and Hartwick Road in the City of College Park. The property consists of Parcel A, facing Baltimore Avenue, zoned Local Transit-Oriented – Edge (LTO-E), and four parcels facing Yale Avenue, zoned Residential, Single-Family – 65 (RSF-65). It is located within the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* area. The property is currently developed with single-story commercial buildings along Baltimore Avenue, a one-and-one-half story detached dwelling on the corner of Yale Avenue and Hartwick Road, and a three-and-one-half story apartment building on Yale Avenue. The subject application proposes one mixed-use building with 93 multifamily dwelling units and 4,800 square feet of commercial/retail space. The underlying Conceptual Site Plan (CSP-20002) and Preliminary Plan (4-21055) were reviewed by the HPC at its March 2021 and May 2022 meetings, respectively, and both were recommended for approval to the Planning Board. The subject Detailed Site Plan (DSP) application was reviewed and recommended for approval by the Old Town College Park Local Advisory Committee on August 29, 2023.

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 Curriden 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.

The existing buildings at 4424 Hartwick Road and 7302 Yale Avenue, adjacent to the historic district, will be demolished. The proposed development will have the greatest visual impact on the three properties on the east side of Yale Avenue facing the subject property: 7301, 7303, and 7305 Yale Avenue, three 2½ -story, early twentieth-century, single-family dwellings that are contributing properties in the Old Town College Park Historic District.

Findings

1. The subject application is adjacent to the Old Town College Park Historic District (66-042-00). The Conceptual Site Plan (CSP-20002) was reviewed by the Old Town College Park Historic District (OTCPHD) Local Advisory Committee (LAC) on February 24, 2021 and the HPC on March 16, 2021. The LAC voted 3-0-0 to recommend approval to the HPC, and the HPC voted 6-1-1 to recommend approval of the CSP to the Planning Board. The Preliminary Plan of Subdivision application was reviewed by the OTCPHD LAC on April 27, 2022, and by the HPC on May 17, 2022. The LAC voted 5-3 to recommend approval to the HPC, and the HPC voted 5-0-1 to recommend approval of the Preliminary Plan to the Planning Board.
2. The subject property is within the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* area. The Sector Plan includes goals and policies related to historic preservation (pages 193-201). However, these are not specific to the subject site or applicable to the proposed development. The Sector Plan does generally state in *Chapter 3: Development Pattern, Policy 4, Strategy 5* (page 64):
 5. *Ensure that redevelopment of Downtown College Park does not adversely impact the properties located within the Old Town College Park Historic District.*
3. In its review of the Conceptual Site Plan (CSP-20002) for the subject property, the Prince George's County District Council adopted one condition in its final decision (June 14, 2021) regarding Historic Preservation:
 - B.2 *Prior to the issuance of demolition permits, the buildings located at 4424 Hartwick Road and 7302 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.*
4. With the subject Detailed Site Plan application, the Historic Preservation Commission has the opportunity to review the impacts of the scale, massing, architecture, and materials of proposed new construction on the early twentieth century detached residential character of the adjacent historic district.

The proposed structure is six stories tall along Baltimore Avenue, stepping down to three and four stories along Yale Avenue. The east elevation, facing Yale Avenue and the OTCPHD, is defined by a three-story volume with three projecting bays, with an additional ground

level floor at the north end of the property. Fenestration on this elevation is traditional in its rhythm and detail, with a mixture of divided-light windows including two sets of bay windows on the first and second floors of each of the three projections. The height of the east elevation above grade increases from approximately 40 to 50 feet as the property slopes downward from south to north. The taller west block of the building is set back approximately 20 to 30 feet from the Yale Avenue elevation and is approximately 85 feet tall at its highest point.

The three projecting bays are intended to convey the residential nature of the building and respond to the scale of development of the on the east side of Yale Avenue. The Yale Avenue side of the proposed building will be fronted by a five-foot wide sidewalk and a narrow strip of grass separating the building from the sidewalk. As pedestrians walk down the west side of Yale Avenue, the only visible elevation of the proposed building will be of a similar residential scale to existing buildings in the Historic District.

The building will be faced with a combination of materials that include brown, red, and blonde brick; dark gray and cream fiber cement panels; and cream, beige, and red fiber cement siding. The materials selected for the east elevation facing Yale Avenue and the OTCPHD will consist primarily of fiber cement panels in neutral tones, blonde brick, beige fiber cement siding, and cast stone. The design and details of the bay windows in the projecting bays along Yale Avenue are intended to be compatible with the character and scale of the adjacent Historic District.

A photometric plan was provided with the application and indicates that the proposed lighting design will minimize glare, light, and visual intrusion into nearby properties and buildings.

A small strip of green space between the building and sidewalk will be retained along Yale Avenue. In response to requests made by the City of College Park, Planning Department staff, and the community, the applicant reconfigured the building footprint to retain a specimen tree at the corner of Hartwick Road and Yale Avenue.

5. The Old Town College Park Historic District Local Advisory Committee (LAC) reviewed the subject application at its August 29, 2023 public meeting and voted 8-0 to recommend its approval to the HPC. The LAC attached several comments to its recommendation that address issues outside of the purview of the HPC but are noted here for the record. These comments relate to providing adequate parking within the developing property; providing adequate onsite stormwater management facilities; and prioritizing retail tenants from the existing buildings on the site when leasing retail space in the proposed development.

Conclusions

1. The applicant provided architectural renderings to the LAC and HPC with the Conceptual Site Plan and Preliminary Plan of Subdivision reviewed in 2021 and 2022, respectively. While architecture was not formally reviewed at those stages, the applicant revised the plans based on comments provided by the LAC and HPC at that time.

2. Conformance with the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* is addressed through the review of the size, scale, massing, architecture, materials, lighting, and landscaping of the subject Detailed Site Plan application.
3. Condition B.2 of the Prince George's County District Council's decision for CSP-20002, requiring the documentation of 4424 Hartwick Road and 7302 Yale Avenue, remains in effect until satisfied.
4. The review of architectural compatibility includes consideration of the size, scale, massing, architecture, materials, lighting and landscaping of the proposed development. CSP-20002 and 4-21055 allowed for up to 15,000 square feet of commercial use with 175 multifamily dwelling units. The subject application proposes 4,800 square feet of commercial/retail space and 93 multifamily dwelling units. The effort to respond to the scale of the adjacent residential buildings by limiting the overall size, the additional setback of the three upper stories along Yale Avenue, and the articulation of the three bays in the elevation facing the Old Town College Park Historic District represents an appropriate design solution.

Care was taken to ensure that the materials (fiber cement panels and siding, cast stone, and brick) and the architectural details of the building's east elevation, visible from the Historic District, are commensurate with the new building's primary elevations, visible from US Route 1, resulting in a cohesive design.

The design of service-related functions for the new building such as garage entrances, loading spaces, and trash receptacles are respectful of the adjacent Historic District. The site plan proposes an interior two-level garage with single, separate vehicular access points for each level: the smaller ground floor level, accessed from Hartwick Road, and the partially below-grade residential level, accessed from the alley off Yale Avenue. No outdoor storage areas are proposed and most of the mechanical equipment is internal to the building.

As an infill project adjacent to the Old Town College Park Historic District, the subject design reflects the applicant's efforts to reduce the negative visual impact of the proposed development and to avoid the creation of a building that walls off the low-rise structures in the Historic District from the Route 1 commercial corridor. This is accomplished through multiple façade types, varied roof lines, the chamfered northwest corner of the building, the retention of the specimen tree on the southeast corner of the developing property, and an overall design emphasis on the pedestrian experience.

Recommendation

The Historic Preservation Commission recommends to the Planning Board that Detailed Site Plan DSP-22035, Terrapin House, be approved with no new conditions.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Community Planning Division

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

301-952-3972

August 28, 2023

MAJOR ISSUES MEMORANDUM

TO: Emery Huang, Planner III, Subdivision Section, Development Review Division

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

FROM: Christina Hartsfield, AICP, Placemaking Section, Community Planning Division 

SUBJECT: DSP-22035 Terrapin House

FINDINGS

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

BACKGROUND

Application Type: Detail Site Plan with property owner request to amend Development District Standards.

Planning Area: 66

Community: College Park-Berwyn Heights & Vicinity

Location: 7313 Baltimore Avenue, 4424 Hartwick Road and 7302 Yale Avenue in College Park, MD.

Size: .89 ac

Existing Use: Mixed-use

Proposal: Multifamily, mixed-use building, including 93 dwelling units and 13,100 sf commercial.

Zoning LTO-E **Prior Zoning:** M-U-I/D-D-O

Zoning Ordinance or Subdivision Regulations: Prior Zoning Ordinance

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: Plan 2035 places the subject property in the UMD East Local Center. Local centers are focal points of concentrated residential development and civic activity based on their access to transit or major highways. These centers are envisioned as supporting walkability, especially in their cores and where transit service is available.

In addition, the subject property is in the Innovation Corridor along Baltimore Avenue in College Park, MD. This area has a high concentration of economic activity in our four targeted industry clusters (see Employment Areas on Page 19) and has the greatest potential to catalyze future job growth, research, and innovation in the near- to mid-term. This area is well positioned to capitalize on the synergies that derive from businesses, research institutions, and incubators locating in close proximity to one another and on existing and planned transportation investments, such as the Purple Line. (p. 23).

The proposed application aligns with the growth policy of Local Centers and the Innovation Corridor by concentrating residential and commercial development near existing economic activity and existing industry clusters.

Master Plan: The 2010 *Approved Central US 1 Corridor Sector Plan* recommends Mixed Use-Commercial land use for the subject property. The proposed application conforms to this land use.

The subject property is in Downtown College Park and within the Walkable Node character area of the 2010 *Approved Central US 1 Corridor Sector Plan*. Walkable Nodes “spaced about a half mile to one mile apart along the corridor serve as excellent transit and multimodal stops and encourage pedestrians to congregate at appropriate retail and employment areas.” (page. 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” (page. 228).

The Sector Plan recommends the provision of “generous sidewalks along US 1 and all side streets in the walkable nodes, with a width between 15 to 20 feet along US 1 and 6 to 10 feet on the side streets. These widths provide space for outdoor dining and street trees along US 1 and a comfortable walking area on the side streets, while providing an adequate distance between the building frontages and the streets.” (Walkable Node Policy 1, Strategy 4, page. 65)

The Sector Plan further recommends the location of “service uses, such as loading facilities and trash collection, to alleys or secondary streets.” (Walkable Node Policy 1, Strategy 10, p. 66)

Aviation/MIOZ: This application is located within Aviation Policy Area 6. Sec. 27-548.38 (a) states that: For an individual property, APA regulations are the same as in the property's underlying zone, except as stated in this Subdivision. Sec. 27-548.38 (b) (4) which states: In APA-4 and APA-6, development densities and intensities are the same as in the underlying zone.

Sec. 27-548.39 (b) states: In APA-4, APA-5, or APA-6, every application shall demonstrate compliance with height restrictions in this Subdivision.

Sec. 27-548.42 (b) states: In APA-4 and APA-6, no building permit may be approved for a structure higher than fifty (50) feet unless the applicant demonstrates compliance with FAR Part 77. Prior to signature approval of the DSP, the applicant shall complete an FAA Form 7460-1 and submit it to the Maryland Aviation Administration, and subsequently provide evidence that the project complies with FAR 77. If the MAA identifies an issue, then the plan shall be revised to reduce or eliminate any perceived obstruction identified by MAA.

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

SMA/Zoning: The 2010 *Approved Central US 1 Corridor Plan and Sectional Map Amendment* retained most of subject parcels in the Development District Overlay/Mixed-Use Infill (D-D-O/M-U-I) zone, while changing two parcels from R-55 to M-U-I. In 2013, District Council approved DSP-11005 for the rezoning of certain R-18 zoned properties to M-U-I. In 2021, District Council approved CSP-20002 for the rezoning of Lots 9 and 10 from R-55 to M-U-I, making the entire development parcel M-U-I zoned. The proposed development conforms to the uses of the M-U-I zone.

On November 29, 2021, the District Council approved CR-136-2021, the Countywide Sectional Map Amendment (“CMA”) which reclassified the subject property from M-U-I/D-D-O (Mixed-Use Infill / Development District Overlay) to LTO (Local Transit Oriented) effective April 1, 2022.

DEVELOPMENT DISTRICT MANDATORY STANDARDS

This application request modifications to the following standards of the Central US 1 Corridor Development District Overlay Zone. Community Planning’s recommendations are as follows:

- **BUILDING FORM: MASSING.** *An expression line is required in the ...walkable node character areas above the second story.* **Modification:** The application proposes an expression line above the first story instead of the second story. **CPD Response:** This modification should not substantially impair implementation of the plan.
- **PARKING:** Part 11 of the applicable Zoning Ordinance requires parking spaces be a minimum dimension of 9.5’ x 19’. The application proposes 9’ x 18’ spaces. **CPD Response:** Defer to Transportation Planning staff.

Community Planning Division staff finds that, pursuant to Section 27-548.25(B)(ii), this application conforms with the remaining mandatory requirements of the Central US 1 Corridor Development District Overlay Zone.

Community Planning Division staff finds that all other elements of this application meet the requirements of Section 548.25(b).

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



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Countywide Planning Division
Transportation Planning Section

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September 15, 2023

MEMORANDUM

TO: Emery Huang, Development Review Division

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

VIA: Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning
Division *CHC*

SUBJECT: DSP-22035: Terrapin House

Proposal:

The subject Detailed Site Plan (DSP) application proposes the construction of 93 multifamily dwelling units and 4,800 square feet of commercial/retail use. The subject site is located along Hartwick Road, between Baltimore Avenue and Yale Avenue, in College Park. The transportation planning review of this DSP application was evaluated using the standards of Section 27 of the prior Zoning Ordinance.

Prior Conditions of Approval:

The site is subject to Conceptual Site Plan CSP-20002 and Preliminary Plan of Subdivision (PPS) 4-21055. The relevant transportation conditions of approval related to the subject application are listed below:

CSP-20002

4. At the time of detailed site plan, the applicant shall:
 - b. Consider providing publicly accessible bicycle racks and an area reserved for micro-mobility shared parking.

Comment: The applicant's response to Subdivision and Development Review Committee (SDRC) comments (Tedesco to Huang, September 14, 2023) states, "Further coordination with the City of College Park and Technical Staff to determine the preferred location for the micro-mobility space is needed, and the applicant will depict the location of such prior to certification of the DSP." Staff concurs with this finding and as such will condition that the final location of micro-mobility spaces be determined prior to certification of this DSP.

4-21055

3. Total development within proposed preliminary plan of subdivision (PPS) shall be limited to uses which generate no more than 110 AM peak-hour trips and 157 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities and a new PPS.

Comment: The subject application proposed a 93-unit multifamily dwelling and 4,800 square feet of commercial/retail use. The trip cap established under 4-21055 approved 175 multifamily dwelling units and 15,000 square feet of commercial/retail use. Staff finds that the subject DSP is within the trip cap established with 4-21055.

7. Prior to approval, the final plat of subdivision shall include right-of-way dedication of 792 square feet along US 1 (Baltimore Avenue) and 914 square feet along Hartwick Road, in accordance with the approved preliminary plan of subdivision.

Comment: The applicant's submission accurately reflects the required right-of-way dedication along US 1 and along Hartwick Road.

10. The applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicycle adequacy improvements approved with Preliminary Plan of Subdivision 4-21055, consistent with Section 24-124.01(f) of the prior Prince George's County Subdivision Regulations, as part of the detailed site plan submission.

Comment: The subject application contains a bicycle and pedestrian facilities plan which accurately reflects improvements recommended with 4-21055.

11. The applicant and the applicant's heirs, successors, and/or assignees shall construct the following facilities and show these facilities on a pedestrian and bikeway facilities plan, as part of the detailed site plan, prior to its acceptance:
 - a. A six-foot wide bicycle cycle track along the property frontage of US 1, consistent with the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*, unless modified by the operating agency with written correspondence.
 - b. A five- to ten-foot-wide sidewalk and a five- to eight-foot landscape amenity panel along the frontage of US 1 (Baltimore Avenue) consistent with the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*. The final width shall be determined by the operating agency with written correspondence.
 - c. A minimum six-foot-wide sidewalk and associated ADA curb ramps and crosswalk along the property frontage of Hartwick Road, unless modified by the operating agency, with written correspondence.
 - d. A minimum five-foot-wide sidewalk and associated ADA curb ramps and crosswalk along the property frontage of Yale Avenue, unless modified by the operating agency, with written correspondence.

- e. Long- and short-term bicycle parking consistent with *The AASHTO Guide for the Development of Bicycle Facilities* to accommodate residents and visitors.
- f. Decorative pavement along all sidewalks and accent pavement for crosswalks, unless modified by the operating agency, with written correspondence.
- g. Provide all sidewalk/streetscape amenities and bicycle facilities, per the 2010 *Approved Central US 1 Corridor Sector Plan and Sector Map Amendment* (pages 261 and 264), unless modified by the operating agency, with written correspondence.

Comment: The applicant's submission accurately displays the above-referenced on-site bicycle and pedestrian improvements. Specific to condition 11-d, the applicant has agreed to staff's request that sidewalks along Yale Avenue be widened to 7-8-feet-wide. Sidewalks along Yale Avenue are discussed in greater detail below. The improvements listed above, as required by condition 11 of 4-21055, are shown on the DSP, and the bicycle and pedestrian facilities plan.

- 12. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the prior Prince George's County Subdivision Regulations (Required Off-Site Facilities), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
 - a. Install three U-shaped bicycle racks at the southeast quadrant of US 1 (Baltimore Avenue) and Hartwick Road near the existing bus stop.
 - b. Continental-style crosswalk along the north approach at Hartwick Road and Yale Avenue.
 - c. Upgrade pedestrian ADA curb ramps along the northeast and northwest corners at Hartwick Road and Princeton Avenue.
 - d. Upgrade pedestrian ADA curb ramps along the northeast and northwest corners at Hartwick Road and Dickinson Avenue.
 - e. Upgrade pedestrian ADA curb ramps along the northwest and southwest corners at Hartwick Road and Hopkins Avenue.
 - f. Upgrade pedestrian ADA curb ramps along the northeast and southeast corners at Calvert Road and Hopkins Avenue.
 - g. Upgrade pedestrian ADA curb ramps along the southeast corner at Calvert Road and Rhode Island Avenue.
 - h. Upgrade pedestrian ADA curb ramps along the northwest, northeast, and southwest corners of Calvert Road and Dartmouth Avenue.

- i. Stop sign along the trail for pedestrians and bicycles at Calvert Road and Trail.
- j. Stop sign along the trail for pedestrians and bicycles at Howard Lane and Trail.

Comment: The above-referenced condition remains and will be addressed at the time of building permit unless modified by the operating agency with written correspondence.

Master Plan Compliance

This application is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*.

Master Plan Roads

The subject site is along Baltimore Avenue (US Route 1, MC-200). US Route 1 has a variable width of 88- 97 feet ultimate right-of-way established with the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*. The subject property also has frontage along Hartwick Road and Yale Avenue, which are not designated as master plan roadways. The ultimate right-of-way is accurately displayed on the plan sheets. Additional right-of-way dedication proposed along US Route 1 (792 square feet) and along Hartwick Road (914 square feet) is accurately shown on the DSP.

Master Plan Pedestrian and Bike Facilities

This application is subject to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). The subject property fronts the recommended master planned bicycle lane along US Route 1, and a shared roadway facility along Hartwick Road.

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

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

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*.

Comment: This development is also subject to the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*, which also proposes a bicycle lane along US Route 1 and a shared-use roadway along Hartwick Road. The following policies and strategies are provided for pedestrian and bicyclist facilities:

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

Transportation Analysis Policy 2: Implement a comprehensive wayfinding system to complement the street network and orient residents, visitors, students, and through traffic to the area.

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

Strategies:

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.

Special decorative paving materials, such as brick, precast pavers, Belgium block, or granite pavers, are recommended in the walkable nodes and at appropriate locations within the corridor infill areas.

Sidewalk materials should be continued across driveways whenever possible, and accent paving should be used to define pedestrian crossings.

Comment: The above policies, strategies, and recommendations all support a multimodal community. Staff finds the applicant's submission to reflect the policies of the MPOT and the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*. The applicant's submission includes a bicycle lane and a 10-foot-wide sidewalk along the site's US 1 frontage. Long-term and short-term bicycle parking is provided throughout the site. The site's frontage along Hartwick Road displays a 6-foot-wide sidewalk and crosswalk at the point of vehicle entry.

Per staff request that shared-lane markings and "bicycles may use full lane" signage assembly be added to the site's Hartwick Road frontage, the applicant's response to Subdivision and Development Review Committee (SDRC) comments (Tedesco to Huang, September 14, 2023) states, "The applicant has no objection to this recommendation, but its ultimate implementation must be subject to the City of College Park as the applicable operating agency." Staff concurs with this finding and as such will condition the shared-lane markings and "bicycles may use full lane" signage assembly along the site's Hartwick Road frontage be shown prior to certification of the DSP.

Per staff request that the sidewalk along the site's frontage of Yale Avenue be widened to 7-8 feet wide to match the sidewalk width directly north of the site, the applicant's response to Subdivision and Development Review Committee (SDRC) comments (Tedesco to Huang, September 14, 2023) states, "On August 24, 2023, the applicant met with Staff and discussed this comment in detail. In response to the meeting discussion, and in satisfaction of this comment, submitted herewith, the applicant has updated the sidewalk along Yale Avenue accordingly. The applicant would note; however, it may be necessary to reduce the width of this sidewalk in minimal locations to assist with the future retention of the specimen tree at the corner of Hartwick Road and Yale Avenue" Staff concurs with this finding; However, the applicant's submission does not display sidewalks along Yale Avenue as being 7-8 feet wide. As such, staff will condition that 7-8-foot wide sidewalks be shown on the DSP prior to certification.

Transportation Planning Review

Zoning Ordinance Compliance

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

(2) Parking, loading, and circulation

(1) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:

(ix) Pedestrian and vehicular routes should generally be separate and clearly marked.

(x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques

(xi) Barrier-free pathways to accommodate the handicapped should be provided

(6) Site and streetscape amenities

(A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:

(i) The design of light fixtures, benches, trash receptacles, bicycle racks, and other street furniture should be coordinated to enhance the visual unity of the site.

Comment: The applicant proposes one point of vehicle access along Hartwick Road and one point of vehicle access along an internal site access road at the northern bounds of the subject property. The internal access road originates along Yale Avenue. Improved sidewalks are shown along all frontages of the site. Crosswalks are shown crossing the drive aisle at both points of vehicle access, thereby connecting gaps in the sidewalk network while bringing attention to motorists that pedestrians may be crossing. As discussed above, a bicycle lane is shown along the site's frontage of US 1. Short-term bicycle parking is also shown along the site's frontage of US 1. Long-term bicycle parking is provided indoors. The applicant has noted that residents would use a key or fob to access the long-term bike rooms located on the lower level of the parking garage accessed from Yale Avenue. Staff finds that the site access and circulation are sufficient and meet the required findings of section 27-274(a)(2)(c) of the Ordinance which examines vehicular and pedestrian circulation as part of a detailed site plan.

This application also considers a departure/modification to reduce the size of non-parallel parking spaces. Section 27-558 requires all non-parallel standard car spaces to be 19 feet long by 9 ½ feet wide, or 19' x 9.5'. The applicant is proposing that parking spaces on-site be 18 feet long by 9 feet wide, or 18' x 9'. The applicant has noted that the reduction in parking spaces is being sought after in order to provide the required number of spaces throughout the site. The applicant has also noted that 18' x 9' parking spaces are permitted in neighboring jurisdictions and provide adequate space for vehicles to safely maneuver in and out of spaces. As such, staff support the proposed departure and does not find that access or circulation would be impaired or negatively impacted should the

departure/modification be granted.

The applicant has submitted a parking analysis detailing on-site parking. The 93 multifamily dwelling units require 78 spaces and the 4,800 square feet of retail require 12 spaces for a total of 90 spaces. The applicant's parking analysis provides the required 90 spaces, with 27 proposed in the enclosed garage, and 63 to be provided in the basement parking area. A total of 32 bicycle parking spaces are required on-site, and the parking analysis indicates a total of 34 bicycle parking spaces are provided. Lastly, the applicant is providing 1 loading space, which is required to serve the commercial/retail portion of the site. Staff finds the applicant's overall parking proposal to be suitable and meets the requirements of the proposed development.

Conclusion:

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

1. Prior to the certification of the detailed site plan, the applicant and the applicant's heirs, successors, and/or assigns shall:
 - a. Update the DSP to provide a location for micro-mobility parking spaces, in accordance with condition 4-b of CSP-20002. The exact details shall be evaluated and accepted by the Transportation Planning Section.
 - b. Update the DSP to provide shared-lane markings and a "bicycles may use full lane" signage assembly along the subject property's Hartwick Road frontage, with written approval from the City of College Park.
 - c. Update the DSP to provide 7-8-foot-wide sidewalks along the subject property's frontage of Yale Avenue.

September 18, 2023

MEMORANDUM

TO: Te-Sheng (Emery) Huang, Planner III, Urban Design Section

VIA: Sherri Conner, Planning Supervisor, Subdivision Section *SC*

FROM: Mahsa Vatandoost, Planner II, Subdivision Section *MV*

SUBJECT: DSP-22035; Terrapin House

The subject property is located on Tax Map 33 in Grid C4, and is approximately 0.89 acres in area. The property consists of four lots known as Lots 9,10, 11 and 12 which are recorded in Plat Book A, page 50, and one parcel known as Parcel A which is recorded in Plat Book REP 198, page 29 of the Prince George’s County Land Records. The property is located within the Local Transit-Oriented (LTO-E) and Residential, Single- family-65 (RSF-65) Zones. However, this detailed site plan (DSP) has been filed pursuant to the prior Zoning Ordinance. In the prior Zoning Ordinance, the property is in the Mixed Use Infill (M-U-I) and One-Family Detached Residential (R-55) Zones. The property is also located in Aviation Policy Area (APA) 6 and within the Development District Overlay (D-D-O) Zone subject to the 2010 *Approved US 1 Corridor Sector Plan and Sectional Map Amendment*. This application was accepted for review on July 25, 2023, and comments were provided at the SDRC meeting on August 18, 2023. This referral is based on revised plans received on September 14, 2023.

This DSP proposes development of 93 multifamily dwelling units and approximately 4,800 square feet of commercial/retail use on one proposed parcel.

The property is subject to Preliminary Plan of Subdivision (PPS) 4-21055, which was approved by the Prince George’s County Planning Board on May 26, 2022 (PGCPB Resolution No. 2022-63). This PPS approved one parcel for development of 175 multifamily dwelling units and 15,000 square feet of commercial use. The proposed development is within the residential and commercial development evaluated with the PPS. A new PPS is therefore not required at this time.

PPS 4-21055 was approved subject to 15 conditions, of which the conditions relevant to the review of this proposed DSP are listed below in **bold** text. Staff analysis of the project’s conformance to the conditions follows each one in plain text:

2. **Development of this site shall be in conformance with the Stormwater Management Concept Plan (7312-202-0), and any subsequent revisions.**

The stormwater management (SWM) concept plan for the site and an associated approval letter (7312-2022-00) were submitted with the application. The approval is dated October 27, 2023 and expires on October 27, 2025. The Environmental Planning Section should review the DSP to determine its conformance with the SWM concept plan.

- 3. Total development within proposed preliminary plan of subdivision (PPS) shall be limited to uses which generate no more than 110 AM peak-hour trips and 157 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities and a new PPS.**

The proposed development in this DSP is within the residential and commercial development evaluated with the PPS. However, conformance to this condition should also be evaluated and confirmed by the Transportation Planning Section.

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

The applicant proposes a street level plaza amenity space, roof terrace courtyard and a fitness center for the purpose of providing adequate on-site recreational facilities. The details for the plaza, roof terrace courtyard and fitness center are provided on the Landscape Plan and DSP. There are two recreational facilities tables provided on the DSP, on Sheets C-101 and C-102. There should be only one table provided on the cover sheet, providing all requisite information including the project name, total dwelling units proposed, and total value of recreational facilities required. The Urban Design Section should review the proposed list of on-site recreation facilities for adequacy, siting, and triggers for their construction.

- 7. Prior to approval, the final plat of subdivision shall include right-of-way dedication of 792 square feet along US 1 (Baltimore Avenue) and 914 square feet along Hartwick Road, in accordance with the approved preliminary plan of subdivision.**

DSP shows the right-of-way dedication of 792 square feet along US 1 (Baltimore Avenue) and 952 square feet along Hartwick Road in conformance with the PPS 4-21055.

- 8. Prior to approval of the final plat of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall:**
 - a. Enter into a public use easement agreement with the City of College Park, to ensure full public access to the six-foot-wide public use easement shown on the preliminary plan of subdivision along US 1 (Baltimore Avenue). The easement agreement shall be recorded, and the Liber/folio reflected on the final plat, along with the delineation of the easement, prior to recordation.**

The DSP shows a 6-foot-wide public use easement along US 1 (Baltimore Avenue) to ensure access and use of the frontage sidewalk. This condition will be further evaluated at the time of final plat.

- b. Enter into public use easement agreement with the Maryland-National Capital Park and Planning Commission, or the City of College Park, to allow public access to a ground level outdoor plaza, pocket or mini park, if determined to be feasible at the time of detailed site plan (DSP). The easement agreement shall be recorded, and the Liber/folio reflected on the final plat, along with the delineation of the easement, prior to recordation. The terms of the public use easement shall be established at the time of DSP, if applicable.**

The DSP shows a ground level outdoor plaza with a public use easement which is accessible from US 1. The easement agreement with the Maryland-National Capital Park and Planning or the City of College Park will be further established and recorded at the time of final plat. However, the Parks Department and Urban design Section, in coordination with the applicant, should evaluate any terms of the easement, such as operational or use hours, in conformance with this condition.

- 9. The applicant shall provide on-site pedestrian and bicycle amenities and improvements consistent with Section 24-124.01(c) of the prior Prince George's County Subdivision Regulations. The details of the on-site facilities shall be provided as part of the detailed site plan submission.**
- 10. The applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications and details of the pedestrian and bicycle adequacy improvements approved with Preliminary Plan of Subdivision 4-21055, consistent with Section 24-124.01(f) of the prior Prince George's County Subdivision Regulations, as part of the detailed site plan submission.**
- 11. The applicant and the applicant's heirs, successors, and/or assignees shall construct the following facilities and show these facilities on a pedestrian and bikeway facilities plan, as part of the detailed site plan, prior to its acceptance:**
 - a. A six-foot wide bicycle cycle track along the property frontage of US 1, consistent with the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment, unless modified by the operating agency with written correspondence**
 - b. A five- to ten-foot-wide sidewalk and a five- to eight-foot landscape amenity panel along the frontage of US 1 (Baltimore Avenue) consistent with the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment. The final width shall be determined by the operating agency with written correspondence.**
 - c. A minimum six-foot-wide sidewalk and associated ADA curb ramps and crosswalk along the property frontage of Hartwick Road, unless modified by the operating agency, with written correspondence.**

- d. **A minimum five-foot-wide sidewalk and associated ADA curb ramps and crosswalk along the property frontage of Yale Avenue, unless modified by the operating agency, with written correspondence.**
- e. **Long- and short-term bicycle parking consistent with The AASHTO Guide for the Development of Bicycle Facilities to accommodate residents and visitors.**
- f. **Decorative pavement along all sidewalks and accent pavement for crosswalks, unless modified by the operating agency, with written correspondence.**
- g. **Provide all sidewalk/streetscape amenities and bicycle facilities, per the 2010 Approved Central US 1 Corridor Sector Plan and Sector Map Amendment (pages 261 and 264), unless modified by the operating agency, with written correspondence.**

The location and details of proposed pedestrian and bicycle facilities are provided on sheet C-801 of the DSP. The Transportation Planning Section should further review the submittal for conformance with Conditions 9, 10, and 11.

- 15. **Prior to approval of a detailed site plan, pursuant to the Formula 2040: Functional Master Plan for Parks, Recreation and Open Space, and the 2010 Approved Central US 1 Corridor Sector Plan, the applicant shall submit design information regarding the inclusion and feasibility of providing a public plaza, pocket or mini park along the building frontage.**

The DSP shows details of a ground level outdoor plaza with a proposed public use easement accessible from US 1. The details of the plaza should be further reviewed by the Parks Department and Urban Design Section.

Additional Comments:

- 1. The property is located in Aviation Policy Area APA-6. Prior to approval of the required final plat, conformance with the disclosure requirements of Section 27-548.43(b)(2) of the prior Prince George’s County Zoning Ordinance regarding the proximity of this subdivision to the aviation airport should be demonstrated.
- 2. The property has an automatic certificate of adequacy (ADQ) pursuant to Section 24-4503(a)(4) of the Subdivision Regulations, which became effective upon the approval date of the PPS 4-21055, May 26, 2022, and is valid for twelve years from that date subject to the expiration provisions of Section 24-4503(c).

Recommended conditions of approval:

- 1. Prior to approval of a final plat of subdivision, the applicant and the applicant’s heirs, successors, and/or assignees shall demonstrate conformance with the disclosure requirements of Section 27-548.43(b)(2) of the prior Prince George’s County Zoning Ordinance regarding the proximity of this subdivision to a general aviation airport. The

applicant shall provide a note on the plat and provide a copy of the disclosure notice. The disclosure notice shall be included in all lease, rental, or purchase contracts for occupants, and the occupants shall sign an acknowledgement of receipt of the disclosure.

2. Prior to signature approval of the detailed site plan (DSP), the DSP shall be modified as follows:
 - a. Label the property as proposed Parcel 1 in conformance with PPS 4-21055.
 - b. Merge the two recreational facilities tables provided on Sheets C-101 and C-102 to one table on the cover sheet, providing all requisite information including the project name, total dwelling units proposed, and total value of recreational facilities.

The referral is provided for the purposes of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. The plans are in conformance with the approved preliminary plan of subdivision. All bearings and distances must be clearly shown on the DSP. There are no other subdivision issues at this time.



Countywide Planning Division
Environmental Planning Section

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

301-952-3650

September 21, 2023

MEMORANDUM

TO: Emery Huang, Planner III, Urban Design Section, DRD

VIA: Tom Burke, Supervisor, Environmental Planning Section, CWPD *TB*

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

SUBJECT: Terrapin House; DSP-22035

The Environmental Planning Section (EPS) has reviewed the above referenced Detailed Site Plan (DSP-22035) initially received on July 25, 2023. Comments were provided to the applicant at the Subdivision and Development Review Committee (SDRC) meeting on August 18, 2023. Revised plans and documents were received on September 14, 2023, in response to these comments. The EPS recommends approval of DSP-22035, with no conditions.

BACKGROUND

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

Development Review Case #	Associated Tree Conservation Plan or Natural Resources Inventory #	Authority	Status	Action Date	Resolution Number
N/A	NRI-080-11	Staff	Approved	4/12/2011	N/A
CSP-20002	N/A	District Council	Approved	6/14/2021	2021-45
N/A	NRI-080-11-01	Staff	Approved	10/21/2020	N/A
N/A	S-103-2020	Staff	Approved	7/10/2020	N/A
4-21055	N/A	Planning Board	Approved	6/16/2022	2022-63
N/A	S-130-2023	Staff	Approved	8/29/2023	N/A
DSP-22035	N/A	Planning Board	Pending	Pending	N/A

PROPOSED ACTIVITY

The current application is for the development of one mixed-use building with 93 multi-family dwelling units and 4,800 square feet of commercial/retail space. The existing buildings and parking lot on-site will be demolished prior to construction. The current zoning for the site is Local Transit-Oriented-Edge (LTO-E) and Residential, Single-Family-65 (RSF-65); however, the applicant has opted to apply the zoning standards to this application that were in effect prior to April 1, 2022, for the Mixed-Use Infill (M-U-I) and One-Family Detached Residential (R-55) Zones.

GRANDFATHERING

This project is not grandfathered with respect to the Environmental Regulations contained in Subtitle 25 and prior Subtitles 24, and 27 because the project is subject to a new preliminary plan of subdivision (PPS) and has no previous tree conservation plan (TCP) approvals.

REVIEW OF PRIOR APPROVALS

The following text addresses previously approved applicable environmental conditions that need to be addressed with this application. The text in **bold** is the actual text from the previous cases or plans. The plain text provides the comments on the plan's conformance with the conditions:

Conceptual Site Plan CSP-20002

Conceptual Site Plan (CSP-20002) was approved by the District Council decision dated May 24, 2021.

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.**

Although the CSP showed all specimen trees removed, the applicant subsequently revised their layout on the DSP to save one of the specimen trees located along Hartwick Road.

Preliminary Plan of Subdivision 4-21055

Preliminary Plan of Subdivision (PPS-4-21055) was approved by the Planning Board by PGCPB Resolution No. 2022-63.

- 2. Development of the site shall be in conformance with the Stormwater Management Concept Plan (7312-2022-0) and any subsequent revisions.**

The applicant submitted a copy of Stormwater Management Concept Plan (7312-2022-00) with this DSP application. The building footprint of the DSP has been slightly reduced from how it is shown on the stormwater management concept plan. DPIE will require the layout to be adjusted subsequently at time of final stormwater design approval.

ENVIRONMENTAL REVIEW

Natural Resources Inventory/Existing Conditions Plan

The site has an approved Natural Resources Inventory Plan (NRI-080-11-01), which correctly shows the existing conditions of the property. Four specimen trees are located on-site. This site is not associated with any regulated environmental features (REF), such as streams, wetlands, 100-year floodplain, or associated buffers. The site is not within the primary management area (PMA).

Woodland Conservation

The site is exempt from the provisions of the Woodland Conservation Ordinance (WCO) because the property is less than 40,000 square-feet and has no previous ~~tree conservation plan (TCP)~~ approvals. A standard letter of exemption from the WCO was issued for this site (S-130-2023), which expires on August 29, 2025. No additional information is required regarding woodland conservation.

Specimen Trees

In accordance with approved NRI-080-11-01, four specimen trees have been identified on the subject property. Although this site is exempt from the WCO, at the time, CSP preservation of as many specimen trees as practicable was recommended to be considered during the final site design process. Emphases was placed on trying to save the two specimen trees located adjacent to Hartwick Road and Yale Avenue. With the DSP, the applicant is saving one of these trees known as ST-3, which is a 37" willow oak in good condition.

Preservation of Regulated Environmental Features/Primary Management Area

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

No REF-exist on-site; therefore, none will be impacted by the proposed development, and staff find that the REF have been preserved and/or restored in a natural state to the fullest extent possible, in accordance with the requirement of Section 27-285(b)(4).

Soils

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

No unsafe soils containing Christiana complexes or Marlboro clay have been identified on or within the immediate vicinity of this property. There are no geotechnical concerns with this project.

Stormwater Management

An approved stormwater management (SWM) concept letter and plan (#7312-2022-00) was submitted with this application. The approved SWM concept plan shows the use of one underground storage facility with an associated sand filter that will exist under the proposed building which will serve the site. No further information is required regarding SWM with this application.

SUMMARY OF RECOMMENDED FINDINGS AND CONDITIONS

The Environmental Planning Section recommends approval of DSP-22035 with no conditions.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

September 18, 2023

MEMORANDUM

TO: Emery Huang, Planner III, Urban Design Section

FROM: Alice Jacobs, Principal Planning Technician, Permit Review Section *AJ*

SUBJECT: DSP-22035 – Terrapin House

1. The Unit Breakdown is normally located on the coversheet or in the note section of the detailed site plan. With this plan set it is only noted on the last page of the architectural sheets. Make sure that sheet is part of the final certified plan set.
2. The Permit Review Section offers no further comments on this application.

Huang, Te-sheng (Emery)

From: Holley, Edward
Sent: Monday, July 31, 2023 2:35 PM
To: Huang, Te-sheng (Emery); PPD-PGCReferrals
Cc: Thompson, Ivy
Subject: DSP-22035 (Terrapin House) PP&D 1st Referral - Edward Holley (Reviewer)

Good afternoon Emery,

The following comments are provided for DSP-22035 Terrapin House:

DPR staff has reviewed and evaluated DSP-22035 for conformance with the requirements considered in our recommendations of (PPS) 4-21055; as they pertain to public parks and recreation. This approximately 0.89-acre proposed development zoned **Local Transit-Oriented-Edge (LTO-E)** and **Residential, Single Family – 65 (RSF-65)**, is located on the north side of Hartwick Road, between Baltimore Avenue and Yale Avenue. This application is for the mixed-use development of 94 multifamily dwelling units and 4,800 square feet of commercial/retail space. Preliminary Plan of Subdivision (PPS) 4-21055 was approved by the Prince George's County Planning Board on June 16, 2022. Conditions 4-6 of PGCPB Resolution No. 2022-63 requires onsite private recreational facilities to be reviewed by the Urban Design Section of the Development Review Division (DRD). DPR has no additional comments.

Thank you,

Edward Holley

Planning Technician III
Park Planning & Development Division
The M-NCPPC - Prince George's County Department of Parks and Recreation
6600 Kenilworth Avenue, Suite 301
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Stay connected:





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



MEMORANDUM

August 29, 2023

TO: Emery Huang, Urban Design Section
Development Review Division, M-NCPPC

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

Re: DSP-22035, Terrapin House

CR: Baltimore Avenue (MDSHA)
CR: Yale Avenue (College Park)
CR: Hartwick Road (College Park)

This is in response to Detailed Site Plan DSP-22035 referral. The Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The proposed subdivision is located at 7302 Yale Avenue, 4424 Hartwick Road, and 7313 Baltimore Avenue at the north side of Hartwick Road between Yale Avenue and Baltimore Avenue.
- Hartwick Road and Yale Avenue are maintained by the City of College Park. The applicant shall coordinate with the City to determine if right of way dedication and road improvements are required.
- Baltimore Avenue is maintained by the Maryland State Highway Administration. The applicant shall coordinate with the Maryland State Highway Administration (MSHA) to determine if right of way dedication and road improvements are required.
- The applicant proposes one parcel for mixed use development consisting of 93 multifamily dwelling units and 4,800 square feet of commercial/retail.
- DSP-22035 is consistent with Site Development Concept Plan 7312-2022.
- DPIE has no objection to DSP-22035, Terrapin House

- This memorandum incorporates the Site Development Plan review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:
 - a) Final site layout, exact impervious area locations are not shown on plans.
 - b) Exact acreage of impervious areas has not been provided.
 - c) Proposed grading is shown on plans.
 - d) Final stormwater volume computations have not been provided.
 - e) Final erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion, and sediment control practices are not included in the submittal.
 - f) A narrative in accordance with the code has been provided.
 - g) Applicant shall provide items at the time of filing final site permits.

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

cc: Rey de Guzman, P.E., Chief Engineer, S/RPRD, DPIE
Rene Lord Attivor, Chief Traffic Engineer, DPIE
Steve Snyder, P.E., District Engineer, S/RPRD, DPIE
Yonas Tesfai, P.E., NPDES/Bridges, DPIE
Terrapin Main Street, LLC, 4901 Fairmount Ave. Ste. 200, Bethesda, MD 20814
Matthew C. Tedesco, McHamee Hosea, 6411 Ivy Lane Suite 200, Greenbelt, MD 20770
Bohler Engineering, Joseph DiMarco

Huang, Te-sheng (Emery)

From: Reilly, James V <JVReilly@co.pg.md.us>
Sent: Sunday, July 30, 2023 11:22 PM
To: Huang, Te-sheng (Emery)
Cc: PPD-PGReferrals; Reilly, James V
Subject: FW: Acceptance Referral: DSP-22035 TERRAPIN HOUSE (PB)
Attachments: DSP-22035 Summary.pdf

Importance: High

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

Good Evening Mr. Huang,

The Office of the Fire Marshal has reviewed the referral for DSP-22035 Terrapin House (PB) and we have the following comments:

- 1) Please provide the location of the FDC. The FDC should be located on the front, address side of the building.
- 2) The 'Site Furnishings' pages appears to show a fire feature. Please show the location of this feature and any grills in the amenity spaces.

Regards. Jim

James V. Reilly

Contract Project Coordinator III



Office of the Fire Marshal
Division of Fire Prevention and Life Safety
Prince George's County Fire and EMS Department

Note new address:

9400 Peppercorn Place, Fifth Floor, Largo, MD 20774

Office: 301-583-1830

Direct: 301-583-1838

Cell: 240-508-4931

Fax: 301-583-1945

Email: jvreilly@co.pg.md.us

To pay for a fire inspection by credit card go to:

<https://www.velocitypayment.com/client/princegeorges/fire/index.html>

From: ePlan <ePlan@ppd.mncppc.org>

Sent: Tuesday, July 25, 2023 1:44 PM

To: Smith, Tyler <Tyler.Smith@ppd.mncppc.org>; Gross, Thomas <thomas.gross@ppd.mncppc.org>; Stabler, Jennifer <Jennifer.Stabler@ppd.mncppc.org>; Chisholm, Amelia <Amelia.Chisholm@ppd.mncppc.org>; Chisholm, Amelia <Amelia.Chisholm@ppd.mncppc.org>; Franklin, Judith <Judith.Franklin@ppd.mncppc.org>; Henderson, Tamika <Tamika.Henderson@ppd.mncppc.org>; Green, David A <davida.green@ppd.mncppc.org>; Hancock, Crystal <crystal.hancock@ppd.mncppc.org>; Ryan, Benjamin <Benjamin.Ryan@ppd.mncppc.org>; Gupta, Mridula <Mridula.Gupta@ppd.mncppc.org>; Conner, Sherri <sherri.conner@ppd.mncppc.org>; Brooke E. Larman <brooke.larman@ppd.mncppc.org>; Holley, Edward <Edward.Holley@Pgparcs.com>; PPD-EnvDRDreferrals <ppd-

envdreferrals@ppd.mncppc.org>; Reilly, James V <JVReilly@co.pg.md.us>; Toth, Steven L. <sltth@co.pg.md.us>; Giles, Mary C. <mcgiles@co.pg.md.us>; Abdullah, Mariwan <MABdullah@co.pg.md.us>; Tayyem, Mahmoud <mtayyem@co.pg.md.us>; Lord-Attivor, Rene <rlattivor@co.pg.md.us>; Snyder, Steven G. <SGSnyder@co.pg.md.us>; Formukong, Nanji W. <nwformukong@co.pg.md.us>; Beckert, Erv T. <ETBeckert@co.pg.md.us>; Mazzara, Kate <KMazzara@co.pg.md.us>; Russel, Jahid <jrussel@co.pg.md.us>; Elkabbani, Sherif H. <SHElkabbani@co.pg.md.us>; Weissberg, Victor <VWeissberg@co.pg.md.us>; Hii, Caleb <CHii@co.pg.md.us>; Donoghue, Noah <NDonoghue@co.pg.md.us>; 'SKRekhi@co.pg.md.us' <skrekhi@co.pg.md.us>; 'Alasker@co.pg.md.us' <alasker@co.pg.md.us>; SYuen@co.pg.md.us; tltolson@pg.co.md.us; 'srland@co.pg.md.us' <srland@co.pg.md.us>; 'ECBrown@co.pg.md.us' <ECBrown@co.pg.md.us>; Thweatt, Susan W. <swthweatt@co.pg.md.us>; Adepoju, Adebola O. <aoAdepoju@co.pg.md.us>; #DSG Intake <DSGIntake@wsscwater.com>; Andreadis, Irene <Irene.Andreadis@wsscwater.com>; kolyan.l.marcus@verizon.com; 'Martin.w.vermillion@verizon.com' <martin.w.vermillion@verizon.com>; jkoroma@pepco.com; kencrouse@comcast.net; gw1349@att.com; wi3400@att.com; Pmartinez@washgas.com; Miriam Bader <mbader@collegeparkmd.gov>; tschum@collegeparkmd.gov

Cc: Hurlbutt, Jeremy <Jeremy.Hurlbutt@ppd.mncppc.org>; Huang, Te-sheng (Emery) <Tesheng.Huang@ppd.mncppc.org>; Kosack, Jill <Jill.Kosack@ppd.mncppc.org>; PPD-DRD_Applications Section_Distribution <ppd-drd_applicationssection_distribution@ppd.mncppc.org>; Hunt, James <James.Hunt@ppd.mncppc.org>; Dorlester, Andrea <Andrea.Dorlester@ppd.mncppc.org>

Subject: Acceptance Referral: DSP-22035 TERRAPIN HOUSE (PB)

Importance: High

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

Hello,

This is an EPlan **ACCEPTANCE** of **DSP-22035 TERRAPIN HOUSE** to be reviewed at the **PLANNING BOARD** level.

This case was officially **accepted today, JULY 25, 2023**

SDRC DATE: AUGUST 18, 2023

MAJOR ISSUES DATE: AUGUST 8, 2023

REFERRAL DUE DATE: AUGUST 28, 2023

PLANNING BOARD DATE (Pending): SEPTEMBER 28, 2023 tt

- All responses must be emailed to the assigned reviewer and to PGCReferrals@ppd.mncppc.org;
- attach signed memo's on official letterhead.
- attach a signed PDF and Word version of the document.
- The email subject must include: Case number + Case name + Dept + Reviewer initials.

Please submit ALL comments to assigned reviewer, EMERY HUANG TESHENG.HUANG@PPD.MNCPPC.ORG and PGCReferrals@ppd.mncppc.org

Click on the hyperlink to view the Acceptance

Documents: <https://www.dropbox.com/sc/fo/46q1idjik1rt76544zyuy/h?rlkey=kctkgythge2888qcppw7dgnc9&dl=0>

Thanks,

Martin Grigsby

Applications Section | Development Review Division



Hybrid Office Phone: 301-952-3772

14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

Martin.Grigsby@ppd.mncppc.org



This E-mail and any of its attachments may contain Prince George's County Government or Prince George's County 7th Judicial Circuit Court proprietary information or Protected Health Information, which is privileged and confidential. This E-mail is intended solely for the use of the individual or entity to which it is addressed. If you are not the intended recipient of this E-mail, you are hereby notified that any dissemination, distribution, copying, or action taken in relation to the contents of and attachments to this E-mail is strictly prohibited by federal law and may expose you to civil and/or criminal penalties. If you have received this E-mail in error, please notify the sender immediately and permanently delete the original and any copy of this E-mail and any printout.



Division of Environmental Health/Disease Control

Date: August 18, 2023

To: EMERY HUANG, Urban Design, M-NCPPC

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

Re: DSP-22035 Terrapin House

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

1. Health Department permit records indicate there are approx. over 20 existing carryout/convenience store and two grocery food facilities within a ½ mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes
2. The detailed site plan includes open spaces and “pet friendly” amenities for pets and their owners such as the dog park which includes pet refuse disposal stations. Which would promote proper pet waste disposal resulting in a clean environment.
3. During the demolition/construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
4. During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

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



Environmental Engineering/Policy Program
Largo Government Center
9201 Basil Court, Suite 318, Largo, MD 20774
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711
www.princegeorgescountymd.gov/health

City Staff Review and Recommendation

Detailed Site Plan 22035
Terrapin House
7313 Baltimore Avenue, 4424 Hartwick Road and 7302 Yale Avenue

Project Description

This request is for Detailed Site Plan (DSP) approval for property owned by Terrapin Main Street, LLC. This project is located on the northeast corner of Hartwick Road between Baltimore and Yale Avenues, consisting of Parcel A and Lots 9 – 12 in Block 27. The subject property is currently improved with a one-story, multi-tenant retail building on Parcel A fronting Baltimore Avenue, a two-story frame house built in 1915 on Lots 9 and 10 at the corner of Hartwick Road and Yale Avenue, and a 4-story multi-family building, known as Yale House, on Lots 11 and 12, fronting Yale Avenue. The Applicant, Terrapin Main Street, LLC, is a private developer based in Bethesda, Maryland. The proposed project is to raze the existing development and construct a 3-6 story mixed-use building consisting of 93 multi-family units (298 beds), 4,800 square feet of retail space at the corner of US 1 and Hartwick Road, and a 90-space, two-level parking garage. The proposed density is 105.7 units per acre. The 6-story building along Baltimore Avenue will step-down in height to 3-stories when facing Yale Avenue.

The property abuts additional commercial space and the municipal parking garage to the north, a shopping center to the west across Baltimore Avenue, and single-family homes to the east. Townhouse offices are located across Hartwick Road to the south of the project site. Additionally, the project borders the Old Town College Park Historic District across Yale Avenue to the east.

The project is being reviewed in accordance with the prior Zoning Ordinance, the Mixed-Use-Infill/Development District Overlay Zone (MUI/DDOZ), and the applicable development district standards of the Central US 1 Corridor Sector Plan. The project site is additionally located within the Walkable Node (WN) character area. The Sector Plan defines the WN as consisting of higher-density mixed-use buildings that accommodate retail with small blocks, wide sidewalks, and buildings set close to the frontages (p. 228). This character area calls for buildings with a minimum of two stories and a maximum of six stories. Development in the MUI/DDOZ is subject to the Sector Plan development district standards. For development standards not covered by the Sector Plan, the other applicable sections of the Zoning Ordinance and Landscape Manual shall serve as the requirement. The project is also subject to the conditions imposed by the Preliminary Plan of Subdivision (PPS) 4-21055 which was adopted by the Planning Board on June 16, 2022, after approval on May 26, 2022. The development is in Aviation Policy Area (APA) 6, which imposes maximum height restrictions (no obstruction over 198-feet Above Mean Sea Level – AMSL). The Applicant submitted a determination letter from MDOT, dated August 21, 2023, that indicated compliance with their Code. As a part of the application, the

Applicant is requesting limited modifications to the Development District Standards contained in the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment (Sector Plan).

Staff Comment: At the time of Conceptual Site Plan approval, City Council placed a condition that the Applicant attempt to relocate the house at 4424 Hartwick Road/7300 Yale Avenue within the Old Town neighborhood. The Applicant conducted a structural relocation feasibility study to relocate the house (see Attachment 2). The study concluded that it would be cost prohibitive (at least \$75,000-\$80,000) to relocate the house in part due to the need to temporarily lower all the utility lines and prune all the trees in the rights-of-way along the house's travelling way. Since it is not financially possible to relocate the house, Staff has added a condition to document the house on a Maryland Inventory of Historic Properties form to be reviewed and approved by Historic Preservation staff.

Site Design and Architecture

Considering the adjacency of the Old Town College Park Historic District to the east and a popular commercial corridor across US 1, the building steps down from six stories to three as it approaches Yale Avenue. This includes a concealed two-level garage, each level with a single point of vehicular access. The ground floor level is accessed from Hartwick Road, and the larger, partially below-grade residential level is accessed from the alley off Yale Avenue. The ground floor of the building will be dedicated to amenity and retail space, while the top five floors will be residential. The building is setback 22-feet from Baltimore Avenue, a variable width of 12.5-feet to 24.3-feet from Yale Avenue, a variable width of 9.2-feet to 21.7-feet from Hartwick Road (due to efforts to preserve a specimen tree), and a variable width of 19.1-feet to 22.7-feet from the northern boundary line. Lot coverage at 73.9% complies with development standards.

Baltimore Avenue is the primary frontage road, with Hartwick Road and Yale Avenue as secondary frontage roads. Baltimore Avenue serves as the building's main entrance for residential and retail uses but provides no vehicular access to the parking garage. Hartwick Road serves as the vehicular entrance for retail uses, while residents will enter the parking garage via a private alley off Yale Avenue. Loading and waste collection trucks will also utilize this alley.

The building frontage along Baltimore Avenue will include all streetscaping amenities required by the Sector Plan, including a cycle track, planter strip, lighting fixtures, and sidewalk to match existing developments along US 1. This frontage will also include amenities such as bicycle racks, a micro-mobility parking area, waste receptacles, and benches for public use. Along Hartwick Road, the building recedes away from the street near the southeast corner with Yale Avenue to accommodate a specimen tree that currently exists on the site. Along Yale Avenue the massing of the building is broken down into three projecting bays that reflect the residential nature of the building and respond to the scale of the homes on the east side of the street. These projecting bays, or "buildings," are also scaled down to three stories to blend with the neighboring historic district. Between the projecting bays and sidewalk are green areas that will serve residents of the building and the surrounding neighborhood with pet facilities and public benches. This frontage along Yale Avenue will also host a pedestrian access point for residents

of the building. On the north side of the building, frontage is split between public amenity space and the alley providing vehicular access stemming from Yale Avenue.

The façade of the building varies on all sides to promote visual interest and blend with the different neighborhood characteristics that it borders. Across all portions of the building, a brick base and horizontal expression line are used to ground the project and establish a sense of uniformity. The roof line varies between façade types along the US 1 frontage to enhance the sense of multiple buildings, which promotes a feeling of walkability and appropriate scale. A chamfer has been introduced to the northwest corner of the building to activate the space and invite pedestrians into the public amenity space that helps satisfy mandatory park dedication requirements. Along Baltimore Avenue, the façade varies in three different shades of gray, maroon, and beige to create interest from the commercial corridor. Along Yale Avenue, the Applicant chose neutral-toned materials to reflect those found in the existing neighboring homes. Façades are made up of a combination of sustainable materials like brick veneer, fiber cement siding, and fiber cement panel.

The project will create amenity spaces at both the private and public levels. The plaza space on the north side of the project site will be accessible to the public from Baltimore Avenue and feature bike parking, seating, planters, a public art wall, and awnings with string lights. Privately, an inner courtyard situated above the deck of the parking garage will be available to residents and include landscaping, a turf panel for outdoor lawn games, and seating. Additionally, the ground floor of the building will feature a fitness center and work café for residents to use, as well as study rooms on some of the residential floors.

Vehicular and Bicycle Parking

Based on the number of dwelling units and the amount of retail, 90 parking spaces are required. This includes at least 12 spaces for retail use, and 77.5 spaces for residents (The Zoning Ordinance mandates 1 space for every 1.2 dwelling units). The Applicant meets the parking requirement by providing 90 spaces. There will be 27 spaces in the enclosed garage, with 12 of these dedicated to retail. Additionally, another 63 spaces will be available on the basement level of the garage for residents. A maximum of 33% of these spaces are allowed to be compact, which the proposal meets with 30 spaces (33% of 90). There is also a requirement of one handicap parking space per every 25 required spaces, which the plan meets by providing 4.

City Staff have heard comments from City residents expressing concern about cars from residents of this building overflowing from the parking garage and crowding neighborhood streets. Planning staff and Parking Enforcement staff are coordinating efforts to seek a remedy to this issue, which will eventually be brought to the City Council level for approval.

The regulations of the DDOZ require one bicycle parking space per every three auto spaces required. This means that the proposed project is required to provide at least 32 bicycle parking spaces. The Applicant complies by showing room for 34 bicycle parking spaces provided internal to the building on the basement level. These spaces can be accessed from Yale Avenue.

Additionally, the Applicant is providing bike racks in the public amenity space on the north of the site, as well as along US 1. A parking area for micro-mobility vehicles will be provided along US 1 as well.

Departure from Parking Space Dimension Standard

The Sector Plan does not have specific requirements for the size of parking spaces; therefore Part 11 of the prior Zoning Ordinance serves as the requirement. Section 27-558(a) of the prior Zoning Ordinance requires nonparallel standard parking spaces to be 9.5' x 19.0'. The Applicant is requesting a departure/modification to the parking standard to reduce the size of the standard nonparallel parking spaces to 9.0' x 18.0'. The requested reduction to the size of these parking spaces will ensure that the Applicant can provide all the required parking. If this size reduction cannot be granted, the Applicant need to seek a modification to the number of required parking spaces.

Staff Comment: Staff supports the request to slightly reduce the parking space dimensions. This modification has been granted before by the County.

Landscaping

The Applicant is required to meet the Landscape Manual requirements for multifamily (Section 4.1), sustainable landscaping requirements (Section 4.9), screening requirements (Section 4.4), and tree canopy coverage requirements (Section 25-128). The residential requirements are shown to be met on Sheet C-701 by providing 8 shade trees (4 are required) and 7 ornamental trees when none are required. The Applicant meets the residential landscaping requirements by providing 2,267 square feet of green space and 5 additional shade trees, when 3 are required. The Applicant is not required to provide any ornamental trees but provides 7.

In the M-U-I zone, the Applicant is required to provide 10% tree canopy coverage (3,833 square feet in this case). The proposal shows the provision of 8,534 square feet of tree canopy coverage, satisfying and exceeding the requirement. The Applicant revised previous submittals after the Preliminary Plan hearing to preserve a specimen tree located at the corner of Hartwick Road and Yale Avenue.

Staff Comment: It is the opinion of City Staff that despite these efforts to save the specimen tree, it may die during construction of the building or shortly thereafter. Staff is recommending a condition in the Declaration of Covenants, that the Applicant coordinate with the City's horticulturist and arborist to take the appropriate measures to preserve the tree and submit a tree replacement plan to take effect in the event this specimen tree dies within 5 years of construction.

Streetscape

The Sector Plan requires the provision of sidewalks, street trees, pedestrian lighting, and amenities such as bicycle racks, benches, and trash receptacles along street frontages (Baltimore Avenue, Hartwick Road, and Yale Avenue).

The Bike and Pedestrian Facilities Plan (Sheet C-801) shows all sidewalk widths and street amenities. Along Baltimore Avenue, the Applicant is providing a 10-foot-wide sidewalk and 6-foot-wide bicycle track. This is paired with a planter strip containing street trees, providing a buffer between the road and bicycle track. The sidewalk contains street lighting fixtures that conform to the City’s lighting standards, as well as public benches and trash receptacles. Spaces for micro-mobility parking are provided as well. Along Hartwick Road, the Applicant is providing a sidewalk that varies in width from 5-feet to 9.2-feet, due to vehicle access to the garage and efforts to save the specimen tree at the corner with Yale Avenue. This street also contains the appropriate lighting fixtures. Along Yale Avenue, Sheet C-801 shows a sidewalk that is 7-feet wide, which is consistent with the existing sidewalk in front of the municipal parking garage. This represents a change from the Applicant’s first DSP submittal, which indicated a 5-foot-wide sidewalk on Yale Avenue. At that time, both the City and M-NCPPC submitted comments requiring an amendment to this plan to provide a sidewalk that was at least 6-feet-wide. The Applicant has complied, additionally providing green space, pet waste facilities, and public benches. Street lighting is also provided on Yale Avenue, but at a dimmer level than what is provided along US 1 to lessen negative impact on the adjacent residential neighborhood.

Modifications to Development District Standards

In addition to the departure from the parking space dimension standard, the Applicant is requesting the following two modifications from the development district standards:

Standard	Required	Proposed	Recommendation
Expression Line (pgs. 234 and 237)	The Walkable Node Character Area provides that an expression line is required above the second story.	Providing an expression line above the first story, which has an average height of 16-feet.	Support
LEED Certification (p. 256)	Within Walkable Nodes, all development shall obtain a minimum of silver certification in one of the applicable LEED rating systems.	The Applicant will pursue certification from the National Green Building Standard (NGBS) at the silver level.	Support

RECOMMENDATION

Staff recommends approval of DSP-22035 with conditions, and approval of the requested departure and modifications (parking space design, expression line, and LEED certification) as follows:

1. SUPPORT the following alternative development district standards as noted below:

(Note: The page number references are from the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment.)

- a. **Expression Line** (pages 234 and 237) – To provide an expression line above the first story, which has an average height of 16-feet, rather than above the second story.
 - b. **LEED Certification** (page 256) – To allow the Applicant to pursue the certification criteria of the National Green Building Standard (NGBS) at the silver level, rather than LEED.
2. SUPPORT for a departure from the Parking Space Dimension Standard set for by the prior Zoning Ordinance under Section 27-558(a) to construct parking spaces that are 9-feet by 18-feet, rather than 9.5-feet by 19-feet.
3. Prior to a demolition permit for the house on Yale Avenue, 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. Prior to Planning Board approval, execute a Declaration of Covenants Agreement with the City that includes, at a minimum, the following provisions:
 - a. Prior to the Planning Board Hearing on October 19, provide a replacement tree plan to be submitted and approved by City staff in the event the Willow Oak, identified as Specimen Tree-3, dies within 5 years from the issuance of the use and occupancy permit, and note this information on the landscape plan.
 - b. The property owner shall notify their potential residents that they will not be eligible for residential permit parking prior to signing a lease.
 - c. Prior to first Use and Occupancy permit, provide a public access easement to the City to allow public access to the ground level proposed amenity space (1,733 square feet) facing the “alley” as labeled on Detailed Site Plan Sheet C-301.
 - d. Prior to first use and occupancy permit, provide a 6-foot-wide public access easement, as shown on Detailed Site Plan Sheet C-301, to accommodate public benches, bike racks, and bike share space along the east side of the Baltimore Avenue sidewalk.
 - e. PILOT to City if the property becomes tax exempt.
 - f. Unitary management and condominium conversion requirements.
 - g. Acknowledgement of responsibility for maintenance of pedestrian light fixtures, landscaping, and sidewalks.
 - h. Provide an outdoor public art feature, which can be matched by City funds (up to \$15,000).
 - i. Prior to Use and Occupancy Permit, submit a National Green Building Standard Silver or Higher Certificate to the City.



THE PRINCE GEORGE'S COUNTY GOVERNMENT

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

June 15, 2021

**RE: CSP-20002 Terrapin House
12300 Carrol Investors and Terrapin Main Street 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 June 14, 2021.

CERTIFICATE OF SERVICE

This is to certify that on June 15, 2021, this notice and attached Council Order was mailed, postage prepaid, to all persons of record.

A handwritten signature in cursive script that reads "Donna J. Brown".

Donna J. Brown
Clerk of the Council

**County Administration Building
14741 Governor Oden Bowie Drive, Upper Marlboro, Maryland 20772**

Case No.: CSP-20002
Terrapin House

Applicant: 12300 Carrol Investors and
Terrapin Main Street LLC

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

FINAL DECISION — ORDER OF APPROVAL WITH CONDITIONS

On May 24, 2021, this matter was considered by the District Council on the record from Planning Board using mandatory oral argument procedures. (5/24/2021, Tr.). Having reviewed the record, Council has determined that Planning Board's approval of Conceptual Site Plan 20002 (CSP-20002) in PGCPB No. 2021-45(C)—an application 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, located on the north side of Hartwick Road, between Yale Avenue and US 1 (Baltimore Avenue), specifically at 7313 Baltimore Avenue, 7302 Yale Avenue, and 4424 Hartwick Road, College Park, Planning Area 66, Councilmanic District 3, 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)—was supported by substantial evidence of record, not arbitrary, capricious, or otherwise illegal.

As the basis for this final decision, the District Council adopts the findings and conclusions in Planning Board's Resolution PGCPB No. 2021-45(C).

- A. The request to rezone Lots 9 and 10 from the One-Family Detached Residential (R-55) to the Mixed Use-Infill (M-U-I) Zone is hereby APPROVED.

- B. CSP-20002 is approved subject to the following conditions:
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.
 2. Prior to issuance of demolition permits, the ~~*[buildings]~~ building located at 4424 Hartwick Road ~~*[and 7301 Yale Avenue]~~ shall be recorded on ~~*[individual]~~ a Maryland Inventory of Historic Properties ~~*[forms]~~ form by a 36CFR-certified consultant. The ~~*[forms]~~ form 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.

Ordered this 14th day of June, 2021, by the following vote:

In Favor: Council Members Anderson-Walker, Davis, Dernoga, Franklin, Glaros, Harrison, Hawkins, Ivey, Streeter, Taveras, and Turner.

Opposed:

Abstained:

Absent:

Vote: 11-0.

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: 

Calvin S. Hawkins, II, Chair

ATTEST:



Donna J. Brown
Clerk of the Council

MN
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
PP
PC

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

June 21, 2022

Green Hill Capital Corporation
4901 Fairmount Avenue
Bethesda, MD 20814

Re: Notification of Planning Board Action on
Preliminary Plan of Subdivision 4-21055
Terrapin House

Dear Applicant:

This is to advise you that, on **June 16, 2022**, the above-referenced Preliminary Plan of Subdivision was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

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

Sincerely,
James R. Hunt, Chief
Development Review Division

By: *Antonia Heath*
Reviewer

Attachment: PGCPB Resolution No. **2022-63**

cc: Persons of Record



14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
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PGCPB No. 2022-63

File No. 4-21055

RESOLUTION

WHEREAS, Terrapin Side Street LLC, 12300 Carrol Investors LLC, and Terrapin Main Street LLC, are the owners of a 0.89-acre parcel of land known as Lots 9–12, said property being in the 21st Election District of Prince George’s County, Maryland, and being zoned Local Transit–Oriented–Edge (LTO-E) and the Residential, Single-Family-65 (RSF-65); and

WHEREAS, on March 30, 2022, Green Hill Capital Corporation filed an application for approval of a Preliminary Plan of Subdivision for one parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-21055 for Terrapin House 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 May 26, 2022; and

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

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

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

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

WHEREAS, on May 26, 2022, the Prince George’s County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George’s County Code, the Prince George’s County Planning Board APPROVED Preliminary Plan of Subdivision 4-21055, including a Variation from Section 24-122(a), for one parcel with the following conditions:

1. Prior to signature approval, the preliminary plan of subdivision shall be revised to update the “4’ ULTIMATE ROW” note to read “4 DEDICATION AREA.”
2. Development of the site shall be in conformance with the Stormwater Management Concept Plan (7312-2022-0) and any subsequent revisions.

3. Total development within proposed preliminary plan of subdivision (PPS) shall be limited to uses which generate no more than 110 AM peak-hour trips and 157 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities and a new PPS.
4. In accordance with Section 24-135(b) of the prior Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate on-site recreational facilities.
5. The on-site recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department, for adequacy and proper siting, in accordance with the Prince George's County Park and Recreation Facilities Guidelines, with the review of the detailed site plan (DSP). Triggers for construction shall also be determined at the time of DSP.
6. Prior to approval of the final plat of subdivision, the applicant, and the applicant's heirs, successors, and/or assignees shall submit three original executed private recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department for construction of on-site recreational facilities, for approval. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat, prior to plat recordation.
7. Prior to approval, the final plat of subdivision shall include right-of-way dedication of 792 square feet along US 1 (Baltimore Avenue) and 914 square feet along Hartwick Road, in accordance with the approved preliminary plan of subdivision.
8. Prior to approval of the final plat of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall:
 - a. Enter into a public use easement agreement with the City of College Park, to ensure full public access to the six-foot-wide public use easement shown on the preliminary plan of subdivision along US 1 (Baltimore Avenue). The easement agreement shall be recorded, and the Liber/folio reflected on the final plat, along with the delineation of the easement, prior to recordation.
 - b. Enter into public use easement agreement with the Maryland-National Capital Park and Planning Commission, or the City of College Park, to allow public access to a ground level outdoor plaza, pocket or mini park, if determined to be feasible at the time of detailed site plan (DSP). The easement agreement shall be recorded, and the Liber/folio reflected on the final plat, along with the delineation of the easement, prior to recordation. The terms of the public use easement shall be established at the time of DSP, if applicable.

9. The applicant shall provide on-site pedestrian and bicycle amenities and improvements consistent with Section 24-124.01(c) of the prior Prince George's County Subdivision Regulations. The details of the on-site facilities shall be provided as part of the detailed site plan submission.
10. The applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications and details of the pedestrian and bicycle adequacy improvements approved with Preliminary Plan of Subdivision 4-21055, consistent with Section 24-124.01(f) of the prior Prince George's County Subdivision Regulations, as part of the detailed site plan submission.
11. The applicant and the applicant's heirs, successors, and/or assignees shall construct the following facilities and show these facilities on a pedestrian and bikeway facilities plan, as part of the detailed site plan, prior to its acceptance:
 - a. A six-foot wide bicycle cycle track along the property frontage of US 1, consistent with the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*, unless modified by the operating agency with written correspondence.
 - b. A five- to ten-foot-wide sidewalk and a five- to eight-foot landscape amenity panel along the frontage of US 1 (Baltimore Avenue) consistent with the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*. The final width shall be determined by the operating agency with written correspondence.
 - c. A minimum six-foot-wide sidewalk and associated ADA curb ramps and crosswalk along the property frontage of Hartwick Road, unless modified by the operating agency, with written correspondence.
 - d. A minimum five-foot-wide sidewalk and associated ADA curb ramps and crosswalk along the property frontage of Yale Avenue, unless modified by the operating agency, with written correspondence.
 - e. Long- and short-term bicycle parking consistent with *The AASHTO Guide for the Development of Bicycle Facilities* to accommodate residents and visitors.
 - f. Decorative pavement along all sidewalks and accent pavement for crosswalks, unless modified by the operating agency, with written correspondence.
 - g. Provide all sidewalk/streetscape amenities and bicycle facilities, per the 2010 *Approved Central US 1 Corridor Sector Plan and Sector Map Amendment* (pages 261 and 264), unless modified by the operating agency, with written correspondence.
12. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the prior Prince George's County Subdivision Regulations (Required Off-Site Facilities), have (a) full financial assurances, (b) been permitted for construction through the applicable operating

- agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
- a. Install three U-shaped bicycle racks at the southeast quadrant of US 1 (Baltimore Avenue) and Hartwick Road near the existing bus stop.
 - b. Continental-style crosswalk along the north approach at Hartwick Road and Yale Avenue.
 - c. Upgrade pedestrian ADA curb ramps along the northeast and northwest corners at Hartwick Road and Princeton Avenue.
 - d. Upgrade pedestrian ADA curb ramps along the northeast and northwest corners at Hartwick Road and Dickinson Avenue.
 - e. Upgrade pedestrian ADA curb ramps along the northwest and southwest corners at Hartwick Road and Hopkins Avenue.
 - f. Upgrade pedestrian ADA curb ramps along the northeast and southeast corners at Calvert Road and Hopkins Avenue.
 - g. Upgrade pedestrian ADA curb ramps along the southeast corner at Calvert Road and Rhode Island Avenue.
 - h. Upgrade pedestrian ADA curb ramps along the northwest, northeast, and southwest corners of Calvert Road and Dartmouth Avenue.
 - i. Stop sign along the trail for pedestrians and bicycles at Calvert Road and Trail.
 - j. Stop sign along the trail for pedestrians and bicycles at Howard Lane and Trail.
13. Prior to certification of the subject preliminary plan of subdivision, the applicant shall evaluate if a five-foot-wide sidewalk along the northern side of Guildford Road from US 1 (Baltimore Avenue) to the existing eastern sidewalk, in addition to the improvements provided in Condition 12 can be provided within the cost cap that was established in the bicycle pedestrian impact statement. The applicant shall provide the sidewalk improvement and any items listed in Condition 12 if these improvements are within the cost cap, per Section 24-124.01 of the prior Prince George's County Subdivision Regulations. If the improvements are not within the cost cap, the applicant shall construct all the improvements provided in Condition 12, per Section 24-124.01.
14. Prior to the certification of the subject preliminary plan of subdivision, the applicant shall evaluate if shared roadway pavement markings along Hartwick Road between Yale Avenue and Calvert Street, in lieu of bikeway signage, can be provided within the cost cap in addition to the improvements provided in Condition 12, per Section 24-124.01 of the prior Prince George's

County Subdivision Regulations. If the improvements are within the cost cap, the applicant shall provide lane marking improvements and all the improvements listed in Condition 12, per Section 24-124.01. If the improvement is not within the cost cap requirements, the applicant shall provide shared roadway signage along Hartwick Road between Yale Avenue and Calvert Street, in addition to the improvements listed in Condition 12, per Section 24-124.01.

15. Prior to approval of a detailed site plan, pursuant to the *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, and the *2010 Approved Central US 1 Corridor Sector Plan*, the applicant shall submit design information regarding the inclusion and feasibility of providing a public plaza, pocket or mini park along the building frontage.

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

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject property is located on the north side of Hartwick Road, between Yale Avenue and US 1 (Baltimore Avenue). The property consists of 0.89 acre and is currently comprised of four lots and one parcel known as Lots 9–12, recorded in the Prince George's County Land Records in Plat Book LIB A, page 50, and Parcel A recorded in the Land Records in Liber 15708 at folio 576. The property is located within both the Local Transit–Oriented–Edge (LTO-E) and the Residential, Single-Family-65 (RSF-65) Zones under the current Prince George's County Zoning Ordinance. Under the prior Zoning Ordinance, the property was located within the Mixed Use-Infill (M-U-I) and the One-Family Detached Residential (R-55) Zones. This property was also formerly located in a Development District Overlay (D-D-O) Zone. This preliminary plan of subdivision (PPS) was reviewed in accordance with the prior Zoning Ordinance and Subdivision Regulations, as required by Section 24-1703(a) of the Prince George's County Subdivision Regulations. The site is also subject to the *2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (sector plan), Subtitles 24 and 27 of the Prince George's County Code, and other applicable plans as outlined herein. This PPS includes one parcel for development of 175 multifamily dwellings and 15,000 square feet of commercial development. The site is currently occupied with commercial and residential development, which is to be removed.

Section 24-122(a) of the Subdivision Regulations requires that 10-foot-wide public utility easements (PUE) be provided along public rights-of-way. US 1, Hartwick Road, and Yale Avenue abut the property to the west, south, and east, respectively. The applicant requested approval of a variation to the PUE requirement, which is discussed further in this resolution.

3. **Setting**—The property is located on Tax Map 33 in Grid C4 and is within Planning Area 66. The abutting properties to the north are located in the LTO-E Zone (formerly the M-U-I Zone) and consist of commercial development. The adjacent properties beyond Yale Avenue to the east are located within the Residential, Multifamily-20 Zone (formerly the Multifamily Medium Density

Residential [R-18] Zone) and the RSF-65 Zone (formerly the R-55 Zone) and consist of single-family detached dwellings. The properties to the south beyond Hartwick Road are located within the LTO-E Zone and consist of commercial development. The adjacent properties to the west beyond US 1 are located in the LTO-E Zone and consist of commercial development.

4. **Development Data Summary**—The following information relates to the subject PPS application and the approved development.

	EXISTING	APPROVED
Zone	LTO-E/RSF-65	LTO-E/RSF-65
Use(s)	Commercial/ Residential	Commercial/ Residential
Acreage	0.89	0.89
Proposed Right-of-way Dedication		0.04 acres
Lots	4	0
Parcels	1	1 (0.85 acre)
Dwelling Units	11	175
Gross Floor Area (sq. ft.)	13,100	15,000

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee meeting on April 15, 2022.

5. **Previous Approvals**—PPS 4-02051 was approved by the Prince George’s County Planning Board on September 19, 2002 (PGCPB Resolution No. 02-199). This PPS approved one parcel for 13,100 square feet of mixed-use commercial development on what is currently Parcel A. PPS 4-21055 supersedes this PPS.

Detailed Site Plan DSP-03008 was approved by the Planning Board on July 24, 2003 (PGCPB Resolution No. 03-163), for development of 13,100 square feet of commercial development, on what is now Parcel A. A new DSP will be required for the development proposed in this PPS and will supersede this prior approval.

DSP-11005 was approved by the Prince George’s County District Council on November 18, 2013. This DSP rezoned the subject site from R-18 to M-U-I, and approved four additional dwelling units to an existing multifamily building on what is currently Lots 11 and 12. A new DSP will be required for the development proposed with this PPS and will supersede this prior approval.

Conceptual Site Plan CSP-20002 was approved on June 21, 2021 by the District Council. This CSP approved the rezoning of a portion of the property (Lots 9 and 10) in the R-55 Zone to the M-U-I Zone and approved 10,000–15,000 square feet of commercial use, along with 160–175 multifamily dwelling units. The applicable conditions of the CSP approval are discussed within this resolution.

6. **Community Planning**—The 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and conformance with the sector plan are evaluated, as follows:

Plan 2035

The subject property falls within the University of Maryland (UMD) East Local Center, as designated in Plan 2035, as well as the designated Employment Area. Also identified as a Campus Center, it is a focal point for development because of access to transit (future Purple Line) and major highways (Plan 2035, page 19). The desired development for Campus Centers is mid- and low-rise apartments, condominiums, townhouses, and small-lot single-family residential, at a density of 10–15 dwelling units per acre. The desired floor area ratio for new development is .5–3 (Plan 2035, Center Classification, page 108). Employment Areas have the highest concentration of economic activity in the County's targeted industry clusters and is where Plan 2035 recommends supporting business growth, concentrating new business development near transit where possible, improving transportation access and connectivity, and creating opportunities for synergies (Plan 2035, page 19). This PPS aligns with the growth policy of Local Centers and Employment Areas of Plan 2035 by concentrating residential and commercial development near transit centers and existing industry clusters.

Sector Plan Conformance

The sector plan recommends residential-medium development on Lots 9 and 10, and mixed-use commercial development on Lots 11 and 12, and Parcel A. As previously discussed, CSP-20002 approved a zoning change for Lots 9 and 10, from R-55 to M-U-I. The proposed density is consistent with Mixed-Use-Commercial development recommendation, and the Walkable Node and Downtown College Park District, in accordance with the sector plan.

Planning Area/Community

The subject property is located in Planning Area 66 and the College Park-Berwyn Heights and Vicinity Community.

Aviation Policy Area

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

SMA/Zoning

The 2010 *Approved Central US 1 Corridor Sectional Map Amendment* retained 7313 Baltimore Avenue in the M-U-I Zone; retained 4424 Hartwick Road in the R-55 Zone; and retained 7302 Yale Avenue in the R-18 Zone, all with a superimposed D-D-O Zone. The property at 4424 Hartwick Road was rezoned M-U-I/D-D-O by CSP-20002 in 2021.

Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, the PPS conforms to the sector plan's recommended land use, as evaluated in this finding.

7. **Stormwater Management**—An unapproved Stormwater Management (SWM) Concept Plan (7312-2022-0) was submitted with this PPS. These plans are still under review by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). The unapproved SWM concept plan shows the use of an underground storage facility that connects to an underground sand filter. In accordance with Section 24-130 of the Subdivision Regulations, development of the site shall conform with the approved SWM concept plan and any subsequent revisions, to ensure no on-site or downstream flooding occurs. An approved SWM concept plan will be required as part of the application at the time of DSP review. No further information is required at this time regarding SWM with this PPS.
8. **Parks and Recreation**—This PPS was reviewed for conformance with the requirements of CSP-20002, the sector plan, the *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, the Zoning Ordinance, and the Subdivision Regulations, pertaining to public parks and recreational facilities.

The subject property is not adjacent to any Maryland-National Capital Park and Planning Commission parkland. However, 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.

In accordance with Section 24-134(a)(1) of the Subdivision Regulations, the proposed development with the current density proposed on the subject property will require 0.13 acre of land to meet the mandatory dedication of parkland requirement. However, in accordance with Section 24-135(b) of the Subdivision Regulations, the Planning Board may approve on-site recreational facilities, in lieu of parkland dedication, provided the following are met:

1. **Such facilities will be superior, or equivalent, to those that would have been provided under the provisions of mandatory dedication.**
2. **The facilities will be properly developed and maintained to the benefit of future residents.**

On a conceptual basis, the applicant has indicated there will be on-site recreational facilities provided with the development of this property, such as a fitness center/ yoga-Pilates/sauna, game room, lobby/lounges, study-collaboration rooms, and coffee bar/bistro.

Condition 3 of CSP-20002 applies to this PPS, and is as follows:

3. At the time of preliminary plan of subdivision, consider the inclusion of a pocket park to fulfill the mandatory dedication of parkland requirement.

At the time of the CSP approval, the applicant stated 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 sector plan 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 mixed-use redevelopments incorporate a plaza or green space on-site. The applicant has indicated that given the proposed use, and the limited area available for development, they have decided to provide indoor private on-site facilities, absent a public on-site plaza or green space. However, the applicant is strongly encouraged to pursue development that may satisfy the design guidelines for public amenities through outdoor seating, bike racks, and benches, at the time of DSP.

Some of the applicant's proposed on-site recreational facilities should not be counted toward the recreational facilities, such as the study room. However, the on-site recreational facilities may be further evaluated at the time of DSP and further refined when the building details are provided. The applicant should further consider the addition of a pocket park or mini park, as part of their amenity design with their DSP submission, as the design of the building frontage zone is further detailed. Formula 2040 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, along with a public use easement. The inclusion of a plaza, pocket park, or mini park along the US 1 and Yale Avenue frontage would be consistent with the sector plan and enhance the streetscape, not only for this development, but for the surrounding community, as well. This facility would not be required for dedication. These facilities shall be reviewed in detail at the time of DSP.

The applicant's proposal to provide on-site recreational facilities will meet the requirements of Section 24-134(a).

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

Previous Approvals

CSP-20002 has one condition related to transportation, and it is as follows:

4. **At the time of detailed site plan, the applicant shall:**
 - b. **Consider providing publicly accessible bicycle racks and an area reserved for micro-mobility shared parking.**

Conformance to this condition will be evaluated at the time of DSP.

Master Plan Pedestrian and Bike Facilities

This PPS is subject to the MPOT. The subject property fronts the recommended master-planned bicycle lane along US 1, and a shared roadway facility along Hartwick Road.

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

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

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*.

This development is also subject to the sector plan, which also proposes bicycle lanes along US 1 as an interim facility until a cycle track is constructed, and a shared-use roadway along Hartwick Road. The following policies and strategies are provided for pedestrian and bicyclist facilities:

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

Policy 2: Implement a comprehensive wayfinding system to complement the street network and orient residents, visitors, students, and through traffic to the area. (page 136)

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

Strategies

Provide bicycle parking, including bicycle racks and lockers, to encourage and facilitate bicycle travel. (page 153)

Encourage nonresidential and mixed-use developments to provide shower facilities and bicycle lockers as further incentives for increasing bicycle use. (page 153)

Special decorative paving materials, such as brick, precast pavers, Belgium block, or granite pavers, are recommended in the walkable nodes and at appropriate locations within the corridor infill areas. (page 264)

Sidewalk materials should be continued across driveways whenever possible, and accent paving should be used to define pedestrian crossings. (page 264)

The above policies, strategies, and recommendations all support a multimodal community. Per the area sector plan (page 261), the frontage along US 1 should include a five- to eight-foot-wide landscape strip, six-foot-wide cycle track, and a five- to ten-foot-wide sidewalk. The cross section provided on the PPS reflects these recommendations and is acceptable. The applicant shall provide all streetscape amenities described in the sector plan (page 264), along the property frontage of US 1.

Due to the proximity of the US 1 and Hartwick Road intersection, shared roadway infrastructure is not required along the property frontage of Hartwick Road. However, the required Pedestrian and Bicycle Impact Statement (BPIS), does propose shared roadway infrastructure along Hartwick Road, beyond the property frontage.

Analysis of Bicycle and Pedestrian Impact Statement

The subject property is located in the Central US 1 Corridor and is, therefore, subject to Section 24-124.01 of the Subdivision Regulations and the "Transportation Review Guidelines, Part 2."

The cost cap for the proposed development's off-site facilities, adjusted for inflation, is \$69,864 as of February 2022.

Off-Site Adequacy

The applicant has provided a detailed list of several off-site pedestrian and bicycle facilities to meet pedestrian and bikeway adequacy.

Infrastructure along Hartwick Road includes the following:

1. Continental-style crosswalk along the north approach at Hartwick Road and Yale Avenue.
2. Upgrade pedestrian ADA curb ramps along the northeast and northwest corners at Hartwick Road and Princeton Avenue.
3. Upgrade pedestrian ADA curb ramps along the northeast and northwest corners at Hartwick Road and Dickinson Avenue.

4. Upgrade pedestrian ADA curb ramps along the northwest and southwest corners at Hartwick Road and Hopkins Avenue.
5. Shared roadway signage along Hartwick Road between Yale Avenue and Calvert Street

Estimated total: \$24,600

Infrastructure along Calvert Road includes the following:

1. Upgrade pedestrian ADA curb ramps along the northeast and southeast corners at Calvert Road and Hopkins Avenue.
2. Upgrade pedestrian ADA curb ramps along the southeast corner at Calvert Road and Rhode Island Avenue.
3. Upgrade pedestrian ADA curb ramps along the northwest, northeast, and southwest corners of Calvert Road and Dartmouth Avenue.

Estimated total: \$18,000

Infrastructure along College Park Trolley Trail includes the following:

1. Stop sign along the trail for pedestrians and bicycles at Calvert Road and Trail.
2. Stop sign along the trail for pedestrians and bicycles at Howard Lane and Trail.

Estimated total: \$4,500

Minor modifications to the improvements shall be provided by the applicant. Item 5 along Hartwick Road shall be modified by the applicant to shared road pavement markings, in lieu of signage, due to the lower traffic volume along the roadway.

The City of College Park Planning Department also recommended that a minimum five-foot-wide sidewalk be constructed along the north side of Guilford Road from US 1 to connect to the existing eastern sidewalk, as part of the off-site facilities improvements. In addition, the City recommended three U-shaped bicycle racks at the southeast quadrant of US 1 and Hartwick Road near the existing bus stop. The proposed modifications are included in the conditions in this resolution.

On-Site Adequacy

On-site pedestrian and bicycle adequacy facilities are also required pursuant to Section 24-124.01(c). The applicant has not indicated specific pedestrian and bicycle facilities that will be included in the BPIS. However, the site shall be served by on-site facilities that

connect to facilities along the property's frontage. Details of these facilities shall be provided with the DSP.

Demonstrated Nexus

The identified off-site improvement creates new and/or improves the site's connection to the surrounding area. The site has major trip generators and destinations, including the University of Maryland campus, several retail/commercial areas, nearby Trolley Trail, and transit stops along US 1.

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

Based on the preceding findings, the pedestrian and bicycle transportation facilities will serve the proposed subdivision, meet the findings required by Subtitle 24, and conform to the sector plan and the MPOT.

10. **Transportation**—Transportation findings related to adequacy were made with this PPS, along with any determinations regarding dedication, access, and general subdivision layout. The applicant has submitted a full traffic impact analysis, which is used as the basis for a determination of adequacy. The findings outlined below are based upon a review of the materials and analyses consistent with the "Transportation Review Guidelines, Part 1" (Guidelines).

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

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

Traffic Impacts

This PPS is for residential and commercial development. The table below summarizes trip generation in each peak hour that will be used in reviewing traffic and developing a trip cap for the site:

TRIP GENERATION SUMMARY: 4-21055 TERRAPIN STATION									
Existing	Land Use	Quantity	Metric	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
	Multifamily	4	units	0	2	2	1	1	2
	Single-Family	1	units	0	1	1	1	0	1
	Strip Retail	13,500	sq. ft.	21	14	35	48	48	96
	- 50% Pass-by			-11	-7	-18	-24	-24	-48
	<i>Total Existing Trips</i>			<i>10</i>	<i>10</i>	<i>20</i>	<i>26</i>	<i>25</i>	<i>51</i>
Proposed	Multifamily	175	units	18	73	91	68	37	105
	Strip Retail	15,000	sq. ft.	23	15	38	52	52	104
	- 50% Pass-by			-11	-8	-19	-26	-26	-52
	<i>Total New Trips</i>			<i>30</i>	<i>80</i>	<i>110</i>	<i>94</i>	<i>63</i>	<i>157</i>
Net Primary Trips for 4-21055				30	80	110	94	63	157

The sector plan requires that traffic counts be averaged, as indicated by the following standard: "Within the Central US 1 Corridor Development District, the transportation facilities adequacy standard shall be Level of Service E, based on the average peak period levels of service for all signalized intersections in three designated segments of the Central US 1 Corridor." The site falls within the segment between Campus Drive and Guilford Drive. Each traffic count is grouped together and averaged with other signalized intersections within the segment, as defined by the sector plan to determine adequacy. This procedure is explained in the Guidelines on pages 31 and 32. The study area includes the following signalized intersections:

- US 1 and Campus Drive
- US 1 and Hotel Drive
- US 1 and Rossborough Drive
- US 1 and Fraternity Row
- US 1 and College Avenue/Regents Drive
- US 1 and Knox Road
- US 1 and Hartwick Road
- US 1 and Calvert Road
- US 1 and Guilford Drive

Additional intersections, Hartwick Road/Site Access, Hartwick Road/Yale Avenue, and Yale Avenue/Site Access are included in the study area as all-way, unsignalized intersections. The procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted, and the standards are explained below:

- For two-way stop-controlled intersections, a three-part process is employed:
- (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure;
 - (b) the maximum approach volume on the

minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed.

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

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

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	US 1/Campus Drive	599	920	A
US 1/Hotel Drive	428	557	A	A
US 1/Rossborough Lane	344	509	A	A
US 1/Fraternity Row	226	445	A	A
US 1/College Avenue/Regents Drive	443	622	A	A
US 1/Knox Road	438	741	A	A
US 1/Hartwick Road	346	492	A	A
US 1/Calvert Road	362	543	A	A
US 1/Guilford Drive/Guilford Lane	479	584	A	A
Hartwick Road/Yale Avenue*	4.6s	6.8s	A	A
Hartwick Road/Site Access*	-	-	-	-
Yale Avenue/Site Access*	-	-	-	-
AVERAGE CLV	407	601	A	A
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

The Maryland State Highway Administration (SHA) is currently constructing improvements along the US 1 Corridor between College Avenue and MD 193. The lane assignments that are impacted by this construction were used to analyze the background and total traffic volumes.

The traffic study identified 26 background developments whose impact would affect some or all of the study intersections. In addition, a growth of 1 percent over 6 years was also applied to all traffic volumes. A second analysis was done to evaluate the impact of the background developments. The analysis revealed the following results:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	US 1/Campus Drive	787	1296	A
US 1/Hotel Drive	579	785	A	A
US 1/Rosborough Lane	344	509	A	A
US 1/Fraternity Row	374	666	A	A
US 1/College Avenue/Regents Drive	592	855	A	A
US 1/Knox Road	589	1077	A	B
US 1/Hartwick Road	595	879	A	A
US 1/Calvert Road	554	924	A	A
US 1/Guilford Drive/Guilford Lane	675	946	A	A
Hartwick Road/Yale Avenue*	4.5s	6.9s	A	A
Hartwick Road/Site Access*	-	-	-	-
Yale Avenue/Site Access*	-	-	-	-
AVERAGE CLV	565	882	A	A
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

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

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	US 1/Campus Drive	796	1326	A
US 1/Hotel Drive	589	808	A	A
US 1/Rosborough Lane	498	756	A	A
US 1/Fraternity Row	403	689	A	A
US 1/College Avenue/Regents Drive	602	888	A	A
US 1/Knox Road	599	1111	A	B
US 1/Hartwick Road	666	937	A	A
US 1/Calvert Road	563	931	A	A
US 1/Guilford Drive/Guilford Lane	684	954	A	A
Hartwick Road/Yale Avenue*	6.5s	7.7s	A	A
Hartwick Road/Site Access*	1.4s	2.8s	A	A
Yale Avenue/Site Access*	5.7s	4.2s	A	A
AVERAGE CLV	600	933	A	A
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

The analysis indicates that all critical intersections will operate adequately under total traffic conditions.

Review of Sector Plan Compliance

The subject site is along US 1 (MC-200), which has a variable width of 88–97 feet of ultimate right-of-way established with the sector plan. The subject property also has frontage along Hartwick Road and Yale Avenue, which are not designated as master plan roadways. The ultimate right-of-way is accurately displayed on the plan sheets. Additional right-of-way dedication is proposed along US 1 (792 square feet), and along Hartwick Road (914 square feet). Access to the site is proposed along Hartwick Road with a 120-foot distance from its intersection with US 1, in addition to a second access proposed along Yale Avenue with a 200-foot distance from its intersection with Hartwick Road.

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

- Schools**—This PPS was reviewed for impact on school facilities, in accordance with Section 24-122.02, Prince George’s County Council Resolutions CR-23-2001 and CR-38-2002, *Amended Adequate Facilities Regulation for Schools*. Commercial development is exempt from a review of school impacts because it is a nonresidential use.

Impact on Affected Public School Cluster by Multifamily Dwelling Units

	Affected School Cluster		
	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2
Multifamily (MF) Dwelling Units	175 DU	175 DU	175 DU
Pupil Yield Factor (PYF) – Multifamily (MF)	0.162	0.089	0.101
MF x PYF = Future Subdivision Enrollment	28	16	18
Adjusted Student Enrollment 9/30/19	22,492	9,262	9,372
Total Future Student Enrollment	22,520	9,278	9,390
State Rated Capacity	19,425	7,121	8,494
Percent Capacity	116	130	111

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

Section 10-192.01 School Facilities Surcharge

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

Per Section 10-192.01(c)(2)(A), the school facilities surcharge does not apply to a dwelling unit that is a studio apartment or an efficiency apartment if the dwelling unit is located within the regional transit districts and local centers (Growth Policy Areas), as defined in Plan 2035, and the sector plan. The applicant did not provide a breakdown of the number of each type of unit proposed within the 175 total units. If the applicant proposes studio or efficiency apartments as part of this project, the school facilities surcharge will not apply, however, the surcharge will apply to all other multifamily dwelling units.

This fee is to be paid to DPIE at the time of issuance of each building permit.

12. **Public Facilities**—In accordance with Section 24-122.01, police, water and sewerage, and fire and rescue facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section, dated April 22, 2022 (Perry to Heath), incorporated by reference herein.

Conformance to the Sector Plan

This PPS was reviewed for conformance to the sector plan in accordance with Section 24-121(a)(5). The sector plan provides goals and policies related to public facilities. The proposed development aligns with the sector plan goal to “provide needed public facilities in locations that efficiently serve the population,” and the schools, libraries, and public safety polices and strategies. There are no police, fire and emergency medical service facilities, schools, parks, or libraries proposed on the subject property. The 2008 *Approved Public Safety Facilities Master Plan* also provides guidance on the location and timing of upgrades and renovations to existing facilities and construction of new facilities.

13. **Public Utility Easement**—Section 24-122(a) requires that when utility easements are required by a public company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

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

The standard requirement for PUEs is 10 feet wide along both sides of all public rights-of-way. The subject site fronts on the public rights-of-way of US 1, Hartwick Road, and Yale Ave. The applicant requested a variation from the standard PUE requirement, in accordance with Section 24-113 of the Subdivision Regulations, which sets forth the following required findings for approval of a variation (in **BOLD**), followed by review comments:

Section 24-113 Variations

- (a) **Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle and Section 9-206 of the Environment Article; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon the evidence presented to it in each specific case that:**

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

The granting of the variation will not be detrimental to public safety, health, or welfare, or injurious to other properties. Utilities currently exist in the public right-of-way and provide service to the existing developed site, as well as surrounding developed sites. This PPS was referred out to public utility agencies, none of which objected to the request.

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

The conditions, on which the variation, are based are unique because the site is limited in size and constrained by existing development on all four sides. The property is currently made up of five lots and one parcel. The site has frontage on three different public rights-of-way, US 1, Hartwick Road, and Yale Avenue. This creates additional constraints on a property that is already relatively small in size. In addition, US 1 and Hartwick Road both require additional right-of-way dedication that will decrease the developable area even further. The subject property is also located within "Walkable Node" in accordance with the Sector Plan, which require a build-to line of 0-10 feet on the western and eastern sides of the property, and 0-12 feet on the southern side of the property, from the property boundary line to the façade of the building. Further limiting the space for PUEs along the property's frontage.

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

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

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

As stated above, the property abuts three public rights-of-way. Two of these rights of way require dedicated area which encroach the site. The property is also located within the Walkable Node of the sector plan, which encourages small blocks with wide sidewalks and buildings set close to the frontages. Carrying out the strict letter of these regulations would cause the applicant to violate the sector plan build-to line requirement. Furthermore, the property has existing development on all four sides. As a result, existing utilities are already available to serve the subject property and are located within the public rights-of-way. Following the strict letter of these regulations would require additional areas of the site to be reserved, but not likely utilized for utilities since the relocation of utilities for this site only would be incongruent with existing conditions. These

factors, along with the relatively small site, constrain the site and make it a hardship to provide 10-foot-wide PUEs along any of the public rights-of-way.

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

The subject property is not within any of the zones specified by this criterion; therefore, this provision does not apply.

14. **Historic**—The underlying CSP-20002 was reviewed by the Historic Preservation Commission (HPC) at its March 2021 meeting. The HPC previously voted 6-1-1 to recommend approval of the CSP to the Planning Board.

The HPC reviewed the subject PPS at its May 17, 2022 public meeting and voted 5-0-1 to recommend approval of the PPS to the Planning Board.

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 Curriden 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.

The subject site is adjacent to the Old Town College Park Historic District (66-042-00). This, and all subsequent applications, will be reviewed by the Old Town College Park Local Advisory Committee and the HPC for effects of the proposed development on the historic district. The Old Town College Park Local Advisory Committee reviewed the PPS at its April 27, 2022 meeting.

The sector plan includes goals and policies related to historic preservation (pages 193-201). However, these are not specific to the subject site or applicable to the proposed development. The sector plan does generally state in Chapter 3: Development Pattern, Policy 4, Strategy 5 (page 64):

5. **Ensure that redevelopment of Downtown College Park does not adversely impact the properties located within the Old Town College Park Historic District.**

The proposed development would have the greatest visual impact on the three properties on the east side of Yale Avenue facing the subject property: 7301, 7303, and 7305 Yale Avenue, three 2.5-story, early twentieth-century, single-family dwellings that are contributing properties in the Old Town College Park Historic District.

Due to modern disturbance on the subject property, a Phase I archeology survey is not required.

In its review of the CSP-20002 for the subject property, the District Council adopted one condition in its final decision regarding historic preservation:

- B. APPROVED of Conceptual Site Plan CSP-2002, Terrapin House, subject to the following conditions:**
- 2. Prior to the issuance of demolition permits, the buildings located at 4424 Hartwick Road and 7302 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.**

At the time of DSP, the HPC 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 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 DSP, the HPC will review the impacts of the scale, massing, architecture, and materials of proposed new construction on the early twentieth century detached residential character of the adjacent historic district.

After review of the subject PPS at its April 27, 2022, meeting, the Old Town College Park Local Advisory Committee voted 5-3 to recommend that the HPC recommend approval to the Planning Board.

Conformance with the sector plan will be further addressed through the review of a DSP which will focus on the size, scale, massing, architecture, materials, lighting, and landscaping of the proposed project.

Architectural compatibility of the proposed structure, as visible from the Old Town College Park Historic District (66-042-00), will be reviewed by the Old Town College Park Local Advisory Committee and the HPC at the time of DSP. Review of architectural compatibility will include

consideration of the size, scaling, massing, architecture, materials, lighting, and landscaping of the proposed development.

15. **Environmental**—The following applications and associated plans have been reviewed for the subject site:

Development Review Case #	Associated Tree Conservation Plan or Natural Resources Inventory #	Authority	Status	Action Date	Resolution Number
NA	NRI-080-11	Staff	Approved	4/12/2011	NA
CSP-20002	NA	Planning Board	Approved	4/26/2021	2021-45
NA	NRI-080-11-01	Staff	Approved	10/21/2020	NA
NA	S-103-202	Staff	Approved	7/10/2020	NA
4-21055	NA	Planning Board	Approved	5/26/2022	2022-63

Grandfathering

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

Previous Approvals

Condition 4a of CSP-20002 applies to this PPS, and is as follows:

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.**

Although the PPS shows all specimen trees removed from the site, the applicant is encouraged to explore alternatives to preserve the two specimen trees located adjacent to Hartwick Road and Yale Avenue.

General Plan Conformance

The site is located within the Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map, as designated by Plan 2035, and the Established Communities area of the General Plan Growth Policy.

Sector Plan Conformance

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

Countywide Green Infrastructure Plan

This property is not within the designated network of 2017 *The Countywide Green Infrastructure Plan of the Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* (Green Infrastructure Plan). The site was entirely cleared, graded, and

developed prior to the enactment of the Woodland and Wildlife Habitat Conservation Ordinance (WCO).

Natural Resources Inventory/Existing Conditions

The site has an approved Natural Resources Inventory (NRI-080-11-01), which correctly shows the existing conditions of the property. Four specimen trees are located on-site. This site is not associated with any regulated environmental features, such as streams, wetlands, 100-year floodplain, or associated buffers. The site is not within the primary management area (PMA).

Woodland Conservation

The site is exempt from the provisions of the WCO because the property is less than 40,000 square feet and has no previous tree conservation plan approvals. A standard Letter of Exemption (S-103-2020) from the WCO was issued for this site, which expires on July 10, 2022. No additional information is required regarding woodland conservation.

Soils

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

No unsafe soils containing Christiana complexes or Marlboro clay have been identified on or within the immediate vicinity of this property. There are no geotechnical concerns with this project.

Specimen, Champion, or Historic Trees

In accordance with approved NRI-080-11-01, four specimen trees have been identified on the subject property. Although this site is exempt from the WCO, preservation of as many specimen trees as practicable should be considered during the final site design process, with particular emphases on the two specimen trees located adjacent to Hartwick Road and Yale Avenue. No further information is required regarding specimen, champion, or historic trees.

16. **Urban Design**—Conformance with Subtitle 27, and the standards of the D-D-O Zone are evaluated, as follows:

D-D-O and Sector Plan Conformance

The subject site is governed by the D-D-O standards approved with the sector plan, and the proposed commercial uses and multifamily dwellings are permitted on the property, subject to the approval of a DSP. In accordance with the sector plan, D-D-O standards replace comparable standards and regulations of the Zoning Ordinance where applicable. Whenever a conflict exists between the D-D-O standards and the Zoning Ordinance or the *2010 Prince George's County Landscape Manual* (Landscape Manual), the D-D-O shall prevail. For development standards not covered by the D-D-O Zone, the Zoning Ordinance or Landscape Manual shall serve as the requirements, as stated in Section 27-548.21. Conformance with the regulations and standards of the D-D-O Zone will be further reviewed at the time of DSP.

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

Conformance to Zoning

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

- a. **Prior to issuance of any grading permit for undeveloped property or any building permit in a Development District, a Detailed Site Plan for individual development shall be approved by the Planning Board in accordance with Part 3, Division 9. Site plan submittal requirements for the Development District shall be stated in the Development District Standards. The applicability section of the Development District Standards may exempt from site plan review or limit the review of specific types of development or areas of the Development District.**

Conformance with the 2010 Prince George’s County Landscape Manual

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

Conformance with the Tree Canopy Coverage Ordinance

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 5,000 square feet of gross floor area or disturbance and require a grading permit. Compliance with the tree canopy coverage requirements will be evaluated at the time of DSP review.

- 17. **City of College Park**—A letter from the City of College Park City Council was read into the record at the Planning Board hearing, which recommended approval of this PPS, subject to four conditions consistent with those adopted by the Planning Board.

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

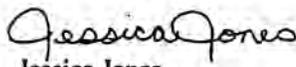
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PGCPB No. 2022-63
File No. 4-21055
Page 26

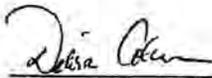
This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, Doerner, and Shapiro voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, May 26, 2022, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 16th day of June 2022.

Peter A. Shapiro
Chairman

By 
Jessica Jones
Planning Board Administrator

PAS:JJ:AH:rpg



Approved for Legal Sufficiency
M-NCPPC Office of General
Counsel

Dated 6/7/22

Additional Back-up

For

**DSP-22035
Terrapin House**

Terrapin House DSP-22035

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

* * * * *

FINDINGS

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

* * * * *

2. Development Data Summary:

* * * * *

[Pages 4-5]

Other Development Data

Parking Requirements per the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*

	Requirement	Evaluated
Total Residential (Walkable Node) *	1 space per dwelling unit	(93 x 1)/1.2= 78 parking spaces
Total Retail (Walkable Node) *	3 spaces per 1,000 sq. ft.	[3 x (4,800/1,000)]/1.2= 12 parking spaces
Total Parking Required	90	
Total Parking Provided		90
Standard spaces (nonparallel) (9.0 feet x 18 feet)**	-	55
Standard spaces (parallel) (8.0 feet x 22 feet)	-	1
Compact parking (nonparallel) (9.0 feet by 16 feet)**	-	29
Compact parking (parallel) (7.0 feet by 19 feet)	-	1
Handicap Accessible**	4	2
Handicap Van-accessible**	1***	2
Electric Vehicle parking spaces	-	2****

Notes: *The building is mixed use, with a shared parking factor of 1.2.

**The applicable D-D-O Zone does not have a standard for required parking space size. The DSP proposes a nonparallel standard parking space size of 9 feet by 18 feet

(instead of 9.5 feet by 19 feet) and a nonparallel compact parking space size of 9 8 feet by 16 feet (instead of 8 feet by 16.5 feet), as required by Section 27-558(a) of the prior Prince Zoning Ordinance. The applicant has indicated that the proposed dimensions of the parking spaces enable the amount of parking provided to meet the requirements of the D-D-O Zone and are consistent with similar projects that were approved in the area, such as DSP-21024 and DSP-22015. As a result, the applicant seeks a departure from this requirement, per Section 27-548.25(e) of the prior Zoning Ordinance, which does not require separate applications for such departures, but requires that the Prince George’s County Planning Board find that the departure conforms to all of the applicable development district standards. Pages 18–20 of the applicant’s statement of justification (SOJ) further details justification for the requested modifications. Staff find that the revised sizes of the parking spaces will contribute to the development of the district vision of pedestrian-friendly, concentrated, mixed-use development in this area, and recommend that the Planning Board approve this departure. Since modification of standard parking spaces might affect the size of the provided handicap-accessible parking spaces, a condition is included herein for clarification and additional information to show conformation to ADA requirements.

***Among the four required handicap-accessible parking spaces, one needs to be handicap van-accessible.

****Among the 56 standard parking spaces, two spaces are specifically designated for charging electric vehicles (EVs).

Pursuant to Section 27-566(b)(1), this application provides four handicap-accessible parking spaces with a minimum 5-foot-wide access aisle adjacent to the parking space, as required by the Americans with Disabilities Act (ADA). One handicap van-accessible parking space is located on the first floor of the parking garage, and two handicap-accessible and one handicap van-accessible parking spaces are located on the basement level of the garage.

* * * * *

[Page 19]

- 10. **Preliminary Plan of Subdivision 4-21055:** PPS 4-21055 was approved by the Planning Board on May 26, 2022 (PGCPB Resolution No. 2022-63), subject to 15 conditions. The conditions relevant to the review of this DSP are listed below in **bold** text. Staff analysis of the project’s conformance to the conditions follows each one, in plain text:

* * * * *

[Page 21-22]

- 11. **The applicant and the applicant’s heirs, successors, and/or assignees shall construct the following facilities and show these facilities on a pedestrian and bikeway facilities plan, as part of the detailed site plan, prior to its acceptance:**
 - a. **A six-foot wide bicycle cycle track along the property frontage of US 1, consistent with the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*, unless modified by the operating**

agency with written correspondence.

- b. A five- to ten-foot-wide sidewalk and a five- to eight-foot landscape amenity panel along the frontage of US 1 (Baltimore Avenue) consistent with the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*. The final width shall be determined by the operating agency with written correspondence.
- c. A minimum eight-foot-wide sidewalk and associated ADA curb ramps and crosswalk along the property frontage of Hartwick Road, unless modified by the operating agency, with written correspondence.
- d. A minimum five-foot-wide sidewalk and associated ADA curb ramps and crosswalk along the property frontage of Yale Avenue, unless modified by the operating agency, with written correspondence.
- e. Long- and short-term bicycle parking consistent with *The AASHTO Guide for the Development of Bicycle Facilities* to accommodate residents and visitors.
- f. Decorative pavement along all sidewalks and accent pavement for crosswalks.
- g. Provide all sidewalk/streetscape amenities and bicycle facilities, per the 2010 *Approved Central US 1 Corridor Sector Plan and Sector Map Amendment* (pages 261 and 264), unless modified by the operating agency, with written correspondence.

The applicant's submission accurately displays the above-referenced on-site bicycle and pedestrian improvements. Specific to Condition 11d, the applicant has agreed to staff's request that sidewalks along Yale Avenue be widened to 7–8 feet, [unless modified by the City of College Park as the applicable operating agency](#). Sidewalks along Yale Avenue are discussed in greater detail below. The improvements listed above, as required by Condition 11 of 4-21055, are shown on the DSP and the bicycle and pedestrian facilities plan.

* * * * *

[Page 23-25]

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

* * * * *

- c. **Transportation Planning**—In a memorandum dated September 15, 2023 (Ryan to Huang), the Transportation Planning Section offered an analysis of the prior approvals, which is incorporated into Findings 6, 8, 9 and 10 above.

Master Plan Roads

The subject site is along US 1, which has a variable-width 88- to 97-foot ultimate ROW established with the US 1 Corridor Sector Plan and SMA. The subject property also has frontage along Hartwick Road and Yale Avenue, which are not designated as master plan roadways. The ultimate ROW is accurately displayed on the plan sheets. Additional ROW dedication, proposed along US 1 (792 square feet) and along Hartwick Road (914 square feet), is accurately shown on the DSP.

Master Plan Pedestrian and Bike Facilities

This application is subject to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). The subject property fronts the recommended master-planned bicycle lane along US 1, and a shared roadway facility along Hartwick Road.

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

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

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*.

This development is also subject to the sector plan, which also proposes a bicycle lane along US 1 and a shared-use roadway along Hartwick Road. The following policies and strategies are provided for pedestrian and bicyclist facilities:

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

Transportation Analysis Policy 2: Implement a comprehensive wayfinding system to complement the street network and orient residents, visitors, students, and through traffic to the area.

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

Strategies:

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.

Special decorative paving materials, such as brick, precast pavers, Belgium block, or granite pavers, are recommended in the walkable nodes and at appropriate locations within the corridor infill areas.

Sidewalk materials should be continued across driveways whenever possible, and accent paving should be used to define pedestrian crossings.

The above policies, strategies, and recommendations all support a multimodal community. Staff find that the applicant’s submission reflects the policies of the MPOT and the sector plan. The applicant’s submission includes a bicycle lane and a 10-foot-wide sidewalk along the site’s US 1 frontage. Long- and short-term bicycle parking is provided throughout the site. The site’s frontage, along Hartwick Road, displays a 6-foot-wide sidewalk and crosswalk, at the point of vehicle entry.

Per staff’s request that shared-lane markings and “Bicycles May Use Full Lane” signage assembly be added to the site’s Hartwick Road frontage, the applicant’s response to SDRC comments (Tedesco to Huang, September 14, 2023) states, “The applicant has no objection to this recommendation, but its ultimate implementation must be subject to the City of College Park as the applicable operating agency.” Staff concur with this finding and, as such, will condition that the shared-lane markings and “Bicycles May Use Full Lane” signage assembly along the site’s Hartwick Road frontage be shown, prior to certification of the DSP, [unless modified by the City of College Park as the applicable operating agency.](#)

Per staff’s request that the sidewalk along the site’s frontage of Yale Avenue be widened to 7-8 feet to match the sidewalk width directly north of the site, the applicant’s response to SDRC comments (Tedesco to Huang, September 14, 2023) states, “On August 24, 2023, the applicant met with Staff and discussed this comment in detail. In response to the meeting discussion, and in satisfaction of this comment, submitted herewith, the applicant has updated the sidewalk along Yale Avenue accordingly. The applicant would note; however, it may be necessary to reduce the width of this sidewalk in minimal locations to assist with the future retention of the specimen tree at the corner of Hartwick Road and Yale Avenue.” Staff concur with this finding; however, the applicant’s submission does not display sidewalks along Yale Avenue as being 7-8 feet wide. As such, staff will condition that 7- to 8-foot-wide sidewalks be shown on the DSP, prior to certification, [unless modified by the City of College Park as the applicable operating agency.](#)

* * * * *

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Prince George's County Planning Board adopt the findings of this report and recommend the

following:

1. APPROVAL of the alternative development district standards for:
 - a. **Building Form/Massing (page 237):** To allow the expression line to be located above the first story and at the sill of the second-floor windows
 - b. **Sustainability and the Environment/Leadership in Energy and Environmental Design (LEED) Certification (page 256):** To allow National Green Building Standard silver certification.
 - c. A revision in the nonparallel standard parking space size to 9 feet by 18 feet and the nonparallel compact parking space size to ~~9~~ 8 feet by 16 feet.

2. APPROVAL of Detailed Site Plan DSP-22035 for Terrapin House, subject to the following conditions:

- a. Prior to certification, the applicant shall revise the detailed site plan (DSP), as follows, or provide the specified documentation:

* * * * *

(7) Provide shared-lane markings and a “Bicycles May Use Full Lane” signage assembly along the subject property’s Hartwick Road frontage, unless modified with written correspondence approval from the City of College Park.

* * * * *

~~(9) Provide limits to the hours of operation and deliveries, demonstrating minimal impacts on adjacent properties.~~

* * * * *

KEY:

Underline indicates language added to findings/conditions;

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

Asterisks *** indicate intervening existing findings/conditions that remain unchanged; and [Brackets] indicate page numbers where the text can be found in the Technical Staff Report.



CITY OF COLLEGE PARK

DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT

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October 11, 2023

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

RE: Detailed Site Plan-22035, Terrapin House, Northeast quadrant of Baltimore Avenue and Hartwick Road, College Park

Dear Chairman Shapiro,

The City of College Park City Council, at their meeting on October 10, 2023, voted unanimously to support approval with conditions of Detailed Site Plan-22035, Terrapin House, support the modifications to the development district standards and the departure. Specifically, the Council recommended:

1. SUPPORT the following alternative development district standards as noted below:
(Note: The page number references are from the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment.)
 - a. **Expression Line** (pages 234 and 237) – To provide an expression line above the first story, which has an average height of 16-feet, rather than above the second story.
 - b. **LEED Certification** (page 256) – To allow the Applicant to pursue the certification criteria of the National Green Building Standard (NGBS) at the silver level, rather than LEED.
2. SUPPORT for a departure from the Parking Space Dimension Standard set for by the prior Zoning Ordinance under Section 27-558(a) to construct parking spaces that are 9-feet by 18-feet, rather than 9.5-feet by 19-feet.
3. Prior to a demolition permit for the house on Yale Avenue, 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. Prior to Planning Board approval of the DSP, execute a Declaration of Covenants and Agreement with the City.



CITY OF COLLEGE PARK

DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT

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Sincerely,

A handwritten signature in cursive script that reads "Miriam D.H. Bader".

Miriam D.H. Bader, AICP
Director of Planning and Community Development

Cc: Mayor and Council
Te-Sheng (Emery) Huang
Suellen Ferguson, Attorney
Stephanie Anderson, Attorney
Matthew Tedesco, Attorney



TOWN OF UNIVERSITY PARK

MAYOR
Joel Biermann

COMMON COUNCIL
Ralph Dubayah
Mary Gathercole
Laurie Morrissey
Nathaniel Morgan
David McGaughey
Grant Godfrey
William Sweet

October 17, 2023

By email to pgcpb@mncppc.org

Honorable Peter A. Shapiro
Chair
Prince George's County Planning Board
14741 Governor Oden Bowie Dr.
Upper Marlboro, MD 20772

RE: DSP-22035 TERRAPIN HOUSE

Dear Planning Board:

At its October 16, 2023 meeting, the Common Council of the Town of University Park voted to support the conditions and staff positions as recommended by the City of College Park, should the above-referenced project be approved.

The project was presented to the Town's Development Overview Committee (DOC) on September 14th by Terrapin Mainstreet, LLC, and their team and it was further discussed after the City of College Park took action. The DOC and our Council were particularly appreciative of the applicant's willingness to work with existing restaurant tenants that will be displaced by the project construction.

Sincerely,

A handwritten signature in black ink, appearing to be "JB", written in a cursive style.

Joel T. Biermann
Mayor