

April 7, 2022

**MEMORANDUM**

TO: Prince George's County Planning Board

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

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

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

On January 18, 2022, the Prince George's County Planning Board and the Prince George's County Council, sitting as the District Council, held a Joint Public Hearing to receive testimony regarding the *Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan* and its concurrent Proposed Sectional Map Amendment (SMA). The public record for the Joint Public Hearing closed at 5 p.m. on February 2, 2022. After the close of the record, the Clerk of the County Council received late testimonies submitted by: Thomas Nassif (on February 2, 2022); Maura Elford Collinge (on February 3, 2022); Marilyn Yang (on February 4, 2022); and the University of Maryland, College Park (on March 9, 2022). In addition, the Office of the County Executive submitted one letter of testimony on January 14, 2022, for both the Public Facilities Referral and the Preliminary Plan, which are two distinct legislative items. To ensure that the County Executive letter is included, the Clerk of the County Council has requested that it be accepted into the record by the Planning Board.

This memorandum contains staff's analysis of the late testimony and recommendations if the Planning Board chooses to accept it into the record.

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

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**Recommendation**

Staff recommends the Planning Board accept this testimony into the public record pursuant to Section 27-644(b)(4)(B).

**Analysis of Late Testimony**

References	Environmental Preservation/Sustainability (General)
Exhibit #/Name	T-1/Thomas Nassif
Issue	Recommends the buffer between private properties bordering Windsor Lane/Guilford Woods and proposed projects to be at least 200 feet. Also recommends additional mitigation and buffer area. Concerned about flooding, heat island effect, and dwindling tree canopy in Hyattsville community.
Staff Response	See staff responses to Major Issues B2 and B7 pertaining to buffers. Also refer to the following: Section 24-4303(c), Section 24-4304 and Section 24-4302(a)(4) of the 2018 Subdivision Regulations, Section 27-61203 of the 2018 Zoning Ordinance, and Section 4.7 and Table 4.7-1 of the 2018 Landscape Manual.
Staff Recommendation	See staff recommendations for Major Issue B2.
Planning Board Action	
District Council Action	

References	Environmental Preservation/Sustainability (General)
Exhibit #/Name	T-2/Maura Collinge
Issue	Concerned about losing an established forest, and generation of more stormwater in an area where there are already stormwater issues. Recommends extra density along Adelphi Road, Campus Drive, and not developing the interior of sector plan.
Staff Response	See staff responses to Major Issues B2, B5, and B7.
Staff Recommendation	See staff recommendations for Major Issues B2, B5, and B7.
Planning Board Action	
District Council Action	

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

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References	General
Exhibit #/Name	T-3/Marilyn Yang
Issue	Clarified that the residential address provided on her previous testimony (Exhibit 79) was incorrect and shared her correct address.
Staff Response	Comment noted.
Staff Recommendation	N/A
Planning Board Action	
District Council Action	

References	Zoning Change 3, NAC/RSF-65 to LTO-e
Exhibit #/Name	T-4/University of Maryland, Edward J. Maginnis, Office of Real Estate
Issue	In Exhibit 59, UMD recommended a split zoning of its parcel at 7500 Mowatt Lane (Lot 4) into the Local Transit-Oriented, Edge (LTO-e) and Reserved Open Space (ROS) Zones. This reclassification was proposed to occur subsequent to a subdivision by deed of Lot 4 into two lots. Exhibit T-4 provides a survey of metes and bounds delineating the southern subdivided lot which they propose for reclassification to ROS.
Staff Response	<p>In its analysis of public hearing testimony (see the Memorandum for Digest of Testimony to Prince George’s County Planning Board, April 7, 2022), staff recommends the addition of Strategy LU 2.2: “Encourage the University of Maryland to subdivide the parcel at 7500 Mowatt Lane to facilitate conservation of southern portion of that property. Any new parcel or lot created by such a subdivision abutting Guilford Run should be reclassified to the Reserved Open Space (ROS) Zone.”</p> <p>Staff concurs with Exhibits 59 and T-4 that the area of land delineated in Exhibit T-4 should be reclassified to the ROS Zone and the remainder of Lot 4 should be classified in the LTO-e Zone as recommended by the Proposed SMA.</p> <p>Staff also recommends several amendments to the Preliminary Sector Plan to incorporate this rezoning.</p>
Staff Recommendations	<ol style="list-style-type: none"> <li>1. Revise Map 8. <i>Future Land Use Map (FLUM)</i> to show the northern portion of current Lot 4 as Mixed Use, and the new southern parcel (former portion of Lot 4) and/or ROS zone district as Parks and Open Space.</li> </ol>

<p>Staff Recommendations (continued)</p>	<ol style="list-style-type: none"> <li>2. Revise the boundaries of the UMD Local Transit Center to exclude the new southern parcel (former portion of Lot 4) and/or ROS zone district from the UMD West Center.             <ol style="list-style-type: none"> <li>a. Revise Map 10. <i>UMD West Campus Center - Recommended Boundary, Core, and Edge</i>, accordingly.</li> </ol> </li>   <li>3. Revise Strategies LU 1.7, LU 3.1, Map 11. <i>Strategies LU 1.4, LU 1.5, LU 1.6, and LU 1.7</i>, Map 12. <i>Recommended Consolidation of Parcels</i>, and Table 18. <i>Recommended Consolidation of Parcels</i>, as necessary to exclude the new southern parcel (former portion of Lot 4) and/or ROS zone district.</li>   <li>4. Revise Strategy LU 2.1 to include the new southern parcel (former portion of Lot 4) and/or ROS zone district.</li>   <li>5. Revise new Strategy PF 2.8 recommended above to include the new southern parcel (former portion of Lot 4) and/or ROS zone district within Conservation Area C.</li>   <li>6. Revise Map 29. <i>Recommended Parks and Open Spaces</i>, to include all of the area west and south of recommended shared-use path T-206 and the new southern parcel (former portion of Lot 4) and/or ROS zone district within Conservation Area C.</li>   <li>7. Revise the description of Conservation Area C in Table 15. <i>Recommended Parks and Public Open Spaces</i> as follows:             <ol style="list-style-type: none"> <li>a. Location: Located along [the] Guilford Run [Area] at the southern portion of the plan area.</li> <li>b. Revise the acreage to incorporate the area of the new southern parcel (former portion of Lot 4) to the total acreage.</li> </ol> </li> </ol> <p>Revise Zoning Change 3 to reclassify the area of land delineated in Exhibit T-4 in the southern portion of current Lot 4 to the ROS Zone.</p>
<p>Planning Board Action</p>	
<p>District Council Action</p>	

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

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References	Preliminary Plan
Exhibit #/Name	T-5/Office of the County Executive and the Prince George’s County Department of Public Works and Transportation, Floyd Holt, Deputy Chief Administrative Officer for Public Infrastructure, and Angie Rodgers, Deputy Chief Administrative Officer for Economic Development
Issue	Prince George’s County testified in support of the sector plan.
Staff Response	Staff concurs. See also Key Issue B5.
Staff Recommendation	No change to Sector Plan/SMA
Planning Board Action	
District Council Action	

References	Section V: Transportation and Mobility Policies TM 3, TM 6, TM 7, and TM 8 Strategy TM 4.5
Exhibit #/Name	T-5/Office of the County Executive and the Prince George’s County Department of Public Works and Transportation, Floyd Holt, Deputy Chief Administrative Officer for Public Infrastructure, and Angie Rodgers, Deputy Chief Administrative Officer for Economic Development
Issue	DPW&T recognizes that active transportation and safety are essential components for plan’s success. Provides unique opportunity to create neighborhood connecting residents and those with UMD affiliation through network of bicycle, pedestrian, and micro-mobility infrastructure, plus bus and Purple Line transit services. Supports following specific transportation and mobility Policies TM 3, TM 4.5, TM 6, TM 7, and TM 8 in the sector plan.
Staff Response	Staff concurs. See also Key Issue B5.
Staff Recommendation	No change to Sector Plan/SMA
Planning Board Action	
District Council Action	

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

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References	Table 8. <i>Recommended Master Plan of Transportation Shared-Use Paths and Trails</i> (p. 69) Table 16. <i>Implementation Matrix</i> (p. 132)
Exhibit #/Name	T-5/Office of the County Executive and the Prince George’s County Department of Public Works and Transportation, Floyd Holt, Deputy Chief Administrative Officer for Public Infrastructure, and Angie Rodgers, Deputy Chief Administrative Officer for Economic Development
Issue	DPW&T recognizes need for robust funding for proposed improvements to accommodate active transportation modes on Adelphi Road
Staff Response	All transportation improvements require such coordination and dedicated funding. County and State agencies have already reviewed the proposed Transportation facilities and are in support of the plan recommendations and funding needs. Demand for bicycle and pedestrian facilities will also be evaluated as development applications are submitted and improvements may be required to be constructed as a condition of development approval.  The Sector Plan contains an Implementation Matrix that identifies the lead and partner agencies needed to further these projects. (Table 16. <i>Implementation Matrix</i> , p. 132)
Staff Recommendation	No change to Sector Plan/SMA
Planning Board Action	
District Council Action	

References	Strategies TM 4.2, and TM 8.2
Exhibit #/Name	T-5/Office of the County Executive and the Prince George’s County Department of Public Works and Transportation, Floyd Holt, Deputy Chief Administrative Officer for Public Infrastructure, and Angie Rodgers, Deputy Chief Administrative Officer for Economic Development
Issue	Recognizes that size and number of lanes at intersection, in conjunction with the traffic volumes and travel speeds are challenging to active mobility
Staff Response	Staff concur.
Staff Recommendation	No change to Sector Plan/SMA
Planning Board Action	
District Council Action	

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References	Strategy TM 4.2 Table 7. <i>Recommended Master Plan Transportation Complete and Green Streets</i> (p. 64)
Exhibit #/Name	T-5/Office of the County Executive and the Prince George’s County Department of Public Works and Transportation, Floyd Holt, Deputy Chief Administrative Officer for Public Infrastructure, and Angie Rodgers, Deputy Chief Administrative Officer for Economic Development
Issue	States that pedestrian movements and access difficult at University Boulevard (MD 193) and Adelphi Road
Staff Response	<p>Pedestrian improvements are recommended for 193 and Adelphi. The Preliminary Plan states, “provide marked crosswalks on all legs of all intersections in the plan area” (see Strategy TM 4.2). (See Table 7. <i>Recommended Master Plan Transportation Complete and Green Streets</i>) The highest priority intersections for crosswalks include the University Boulevard (MD 193) and Adelphi Road intersection.</p> <p>Preliminary Plan includes additional policies and strategies for traffic calming and facilities (such as protected intersections) that support County’s Vision Zero efforts to create safe access for pedestrian and bicyclists on the two streets. (Policy TM 9)</p>
Staff Recommendation	No change to Sector Plan/SMA
Planning Board Action	
District Council Action	

References	Section V: Transportation and Mobility (p. 57)
Exhibit #/Name	T-5/Office of the County Executive and the Prince George’s County Department of Public Works and Transportation, Floyd Holt, Deputy Chief Administrative Officer for Public Infrastructure, and Angie Rodgers, Deputy Chief Administrative Officer for Economic Development
Issue	Per DPW&T, County does not currently have any routes in this corridor. WMATA has routes in corridor and M-NCPPC encouraged to seek their input
Staff Response	Staff are aware that the sector plan area features several WMATA Metrobus lines. More specifically, the Preliminary Plan states, “...five bus routes (C-2, C-8, J-4, F-6, and F-8) within the boundary of the sector plan. (p. 57.)
Staff Recommendation	No change to Sector Plan/SMA
Planning Board Action	
District Council Action	

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

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References	Strategy TM 7.3
Exhibit #/Name	T-5/Office of the County Executive and the Prince George’s County Department of Public Works and Transportation, Floyd Holt, Deputy Chief Administrative Officer for Public Infrastructure, and Angie Rodgers, Deputy Chief Administrative Officer for Economic Development
Issue	Plan recommendations consistent with County’s Transit Oriented Development (TOD) goals as well as goals for creating safe pedestrian connections between Purple Line station and surrounding neighborhoods; County transit agencies would support providing real time information at transit stations, as well as floating bus stops, all as appropriate.
Staff Response	Staff concur. See staff responses to Key Issue B5.
Staff Recommendation	No change to Sector Plan/SMA
Planning Board Action	
District Council Action	

References	Policy TM 1
Exhibit #/Name	T-5/Office of the County Executive and the Prince George’s County Department of Public Works and Transportation, Floyd Holt, Deputy Chief Administrative Officer for Public Infrastructure, and Angie Rodgers, Deputy Chief Administrative Officer for Economic Development
Issue	Additional information provided by DPW&T on TM 1 recommendation. Major capital improvement project (CIP) project would be required to transform Adelphi Road (93-ft r/w) into urban boulevard type roadway. Project would need to include four-lane section rather than two-lane with on-street parking as shown on master plan. Dimensions for active transportation modes and travel lanes would have to be modified/adjusted to adequately fit within right-of-way. Redesigned traffic signals at MD 193/Adelphi Road/Campus Drive needs to be coordinated with the Maryland State Highway Administration (SHA) to provide adequate progression
Staff Response	See staff response to Key Issue B5
Staff Recommendation	See staff recommendations to Key Issue B5
Planning Board Action	
District Council Action	



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

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References	Policy TM 2
Exhibit #/Name	T-5/Office of the County Executive and the Prince George’s County Department of Public Works and Transportation, Floyd Holt, Deputy Chief Administrative Officer for Public Infrastructure, and Angie Rodgers, Deputy Chief Administrative Officer for Economic Development
Issue	DPW&T supports assuring active transportation safety design by development proposals that incorporate this design and also through financing of development.
Staff Response	Staff concurs.
Staff Recommendation	No change to Sector Plan/SMA
Planning Board Action	
District Council Action	

References	Policy TM 4 Strategy TM 4.6 Table 16. <i>Implementation Matrix</i> (p. 132)
Exhibit #/Name	T-5/Office of the County Executive and the Prince George’s County Department of Public Works and Transportation, Floyd Holt, Deputy Chief Administrative Officer for Public Infrastructure, and Angie Rodgers, Deputy Chief Administrative Officer for Economic Development
Issue	Additional information regarding plan recommendation TM 4. New traffic signal is proposed at Cool Spring Road/Adelphi Road to connect neighborhood to east side of Adelphi Road. Alternate project being developed by DPW&T that would provide necessary connectivity.  Preferred location for signal or signalized crosswalk would be Adelphi Road/26th Place (1/2 mile to the north)  DPW&T will evaluate if signalized crossing at Adelphi Road/26th Place. (1/2 mi. to the north) is preferred over feasibility of signalized crosswalk at Cool Spring Road/Adelphi Road to connect neighborhood to east side of Adelphi Road and create more direct, walkable route from neighborhood to Purple Line Station
Staff Response	Staff concurs. The Preliminary Plan recognizes that safe pedestrian crossing of Adelphi Road at its intersection with Cool Spring Road would require coordination with DPW&T (see Table 16. <i>Implementation Matrix</i> , p. 132).  26 <sup>th</sup> Place is outside the sector plan area.
Staff Recommendation	Amend the Preliminary Plan as follows:  Delete Strategy TM 4.6
Planning Board Action	
District Council Action	

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

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References	Strategy TM 4.6 Table 8. <i>Recommended Master Plan of Transportation Shared-Use Paths and Trails</i> (p. 69) Map 20. <i>Recommended Bicycle and Pedestrian Facilities</i> (p. 68)
Exhibit #/Name	T-5/Office of the County Executive and the Prince George’s County Department of Public Works and Transportation, Floyd Holt, Deputy Chief Administrative Officer for Public Infrastructure, and Angie Rodgers, Deputy Chief Administrative Officer for Economic Development
Issue	Pages 68-69 of the plan states T-205 is a proposed 8’ path tying into existing side path along Cool Spring Road/Adelphi Road. Requests the plan be modified to state that side path, along Cool Spring Road/Adelphi Road, is planned five (5) foot sidewalk with three (3) foot buffer or eight (8) foot wide shared use path
Staff Response	Staff concur
Staff Recommendation	Amend the Sector Plan as follows:  1. Revise Map 20. <i>Recommended Bicycle and Pedestrian Facilities</i> to include a shared use path along Cool Spring Road and Adelphi Road within the Sector Plan area. 2. Revise Table 8. <i>Recommended Master Plan of Transportation Shared-Use Paths and Trails</i> notes section (T-205) to include the of following language, “ <u>side path, along Cool Spring and Adelphi, is a planned five (5) foot sidewalk with three (3) foot buffer or eight (8) foot wide shared use path.</u> ”
Planning Board Action	
District Council Action	

References	Policy TM 5
Exhibit #/Name	T-5/Office of the County Executive and the Prince George’s County Department of Public Works and Transportation, Floyd Holt, Deputy Chief Administrative Officer for Public Infrastructure, and Angie Rodgers, Deputy Chief Administrative Officer for Economic Development
Issue	DPW&T supports TM 5 and provided additional information regarding implementation process. DPW&T says Adelphi Road is essential part of network and would therefore require major CIP project per above.
Staff Response	Staff concur
Staff Recommendation	No change to Sector Plan/SMA
Planning Board Action	
District Council Action	

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

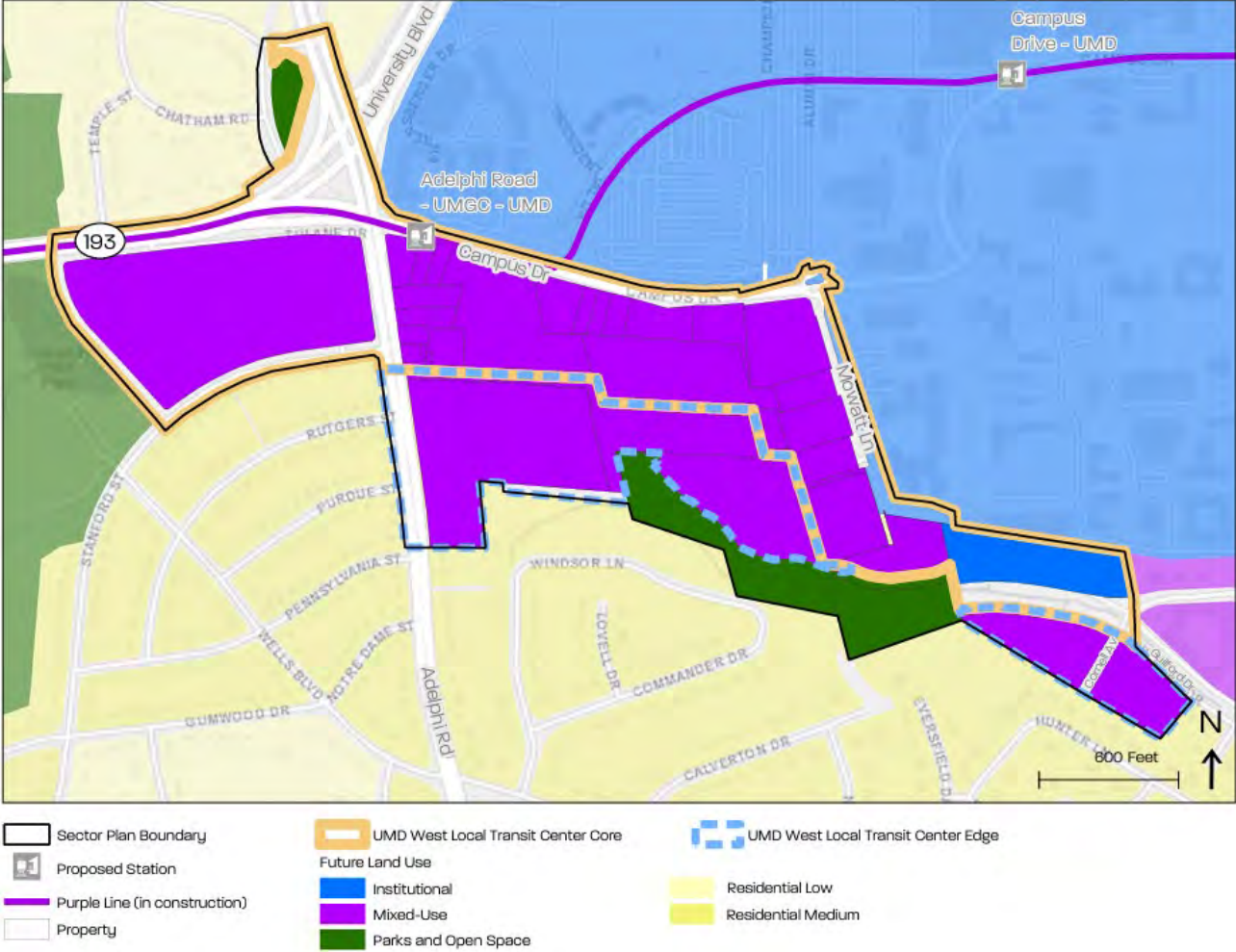
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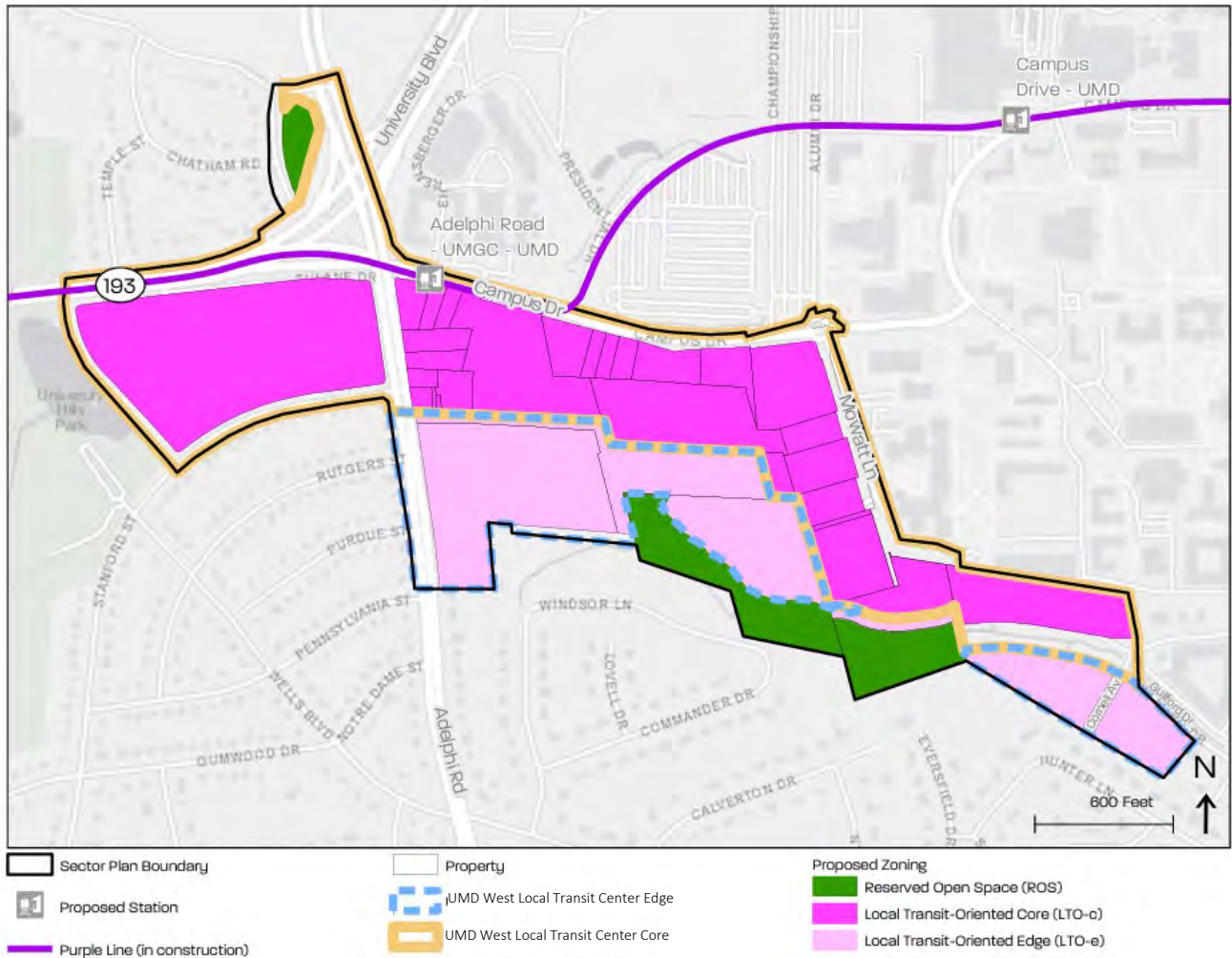
References	Policy TM 9 Strategy TM 9.1
Exhibit #/Name	T-5/Office of the County Executive and the Prince George’s County Department of Public Works and Transportation, Floyd Holt, Deputy Chief Administrative Officer for Public Infrastructure, and Angie Rodgers, Deputy Chief Administrative Officer for Economic Development
Issue	DPW&T concerned about Policy TM 9, says parking management must be carefully considered. Some current county guidelines create parking “shortage,” leading to many county residents parking illegally or on roadways, not the right locations for spill-over parking.
Staff Response	Policy TM 9 specifically recommends proactive management of parking, including the evaluation of measures that mitigate the potential for parking in neighborhoods. A sector plan cannot prevent drivers from parking illegally and must presume that the law is being followed and enforced.  To help limit the excess parking in the residential areas, the Preliminary Plan recommends, “evaluate the potential for residential parking districts ... per ... County Code or municipal parking ordinances to discourage/reduce overflow parking in surrounding neighborhoods.” (TM 9.1)
Staff Recommendation	No change to Sector Plan/SMA
Planning Board Action	
District Council Action	

Staff will add the recommended text edits above to the Resolution of Adoption for the Planning Board’s review and approval at its April 14, 2022 hearing.

Map I. Revised Map 9. Future Land Use Map (FLUM) (Preliminary Plan, p. 38)



Map II. Revised Map 2. *Proposed Zoning* (Proposed SMA, p. 6)



cc:

Derick Berlage, AICP, Acting Deputy Director of Operations  
Katina Shoulars, Chief, Countywide Planning Division  
Michael D. Calomese, Planner II, Master Plans and Studies Section, Community Planning Division  
Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and SMA Project File

- Attachment 1: Exhibit T-1
- Attachment 2: Exhibit T-2
- Attachment 3: Exhibit T-3
- Attachment 4: Exhibit T-4
- Attachment 5: Exhibit T-5

# Attachment 1: Exhibit T-1

**Brown, Donna J.**



**From:** noreply@granicusideas.com  
**Sent:** Wednesday, February 2, 2022 8:12 PM  
**To:** Clerk of the Council; onlinesignup; Moses, Leonard D.  
**Subject:** New eComment for County Council on 2022-01-18 at 5:00 PM - VIRTUAL JOINT PUBLIC HEARINGS - HISTORIC DESIGNATION EDWARD AND MAGGIE SMITH HOUSE (DOCUMENTED PROPERTY 68-074-03) AND ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

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

Thomas Nassif submitted a new eComment.

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

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

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT T-1**

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

eComment: We vehemently oppose the current plan. The buffer between our private properties bordering Windsor Lane/Guilford Woods and the proposed project needs to be at least 200 feet. We cannot afford to have the developer attempt to cram in as many townhouses as possible on the property without offering additional mitigation and buffer area. The sector plan and maps must be revised to show an additional buffer area in order to protect our neighborhood and public land from environmental threats such as flooding and heat islands, which will be exacerbated due to the dwindling tree canopy in the PG/Hyattsville community.

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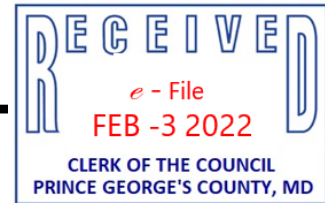




# Attachment 2: Exhibit T-2

**Brown, Donna J.**

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**From:** Maura C <maura.elford.collinge@gmail.com>  
**Sent:** Thursday, February 3, 2022 12:01 AM  
**To:** Clerk of the Council  
**Subject:** Comment on ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND SMA

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Hello,

Thank you for the opportunity to offer input via email on the "ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN AND SMA."

I am a resident of Riverdale Park, MD, and I work in College Park, MD. I both live and work adjacent to the public land currently known as "Guilford Woods." I am extremely concerned that the advancement of this Adelphi Road Sector Plan disregards community input regarding the preservation and stewardship of this 100-year-old forest.

Potential development plans for this area do not take into account the extent to which the appeal, vitality, and environmental and infrastructural health of this local area depend on preserving public natural spaces such as Guilford Woods. There are already several active construction projects impacting the relatively small College Park area, and the full impact of their completion (with increased traffic, energy usage, and impacts on stormwater) are yet to be seen. It is appalling that whole swaths of public land with immeasurably valuable established forests are already being eyed for further development - hasty and irresponsible overdevelopment in the eyes of most community members.

My immediate neighborhood has seen extremely damaging stormwater impacts from the recent Riverdale Park Station, compounded with longstanding stormwater issues relating to the Prince George's Plaza shopping center area. As global warming makes severe weather events and sudden extremely heavy rainfall far more frequent, the impact on communities like ours will worsen dramatically, and established natural spaces - in particular established forests - are essential to breaking up and buffering these impacts on residential areas. They are not the sole solution but are an essential part of other responsible stormwater management by our communities. Many people in my neighborhood suffered severe damage to their homes in recent floods that were exacerbated by stormwater surges from the heavy nearby development. They lost expensive appliances and dealt with terrible mold and structural damage, at great expense and risk to their homes. The same stormwater was within inches of causing damage like this to my home in the last flash flood, and I constantly fear that next time we won't be so lucky. Irresponsible development has thoroughly devastated old Ellicott City for similar reasons. I am a new homeowner in Riverdale Park, and I love this community and hope to stay, but I have tremendous fear that hasty and short-sighted development plans are leading the Adelphi Road / UMD sector down a similar path (as that of Ellicott City), at the tremendous expense of residents and the cities they live in.

It is truly enraging that the County is considering a sector plan that ignores community input and pushes for zoning that allows development of the few remaining essential undisturbed forested lands. Instead, the County could up-zone areas such as the parcels of land along Adelphi Road and Campus Drive up to the Domain apartment complex (at the corner of Campus Drive and Mowatt Lane). This would allow for greater housing density while avoiding the negative impacts of gutting undisturbed forest that provides forest canopy, stormwater mitigation, and immeasurable benefits that are not adequately addressed in the current Sector plan. There is a definite need for intentional, responsible, and sustainable

development of the Adelphi Road / UMD sector that allows for greater housing density (especially truly affordable housing). The responsible approach must focus on redeveloping underutilized, previously developed spaces.

No matter how responsibly a new development proposes to manage stormwater impact, the loss of a public land like a century-old established forest is not replaceable. One of the most sustaining and attractive aspects of life in the vicinity of UMD / Adelphi Road is the natural habitat that large unbroken tracts of forested land provide to wildlife and birds. Many local organizations and community activities center around observing and caring for the diverse species and ecosystems that surround us. This ethos of environmental stewardship is central to the culture and values of the communities in the Adelphi Road / UMD sector, and leaving only a few fragmented scraps of land designated as "natural space" will lead to incalculable losses of local species and their habitats. The result of this loss of larger natural spaces will be worsened impacts of wildlife/human interactions (including potentially dangerous or deadly traffic accidents) as the last substantial habitats of deer, foxes, and other wildlife are encroached upon.

I don't appreciate the prospect of living with these myriad negative impacts that will result from a plan that did not give appropriate credence to community input and does not live up to its superficial messaging. The County should also consider that the destruction of a space like Guilford Woods is wildly unpopular, as evidenced by the UMD's decision to pause development of the area in response to protests and widespread outcry from community members, UMD faculty and students, and others.

It seems that the County is currently on a path to indulge developers who want to profit from short-sighted and irresponsible development of parcels of public land that were grossly undervalued for sale while ignoring needed solutions to redeveloping areas that would benefit the community. The short-term profit for private developers will leave the County and local municipalities to bear the costs of the ensuing infrastructure damage, environmental degradation, and cultural and social losses.

Thank you for your consideration. I hope that the County will pause and significantly revise the Adelphi Road / UMD sector plan with meaningful input from the communities affected by the development.

Sincerely,  
Maura

# Attachment 3: Exhibit T-3

**Brown, Donna J.**

---

**From:** Marilyn Yang <marilyn1@terpmail.umd.edu>  
**Sent:** Friday, February 4, 2022 1:21 PM  
**To:** Clerk of the Council  
**Cc:** Olivo, Aimee, E.; Nancy Barrett  
**Subject:** Re: Adelphi Road Sector Plan Testimony  
**Attachments:** ARSP Oral Testimony - Marilyn Yang.pdf

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

Hello,

I just wanted to follow up and point out a correction to my testimony. I currently live in College Park as a student, but my mother's residence (as well as my primary residence) is in College Park, District 3. However, my parents are separated and my father lives in the 20720 zip code. My testimony specifically addresses Councilmember Danielle Glaros as a constituent, but I realized I accidentally put my fathers zip code listed under my name in my submitted testimony. I understand that because the final date was Feb. 2nd at 5pm that it may be past the time to make that correction, but I didn't know if it would be possible to add that distinction or point somewhere as a note from the clerk. I have also copied Councilmember Danielle Glaros's chief of staff in the hopes she may also consider making a note indicating I am indeed a constituent for when the public comments are reviewed. Below I have also attached the public comment/testimony with only the zip code corrected in case.

Thank you!  
Marilyn Yang  
*Environmental Science and Policy (B.S.), University of Maryland*

301.717.8726 | [marilyn1@terpmail.umd.edu](mailto:marilyn1@terpmail.umd.edu)

On Wed, Feb 2, 2022 at 4:52 PM Marilyn Yang <[marilyn1@terpmail.umd.edu](mailto:marilyn1@terpmail.umd.edu)> wrote:

Hello,

Attached is a copy of the oral testimony that I gave during the January 18th public hearing that I would like to be in the public record as written testimony.

Thank you!  
Marilyn Yang

[Context: Below is a written copy of my oral testimony given at the January 18th Public Hearing]

My name is Marilyn Yang and I'm a junior at the University of Maryland majoring in Environmental Science and Policy and the Deputy Director of the Student Government Association's Sustainability Committee. As an individual raised in PG County and a current resident of College Park, I hope you will listen intently to my testimony.

Councilmember Danielle Glaros, I am a constituent who uses Guilford Woods and recognizes the value of this ecosystem - and I adamantly oppose the Adelphi Road Sector Plan.

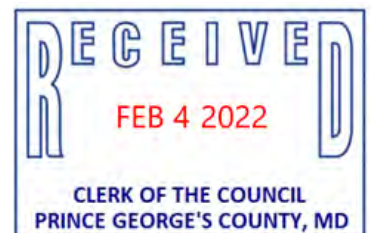
It's shocking that Guilford Woods is nowhere recognized in the plan document, when there is overwhelming support for the preservation of this forest. This past fall, our student petition generated a thousand signatures from students and alumni to reject the Western Gateway Project, and protect Guilford Woods.

The Western Gateway Project and the Adelphi Road Sector Plan work hand in hand. Both proposals use similar greenwashing language to paint the eventual deforestation of Guilford Woods as smart development, however the Sector plan is much more destructive in that it will up-zone nearly all of Guilford Woods for mixed-use development, with no regard to the natural environment.

Let me be clear, our movement is not fighting against increased housing or transit-oriented development. We need transit oriented development to meet our sustainability goals, HOWEVER such development is not exempt from following best planning practices. The Sector plan does not achieve this, nor does it make any effort to do so. For an area already impacted by flooding, the plan doesn't adequately address these concerns, other than making feeble suggestions of adding infrastructure like street trees, while ignoring the natural storm water management effects of the intact forest. Guilford Wood also mitigates the urban heat island and reduces ozone and carbon pollution.

However, counter arguments have been made that planting new trees in response will somehow absolve these issues, yet these arguments lack the clear understanding that it TAKES DECADES before a new tree can absorb the same carbon as a mature tree.

We don't have decades - and you cannot avoid the climate crisis forever. We need real solutions, not band-aid approaches that value profits over people and the planet. The Adelphi Road Sector Plan, as currently proposed, was designed to attract "high-end" commercial establishments and housing developments.



Let's be clear, the Sector Plan will not provide housing for the people who need it the most and is wildly tone deaf to the rapid gentrification and increasing housing unaffordability that plagues the area.

Councilmembers and specifically Councilmember Danielle Glaros, I hope you will consider these statements and oppose the current Adelphi Road Sector Plan and implement a one-year "pause" to allow for critical amendments. There ARE solutions, such as expanding the plan boundaries to include Lot 1 for infill development and preserving Guilford Woods as Parks and Open Spaces. I hope you will seize on this opportunity to come back to the table with a real solution that meaningfully engages the community and truly reflects sustainable transit-oriented development. This is your chance to show us you're really listening, thank you.

Marilyn Yang  
20740

## Attachment 4: Exhibit T-4



**Brown, Donna J.**

---

**From:** Edward John Maginnis <maginnis@umd.edu>  
**Sent:** Wednesday, March 9, 2022 4:19 PM  
**To:** Clerk of the Council  
**Subject:** Re: University of Maryland Comments to Preliminary Adelphi Road Sector Plan  
**Attachments:** University of Maryland Adelphi Rd. Sector Plan Comments (5).pdf; Part of Lot 4 Mosaic at Turtle Creek Survey and Description.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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

Good afternoon:

On February 1, 2022, the University of Maryland timely submitted its comments to the Adelphi Road Sector Plan. Our letter, attached for reference, proposed that the University prepare a metes and bounds survey of certain property identified by cross-hatch map submitted as Exhibit B to our letter. We have now obtained a legal description and survey for that property previously identified in Exhibit B to the letter.

In order to both confirm the representation regarding survey in our earlier letter and in order to more specifically identify the real property the University sought to describe in Exhibit B to the letter, we are submitting our legal description and survey information (attached). We ask that it be accepted as a technical amendment to our prior submission. As noted, it only better defines the real property identified in Exhibit B to our original submission and, in no other way, changes the substance of our prior submission.

Thank you.

Edward J. Maginnis  
Assistant Vice President--Real Estate  
(301) 405-4939

On Tue, Feb 1, 2022 at 11:22 AM Edward John Maginnis <[maginnis@umd.edu](mailto:maginnis@umd.edu)> wrote:  
Good morning:

Attached please find the University of Maryland's comments to the Preliminary Adelphi Road Sector Plan. Because there is a hard filing deadline for this submission (tomorrow at 5 pm), I would appreciate it if you could acknowledge receipt of this submission.

Thank you so much!

Ed

Edward J. Maginnis  
Assistant Vice President--Real Estate

Preliminary Adelphi Road/Purple  
Line Station Area Sector Plan and  
Proposed SMA  
**EXHIBIT T-4**





UNIVERSITY OF  
MARYLAND

DIVISION OF ADMINISTRATION & FINANCE  
OFFICE OF REAL ESTATE

2101 Main Administration Building  
7901 Regents Drive  
College Park, Maryland 20742  
301.405.1105 TEL  
www.realestate.umd.edu

VIA EMAIL

February 1, 2022

The Honorable Calvin S. Hawkins, II, Chair  
Prince George's County Council  
Wayne K. Curry Administration Building  
1301 McCormick Drive  
Largo, MD 20774

Elizabeth Hewlett, Chair  
Prince George's County Planning Board  
Maryland-National Capital Park & Planning Commission  
14741 Governor Oden Bowie Drive  
County Administration Building  
Upper Marlboro, Maryland 20772

Re: University of Maryland Comments to Preliminary Adelphi Road-  
UMGC-UMD Purple Line Station Area Sector Plan, October 2021

Dear Chair Hawkins and Chair Hewlett:

The University of Maryland is pleased to comment upon the Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan issued in October 2021 ("**Preliminary Sector Plan**"). As a general statement, the University supports both key policy elements of creating a high-intensity, mixed use, pedestrian-oriented neighborhood here while balancing that goal against a desire to preserve key publicly owned natural areas to create a buffer between the sector plan area and adjacent neighborhoods.



Letter to Chair Hawkins and Chair Hewlett  
February 1, 2022  
Page Two

As noted in the Preliminary Sector Plan the planning vision for this area is driven by the vision previously approved by the County in its Plan Prince George's 2035 Approved General Plan ("**Plan 2035**").

Plan 2035 is a detailed, comprehensive master plan, but it can be fairly distilled as a plan that protects the most by concentrating growth in the right places. Simply put, one concentrates development in areas close to jobs, transit and existing infrastructure, such as roads, water and sewer. This planning sector, of course, has a dual advantage of being both immediately adjacent to a future Purple Line station and being walkable to the University of Maryland. The University, in turn, is not only the State's flagship university and one of the nation's preeminent public research universities, serving over 40,000 undergraduate and graduate students, it is also the County's largest employer.

The Preliminary Sector Plan notes that this area is defined, in Plan 2035, as a "campus center," one appropriate for low- to medium-density, mixed-use development oriented toward supporting university research as well as community and student housing and retail needs." Of note, the Preliminary Sector Plan also observes that existing market demand for housing at the UMD West Campus Center already exceeds the Plan 2035 housing density recommendations (10-15 dwelling units per acre and FAR between .5 and 3). The University generally believes that this "local" or "campus" center is appropriate for higher densities because it has both a transit connection and because it is walkable to our campus.

Although, when read together, the Preliminary Sector Plan's land use discussion and its discussion of green infrastructure tell an integrated story, it is somewhat hard to follow. Map 9 shows a relatively small area proposed for "parks and open space" zoning, but Map 23 shows a larger existing, and proposed expansion, of the regulated area of the Green Infrastructure Network where existing environmental conditions dictate there should be minimal-to-no impact.

The University recommends, and requests, that a larger area of its land be zoned for "parks and open space."

Letter to Chair Hawkins and Chair Hewlett  
February 1, 2022  
Page Three

We understand that M-NCPPC staff would not recommend a “split zoning” that gives one parcel of land multiple zoning designations because creating different rules and allowable uses on a single parcel creates confusing market conditions. The University offers a proposal and approach that we believe will add to the area of land zoned “parks and open space” yet avoid a split zoning situation.

As a reference map for this discussion, attached as Exhibit A, please find the Plat of Subdivision recorded in the Land Records of Prince George’s County at Plat Map PM 231, page 17 (the “**Subdivision Plat**”). This plat was recorded as part of the approvals for the now lapsed Mosaic at Turtle Creek detailed site plan.

First, the University concurs with a proposed “parks and open space” zoning for all of Lot 3 (2.85525 acres). To the west of Lot 3, the Subdivision Plat shows property designated as conservation easement located on the southern part of Lot 4. Then, still on Lot 4, there is additional University land located in the flood plain.

The University proposes that it prepare a survey and legal description of that area roughly cross-hatched in blue on the map attached as Exhibit B (approximately 3.47 acres). Thereafter, the University will prepare and record a subdivision by deed creating, as a separate legal parcel, that highlighted southern portion of Lot 4 illustrated on Exhibit B. Combined, the area of Lot 3 (2.86 acres) plus the designated area on Lot 4 cross-hatched on Exhibit B total approximately 6.33 acres of University land that can and should be zoned for “park and open space” use.

With respect to the remainder of its property (approximately 6 acres), the University supports the proposed Mixed-use “Edge” zone described in Policy LU 1.7 as follows:

Construct buildings on [Lot 4] that support a vertical mix of uses with multifamily (student units, and/or apartments) on upper floors and flexible ground-floor spaces that allow for institutional, cultural, and recreational uses. Alternatively, townhomes may be constructed on these properties; townhouses should be located south of multifamily buildings, creating a step-down in building heights to adjacent neighborhoods, where feasible.

Letter to Chair Hawkins and Chair Hewlett  
February 1, 2022  
Page Four

Here, the University recognizes that some community members advocate for the preservation of all trees within this planning area. We emphasize that a Campus Center “Edge” mixed-use zoning on the University’s northern-most 6-acre parcel is not a license to clear-cut or develop that land without further consideration of environmental and sustainability concerns. As the Preliminary Sector Plan notes, this land will remain in a green infrastructure “evaluation area” and, accordingly, may be developed “in keeping with the underlying zoning and in conformance with the other regulations of applicable ordinances; however, consideration must be given to the resources that exist and their priority for preservation, restoration, and permanent conservation.” (Preliminary Sector Plan at 83).

The University restates its commitment that any development on Lot 4 will be done subject to the most stringent then-applicable stormwater management laws and regulations, be they State or County law.

The Preliminary Sector Plan is a long-range plan. We anticipate the County’s population to continue to grow over the next several decades. As population increases, we need thoughtful ideas, such as those already laid out in Plan 2035, as to the best way to handle growth sustainably. A random pattern of “sprawl,” sending persons to more undeveloped parts of the County is, with no doubt, the worst approach. That policy (or non-policy) is what costs the County 70,000 acres of its agricultural and forested land to development between 1973 and 2010. (Plan 2035 at 165). Geographically disbursed development requires greater infrastructure investment (longer roads, more water and sewer connections) and more expensive public services (fire, police and school services spread over larger geographic boundaries). (Plan 2035 at 79).

The Preliminary Sector Plan’s Policy NE1 appropriately establishes a goal of preserving “the maximum amount of existing natural resources practicable within the context of creating urban, walkable communities.” The focus on increased density in this planning sector is—itsself—one sound approach to sustainable growth as highlighted in the following studies:

- Nasri, A., et al., The Analysis of Transit-oriented Development (TOD) in Washington, D.C. and Baltimore Metropolitan Areas. *Transport Policy*, vol. 32, 172-179 (2014) (“Our results indicate that people living in TOD areas tend to drive less, reducing their [vehicle miles travelled] by around 38% in Washington, D.C. and 21% in Baltimore, compared to residents of the non-TOD areas even with similar land use patterns.”).
- National Academies of Sciences, Engineering, and Medicine 2008. *Effects of TOD on Housing, Parking, and Travel*. Washington, DC: The National Academies Press. (“For peak periods (that often govern the design of roads and highways), this research shows transit-oriented apartments average around one half the norm of vehicle trips per dwelling unit.”).
- Ali, L., et al., Dynamics of Transit Oriented Development, Role of Greenhouse Gases and Urban Environment: A Study for Management and Policy. *Sustainability*, 13, 2536 (2021). (“TOD can help in reducing greenhouse gas (GHG) emissions and building life-energy cycle consumption by 9-25%. The overall impact of GHG can be reduced by 36%, respiratory impacts by 8.4%, and smog by 25% through the proper planning of transportation and buildings.”).
- Haas, P., et al., A. Transit Oriented Development and the Potential for VMT-Related Greenhouse Gas Emissions Growth Reduction; Report of the Center for Neighborhood Technology for the Center for Transit Oriented Development: Chicago, IL, USA, 1–64, (2010) (“By simply living in a neighborhood that is within a half mile of public transportation, this study shows that in the Chicago Metropolitan Region such households have lower transportation-related greenhouse gas (GHG) emissions from auto use, 43 percent lower than households living in the average location in the Chicago Metropolitan Region. Households living in a downtown—which typically have the highest concentration of transit, jobs, housing, shopping and other destinations—have 78 percent lower emissions.”).

Letter to Chair Hawkins and Chair Hewlett  
February 1, 2022  
Page Six

- Odioso, M., et al., Cool Communities: identifying Climate-Friendly Developments in the Washington D.C. Region, A Coalition for Smarter Growth research report (April 12, 2010) (“Transit-oriented locations and walkable designs can reduce CO2 emissions by anywhere from 8 to over 40 percent.”).
- Cervero, R., et al., Transit-oriented development and joint development in the United States: A literature review. *Trcp Res. Results Dig.* 2002, 52, 1–144 (“TOD can lower annual household rates of driving 20-40 percent for those living, working, and/or shopping within transit station areas.”); (“By providing safe and easy pedestrian access to transit, TOD allows households to lower rates of air pollution and energy consumption. Also, TODs can help households reduce rates of greenhouse gas emissions by 2.5 to 3.7 tones per year.”).

Transit-oriented development—concentrating persons in areas served by transit and, here, also walkable to the County’s largest employer—is one important tool in the battle to reduce greenhouse gas emissions. With that in mind, the University supports the general approach of the Preliminary Sector Plan—higher densities closer to Campus Drive and away from Guilford Run—and encourages a flexible and realistic approach that matches density with the high market demand at this location that the Preliminary Sector Plan recognizes (see page 23).

To more clearly identify that land permanently preserved for parks and open space the University commits to the “subdivision by deed zoning” described above. We will work with M-NCPPC staff to accomplish this end.



Letter to Chair Hawkins and Chair Hewlett  
February 1, 2022  
Page Seven

Finally, the University recognizes the intense public scrutiny surrounding development in the Guilford Run watershed. Two things can be true at the same time: that transit-oriented development and development of walkable communities are each “Smart Growth” and, also, that tree cover and preservation of natural resources are sound environmental and public policy goals. The City of College Park has expressed its general support for “reasonable transit-oriented development in the area” but wants more time for a deeper study of the area’s environmental and stormwater management issues. Given the schedule delay associated with the Purple Line construction and the University’s decision to pause any development of its land near Guilford Run, the University does not object to a slower and more detailed study with a goal to finding the right mix of uses—be that development area or preservation area—that has a broader appeal and support.

Sincerely yours,

A handwritten signature in blue ink, appearing to read "E. Maginnis".

Edward J. Maginnis  
Assistant Vice President—Real Estate

**EXHIBIT A**  
**TO UNIVERSITY OF MARYLAND COMMENTS TO**  
**PRELIMINARY ADELPHI ROAD-UMGC-UMD**  
**PURPLE LINE STATION**  
**AREA SECTOR PLAN,**  
**OCTOBER 2021**

(Plat of Subdivision, Lots 3 and 4 Mosaic at Turtle Creek,  
Plat Book PM 231, page 17)



**EXHIBIT B**  
TO UNIVERSITY OF MARYLAND COMMENTS TO  
PRELIMINARY ADELPHI ROAD-UMGC-UMD  
PURPLE LINE STATION  
AREA SECTOR PLAN,  
OCTOBER 2021

(General location map showing proposed  
area (in blue overlay) of suggested proposed park and open  
space zoning area—to be finalized  
by survey)



Description of  
Part of Lot 4  
“Mosaic at Turtle Creek”  
Plat Book PM 231 Plat No. 17



Being a piece or parcel of land situate, lying and being in the Berwyn Election District No. 21 of Prince George's County, Maryland, said piece or parcel of land being part of the property conveyed to the State of Maryland, to the use of the University of Maryland, by Arthur R. Buddington and Julia S. Buddington, by a deed dated October 31, 1986 and recorded among the Land Records of said County in **Liber 6467 at Folio 242**; said piece or parcel of land also being part of Lot 4 as shown on a plat of subdivision entitled "**Lots 3 and 4, Mosaic at Turtle Creek**" and recorded among said Land Records in **Plat Book PM 231 as Plat No. 17**, and being more particularly described in the Datum defined by said Plat, as follows

**Beginning** for the same at an iron pipe found on the southwesterly or North 79°24'57" West, 442.85 foot line of said Lot 4, 21.58 feet northwesterly from the southeasterly end thereof; said iron pipe also lying on the southeasterly end of the northerly or South 79°24'49" East, 312.03 foot line of Lot 14, Block A, as shown on a plat entitled "Plat 2, Lots 12 Thru 14, Block A and Lots 7 Thru 11, Block B, College Heights West" and recorded among the aforesaid Land Records in Plat Book PM 226 as Plat No. 72; thence binding and running reversely with the outline of said Plat 226/72 the following two (2) courses and distances, and also binding and running with the outline of the aforesaid Lot 4 the following seven (7) courses and distances

1. **North 79°24'57" West, 421.27 feet**, passing in transit a rebar and cap "CORP 19" at a distance of 312.52 feet, to a rebar and cap "CORP 19"; thence
2. **North 16°16'57" West, 205.54 feet** to an iron pipe found; thence continuing with said plat outline and also reversely with the outline of a plat of subdivision entitled "Plat 1, Lots 1 Thru 11 & Outlot A, Block A and Lots 1 Thru 6 & Outlot B, Block B, College Heights West" recorded among the aforesaid Land Records in Plat Book PM 226 as Plat No. 71, the following three (3) courses and distances
3. **North 71°50'44" West, 413.28 feet**, passing in transit rebars found at distances of 220.18 feet and 374.66 feet, to a pipe found; thence
4. **North 14°58'37" West, 68.32 feet** to a point; thence

5. **North 85°07'27" West, 0.71** feet to a point on the easterly or South 14°29'40" East, 45.91 foot right of way line of Guilford Drive, as shown on a plat of subdivision entitled "Parcel A, University Hills, St. Mark's Church Property" and recorded among the aforesaid Land Records in Plat Book WWW 31 as Plat No. 92; thence binding and running reversely with said right of way the following course and distance, and also running reversely with the outline of Outparcel 3, as shown on a plat of subdivision entitled "GD Mowatt Townhomes, LLC" and recorded among the aforesaid Land Records in Plat Book ME 253 as Plat No. 89, the following two (2) courses and distances
6. **North 14°32'28" West, 233.76** feet, passing in transit a rebar and cap "PRECISION" at a distance of 47.28 feet, to an iron pipe found; thence
7. **South 87°48'32" East, 63.67** feet, passing in transit a rebar and cap witness monument set, at a distance of 62.17 feet, to the beginning of the easterly or South 01°46'20" East, 105.02 foot line labeled L1 of a Conservation Easement shown on the aforesaid Plat 231/17; thence binding and running with said easement line the following course and distance, and also running in, through, over and across the aforesaid Lot 4 the following thirty-two (32) courses and distances
8. **South 01°46'20" East, 105.02** feet to a rebar and cap set; thence
9. **South 82°42'59" East, 22.16** feet to a rebar and cap set at the beginning of the South 86°50'32" East, 58.55 foot line labeled L5 of said Conservation Easement; thence binding and running with the outline of said Conservation Easement the following three (3) courses and distances
10. **South 86°50'32" East, 58.55** feet to a rebar and cap set; thence
11. **South 02°00'21" East, 30.15** feet to a rebar and cap set; thence
12. **South 88°09'37" East, 77.53** feet to a rebar and cap set; thence
13. **South 47°00'53" East, 27.23** feet to a rebar and cap set at the beginning of the northerly or South 48°48'40" East, 37.64 foot line labeled L20 of a Conservation Easement shown on the aforesaid Plat 231/17; thence binding and running with the outline of said Conservation Easement the following five (5) courses and distances
14. **South 48°48'40" East, 37.64** feet to a rebar and cap set; thence
15. **South 39°03'17" East, 41.08** feet to a rebar and cap set; thence
16. **South 00°29'37" West, 44.38** feet to a rebar and cap set; thence
17. **South 88°21'17" East, 30.55** feet to a rebar and cap set; thence
18. **South 70°05'12" East, 21.16** feet to a rebar and cap set; thence

19. **South 64°17'18" East, 20.91** feet to a rebar and cap set at the beginning of the northerly or South 86°44'21" East, 87.66 line labeled L28 of a Conservation Easement shown on the aforesaid Plat 231/17; thence binding and running with the outline of said Conservation Easement the following twelve (12) courses and distances
20. **South 86°44'21" East, 87.66** feet to a rebar and cap set; thence
21. **South 60°45'01" East, 46.43** feet to a rebar and cap set; thence
22. **South 49°04'27" East, 46.73** feet to a rebar and cap set; thence
23. **South 32°05'40" East, 21.72** feet to a rebar and cap set; thence
24. **South 01°53'26" West, 9.18** feet to a rebar and cap set; thence
25. **South 30°09'51" East, 18.06** feet to a rebar and cap set; thence
26. **South 01°57'51" West, 60.68** feet to a rebar and cap set; thence
27. **South 63°14'10" East, 14.93** feet to a rebar and cap set; thence
28. **South 47°02'59" East, 29.53** feet to a rebar and cap set; thence
29. **South 83°44'38" East, 72.48** feet to a rebar and cap set; thence
30. **North 46°29'37" East, 11.28** feet to a rebar and cap set; thence
31. **North 83°54'14" East, 40.11** feet to a rebar and cap set; thence
32. **South 89°39'05" East, 19.66** feet to a rebar and cap set at the beginning of the northerly or South 84°05'08" East, 31.82 foot line labeled L48 of a Conservation Easement on the aforesaid Plat 231/17; thence binding and running with the outline of said Conservation Easement the following three (3) courses and distances
33. **South 84°05'08" East, 31.82** feet to a rebar and cap set; thence
34. **South 59°54'29" East, 6.18** feet to a rebar and cap set; thence
35. **South 85°03'48" East, 38.01** feet to a rebar and cap set; thence




36. **South 43°20'19" East, 33.05** feet to a rebar and cap set at the beginning of the northerly or South 60°53'53" East, 36.45 foot line labeled L58 of a Conservation Easement shown on the aforesaid Plat 231/17; thence binding and running with all of L58, all of L59 and an extension thereof, of said Conservation Easement, the following two (2) courses and distances
37. **South 60°53'53" East, 36.45** feet to a rebar and cap set; thence
38. **South 66°29'20" East, 43.28** feet to a rebar and cap set at a point on the westerly or South 16°31'09" East, 255.60 foot line of an area labeled "20' Strip of Land Quit Claimed to the State of Maryland L. 28427 F. 057" on the aforesaid Plat 231/17; thence binding and running with a part of said westerly line, a part of said line also being coincident with the easterly or South 16°31'09" East, 8.40 line labeled L62 of the last mentioned Conversation Easement, the following course and distance
39. **South 16°31'09" East, 166.14** feet to the point of beginning, containing an area of 150,933 square feet or 3.4649 acres of land, more or less.

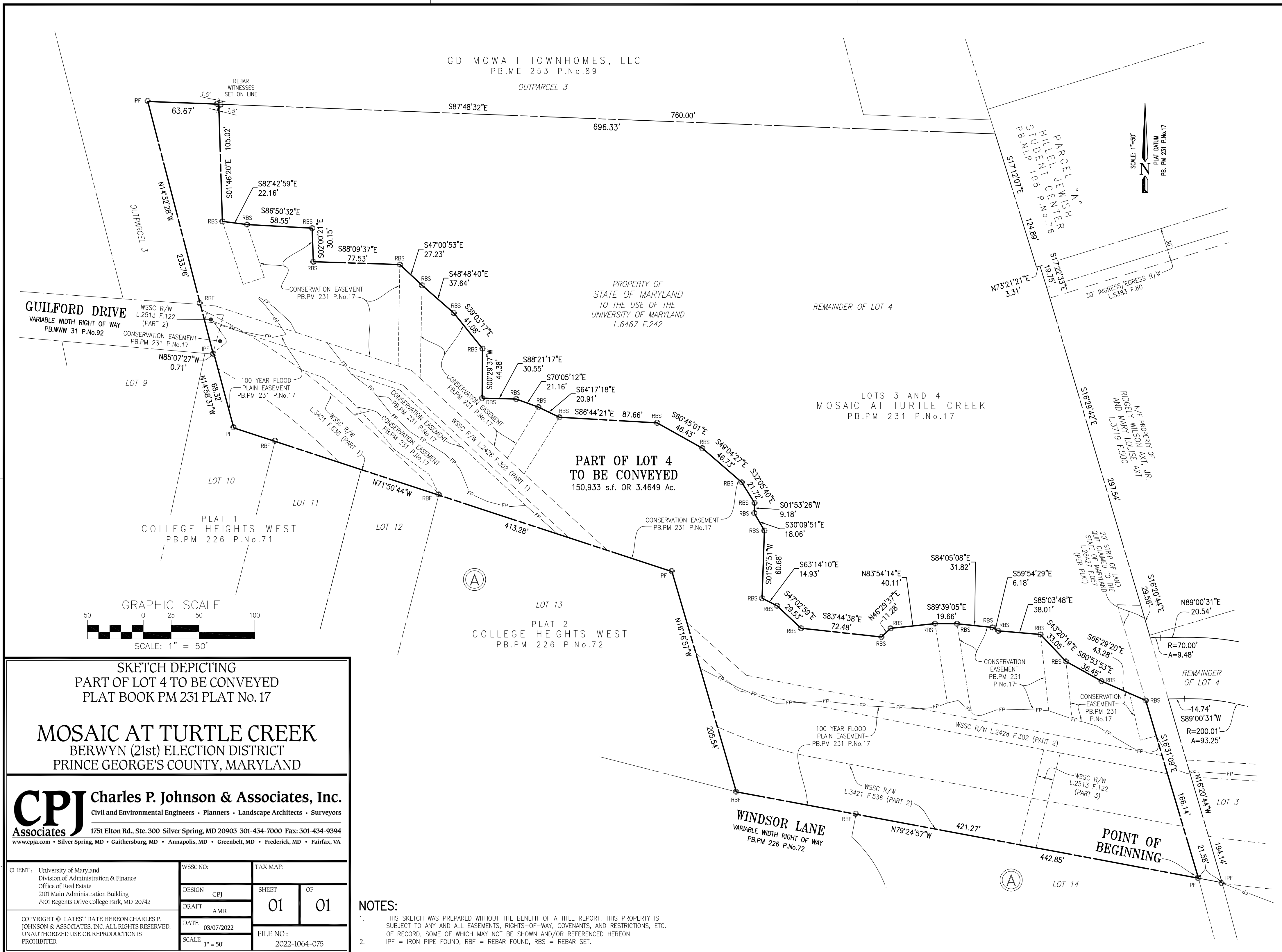
**Surveyor's Certificate**

I hereby certify that this description was prepared by me in compliance with requirements set forth in 09.13.06.12 of the COMAR Regulations.

Date: 03/07/22

  
Adam Michael Rook  
Professional Land Surveyor  
Maryland Reg. No. 21957  
Exp.: 09/22/2023





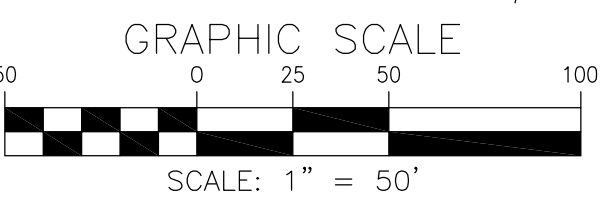
**GUILFORD DRIVE**  
VARIABLE WIDTH RIGHT OF WAY  
PB.WWW 31 P.No.92

**PART OF LOT 4 TO BE CONVEYED**  
150,933 s.f. OR 3.4649 Ac.

LOTS 3 AND 4  
**MOSAIC AT TURTLE CREEK**  
PB.PM 231 P.No.17

PLAT 2  
**COLLEGE HEIGHTS WEST**  
PB.PM 226 P.No.72

PLAT 1  
**COLLEGE HEIGHTS WEST**  
PB.PM 226 P.No.71



SKETCH DEPICTING  
PART OF LOT 4 TO BE CONVEYED  
PLAT BOOK PM 231 PLAT No. 17

**MOSAIC AT TURTLE CREEK**  
BERWYN (21st) ELECTION DISTRICT  
PRINCE GEORGE'S COUNTY, MARYLAND

**CPJ Charles P. Johnson & Associates, Inc.**  
Civil and Environmental Engineers • Planners • Landscape Architects • Surveyors

1751 Elton Rd., Ste. 300 Silver Spring, MD 20903 301-434-7000 Fax: 301-434-9394  
www.cpja.com • Silver Spring, MD • Gaithersburg, MD • Annapolis, MD • Greenbelt, MD • Frederick, MD • Fairfax, VA

CLIENT: University of Maryland Division of Administration & Finance Office of Real Estate 2101 Main Administration Building 7901 Regents Drive College Park, MD 20742	WSSC NO:	TAX MAP:
	DESIGN CPJ	SHEET 01 OF 01
	DRAFT AMR	
	DATE 03/07/2022	FILE NO: 2022-1064-075
SCALE 1" = 50'		

- NOTES:**
- THIS SKETCH WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT. THIS PROPERTY IS SUBJECT TO ANY AND ALL EASEMENTS, RIGHTS-OF-WAY, COVENANTS, AND RESTRICTIONS, ETC. OF RECORD, SOME OF WHICH MAY NOT BE SHOWN AND/OR REFERENCED HEREON.
  - IPF = IRON PIPE FOUND, RBF = REBAR FOUND, RBS = REBAR SET.

Attached Xrefs: 08-00/06-00

# Attachment 5: Exhibit T-5



Angela D. Alsobrooks  
County Executive

# PRINCE GEORGE'S COUNTY GOVERNMENT

## OFFICE OF THE COUNTY EXECUTIVE

January 14, 2022

Ms. Donna J. Brown,  
Clerk of the Council  
Prince George's County Council  
14741 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772

Dear Ms. Brown:

On behalf of the Prince George's County Executive Branch, please find our comments regarding the 2021 Preliminary Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan. This Sector Plan focuses on the remaining segment of the Purple Line corridor that has not had an update to address the needs of the community as it relates to this vital project. It identifies strategies to achieve economic success for Prince George's County and how to best harness the potential of the Adelphi Road/University of Maryland Global Campus (UMGC) / University of Maryland (UMD) Station Area and synergy with the Campus as well as the neighboring communities.

The Purple Line represents a transformative opportunity for the County and the Region. This plan serves as an important follow up to the 2013 Purple Line TOD study and provides a blueprint for advancing stronger, safer connectivity to the station, the UMGC/UMD campuses and the communities both to the north and south of the station area.

The comprehensive sector calls for the creation of a new pedestrian-oriented neighborhood that provides new housing opportunities for students, employees, and alumni of the University of Maryland, College Park and other future residents who desire the regional connectivity provided by the Purple Line, by creating a dynamic community that embraces sustainable urban design, respects natural resources, is sensitive to external impacts, and reduces automobile dependence. The Executive Branch fully embraces the overall goals and ambitions of this proposal.

Specific to the plan, the Department of Public Works and Transportation (DPW&T) would like to highlight our responses:

- The Adelphi Road-UMGC-UMD Purple Line Station Area provides a unique opportunity to create an area that connects residents and those associated with the University of Maryland through a robust network of bicycle, pedestrian and micro-mobility infrastructure, and bus and Purple Line transit services. University Boulevard (MD 193) and Adelphi Road are important roads that provide vehicular mobility and access to the area; however, these roadways also make pedestrian movements and access difficult.
- The intersection of University Boulevard and Adelphi Road is at the center of the area plan. The size and number of lanes at the intersection, in conjunction with the traffic volumes and travel speeds prove to be a challenge to active mobility. Looking at the intersection safety, the plan states there were zero pedestrian and driver fatalities between 2015 and 2018.

**TM1** – Incorporate active transportation safety features, attractive landscaping and storm water management best practices into all streets. The adjacent streets are not County maintained, except for Adelphi Road. Therefore, new streets will most likely not be County maintained.

A major CIP project would be required to transform Adelphi Road (93-ft r/w) into an urban boulevard type roadway. The project would need to include a four-lane section rather than a two-lane with on-street parking as shown on the master plan. Dimensions for the active transportation modes and travel lanes would have to be modified/adjusted to adequately fit within the right-of-way. The redesigned traffic signals at MD 193 and Adelphi Road and Campus Drive at Adelphi Road would need to be coordinated with the Maryland State Highway Administration to provide adequate progression.

**TM2** – Minimize the potential motor vehicle traffic impact generated by all future developments in the sector plan area. Assuring active transportation safety design is essential and should be incorporated and financed by development proposals.

**TM3** – Minimize and mitigate the environmental impacts of transportation infrastructure, facility design and construction.

**TM4** – Enhance active transportation infrastructure to support healthy and sustainable travel modes and attract business and employees. A new traffic signal is proposed at Cool Spring Road and Adelphi Road to connect the neighborhood to the east side of Adelphi Road. An alternate project is being developed by DPW&T that would provide the necessary connectivity. The preferred location for a signal or signalized crosswalk would be Adelphi at 26<sup>th</sup> Pl. (1/2 mile to the North).

**TM4.5** – To provide pedestrian and bicycle facilities as recommended by the DPW&T Cool Spring Road/Adelphi Road Pedestrian and Bicycle Access Improvements Project adjacent to the western portion of the plan area.

**TM4.6** – On page 68 and Page 69 of the Report states T-205 is a proposed 8' path tying into the existing side path along Cool Spring and Adelphi. Please modify to state that the side path, along Cool Spring and Adelphi, is a planned five (5) foot sidewalk with three (3) foot buffer or eight (8) foot wide shared use path.

**TM4.6** – On page 69: Regarding TM 4.6. DPW&T will evaluate if a signalized crossing at Adelphi Rd. and 26<sup>th</sup> Pl. (1/2 mi. to the North) is preferred over the feasibility of a signalized crosswalk at the intersection of Cool Spring Road and Adelphi Road to connect the neighborhood to the east side of Adelphi Road and create a more direct, walkable route from the neighborhood to the Purple Line Station.

**TM5** – Increase connectivity through development of a comprehensive shared-use path and trail network. Adelphi Road is an essential part of the network and would therefore require a major CIP project per above.

**TM6** – Create micro-mobility opportunities at key locations.

**TM7** – Explore the potential of increasing connectivity to destinations throughout the County by expanding transit services and amenities.

**TM8** – Support the County's efforts to achieve Vision Zero.

**TM9** – Manage parking to encourage walking, bicycling, transit, and other alternative modes of transportation. Parking management must be carefully considered. Some current guidelines create a parking "shortage", therefore, several County residents park illegally or on roadways that are not suited for spill-over parking.

Regarding transit beyond the Purple Line, it should be noted that the County does not currently have any routes in this corridor, however, WMATA does and M-NCPPC is encouraged to seek their input. At first glance, the transit related comments are consistent with other TOD developments – create safe pedestrian connections between the Purple Line Station and surrounding neighborhoods. Therefore, county transit providers would support real time information and "floating bus stops," as appropriate.

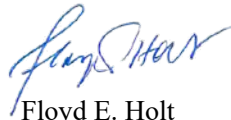
Ms. Donna J. Brown

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In conclusion, DPW&T clearly defines that active transportation and safety are essential components for the plan's success. Robust funding will be necessary for the proposed improvements to accommodate active transportation modes on Adelphi Road. The Executive Branch very much appreciates the opportunity to comment on the exciting vision contained in the Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and sees no points of conflict with the plan. If there are any further questions or concerns, please contact Anthony Foster, Special Assistant to the Deputy Chief Administrative Officer. We look forward to working with all partners in advancing its implementation.

Sincerely,



Floyd E. Holt  
Deputy Chief Administrative Officer  
Government Infrastructure



Angie Rodgers  
Deputy Chief Administrative Officer  
Economic Development

Cc: Andree Green Checkley, Esq., Planning Director  
Derick Berlage, AICP, Acting Deputy Planning Director  
Kipling Reynolds, AICP, Chief, Community Planning Division  
Scott Rowe, AICP, CNU-A, Planning Supervisor, Long-Range Planning Section, Community Planning Division  
Shubha Punase, AICP, LEED-GA, Planning Coordinator, Long-Range Planning Section, Community Planning Division