



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

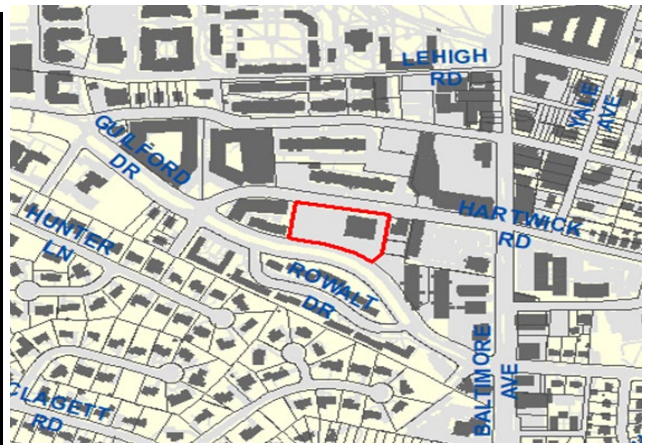
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## Detailed Site Plan The Standard at College Park

**DSP-19068**

REQUEST	STAFF RECOMMENDATION
A mixed-use building with 283 multifamily dwelling units and 6,000 square feet of commercial retail.	APPROVAL with conditions

<b>Location:</b> On the south side of Hartwick Road, approximately 459 feet west of US 1 (Baltimore Avenue).	
Gross Acreage:	1.84
Zone:	M-U-I/D-D-O
Dwelling Units:	283
Gross Floor Area:	6,000 sq. ft.
Planning Area:	66
Council District:	03
Election District:	21
Municipality:	College Park
200-Scale Base Map:	209NE04
<b>Applicant/Address:</b> The Standard at College Park, LLC 315 Oconee Street Athens, GA 30601	
<b>Staff Reviewer:</b> Jeremy Hurlbutt <b>Phone Number:</b> 301-952-4277 <b>Email:</b> <a href="mailto:Jeremy.Hurlbutt@ppd.mncppc.org">Jeremy.Hurlbutt@ppd.mncppc.org</a>	



Planning Board Date:	06/25/2020
Planning Board Action Limit:	07/01/2020
Staff Report Date:	06/10/2020
Date Accepted:	04/22/2020
Informational Mailing:	11/22/2019
Acceptance Mailing:	04/09/2020
Sign Posting Deadline:	05/26/2020

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

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THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-19068  
The Standard at College Park

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 report.

**EVALUATION CRITERIA**

The detailed site plan was reviewed and evaluated for compliance 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 Prince George's County Zoning Ordinance for the Mixed Use-Infill (M-U-I) and Development District Overlay (D-D-O) Zones;
- c. The requirements of Preliminary Plan of Subdivision 4-19047;
- d. The requirements of the 2010 Prince George's County Landscape Manual;
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and,
- g. Referral comments.

**FINDINGS**

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

- 1. **Request:** The detailed site plan (DSP) requests to construct a mixed-use building with 283 multifamily dwelling units and 6,000 square feet of commercial retail.

**2. Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone(s)	M-U-I/D-D-O	M-U-I/D-D-O
Use(s)	Commercial	Multifamily Residential/ Commercial Retail
Acreage	1.84	1.84
Lots	0	0
Parcels	1	1
Square Footage/GFA	62,220 (to be razed)	577,184
Dwelling Units	0	283

**Other Development Data**

**Parking Requirements per the Sector Plan**

<b>Uses</b>			<b>Spaces Required</b>
Walkable Node University	283 dwelling units	1 space per dwelling unit	283
	6,000 sq. ft. retail (including eating or drinking establishments)	3 spaces per 1,000 sq. ft.	18
<b>Total Parking Required</b>			<b>301</b>
<b>Total with Shared Parking</b>		Shared Parking Factor=1.2*	<b>251</b>
<b>Total Parking Provided</b>			<b>248**</b>
Standard spaces (9 x 19 feet)***			126
Alternative Standard spaces (8.5 x19 feet)***			61
Compact spaces (8 x 16 feet)***			48
Handicap-Accessible			3
Handicap Van-accessible			2
Handicap Electric Vehicular			1
Electric Vehicular (8 x 19 feet)			7

**Notes:** \*Mixed-use developments may use a shared parking factor to determine a reduction in the number of required parking spaces. The applicant has chosen to utilize the shared parking factor to reduce the parking requirement from 301 spaces to 251 spaces.

\*\*The 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* has a specific parking requirement. Therefore, the applicant is requesting an amendment to this standard, as discussed in Finding 7 below.

\*\*\* The applicant is requesting a departure from the size of standard and compact parking spaces, as discussed in Finding 8 below.

**Bicycle Spaces per the Sector Plan**

Required (1 space per 3 parking spaces)	84
Provided	156
Interior	146
Exterior	10

**Loading Spaces** (per Section 27-546.18(b)\* of the Prince George’s County Zoning Ordinance)

Residential / Retail	1 space (interior)
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**Note:** \*The 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* does not have a standard for required loading spaces. Therefore, per the M-U-I 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 four loading spaces, internal to the building, which is recommended as sufficient.

3. **Location:** The subject site is located at the south side of Hartwick Road, approximately 459 feet west of US 1 (Baltimore Avenue). The subject property is also located in Planning Area 66 and in Council District 3, within the City of College Park. The property is known as Parcel C, College Park Towers, which was recorded among the Prince George’s County Land Records at Plat Book WWW 47 Plat No. 44, in 1963.
4. **Surrounding Uses:** The property is bound to the north by Hartwick Road, and beyond by a multifamily residential development, known as College Park Tower Condos, zoned Multifamily High Density Residential (R-10) and Development District Overlay (D-D-O). To the east by existing commercial development in the Mixed Use-Infill (M-U-I) Zone, which is approved for redevelopment as mixed-use multifamily and commercial development, per Preliminary plan of Subdivision (PPS) 4-17021 and DSP-17003. To the west by multifamily development, known as Terrapin Row, both in the M-U-I and D-D-O Zones. To the south by Guilford Drive, and beyond, by multifamily development in the Multifamily Medium Density Residential (R-18) and D-D-O Zones.
5. **Previous Approvals:** The property is currently developed with a five-story office building and surface parking, which are proposed to be razed.

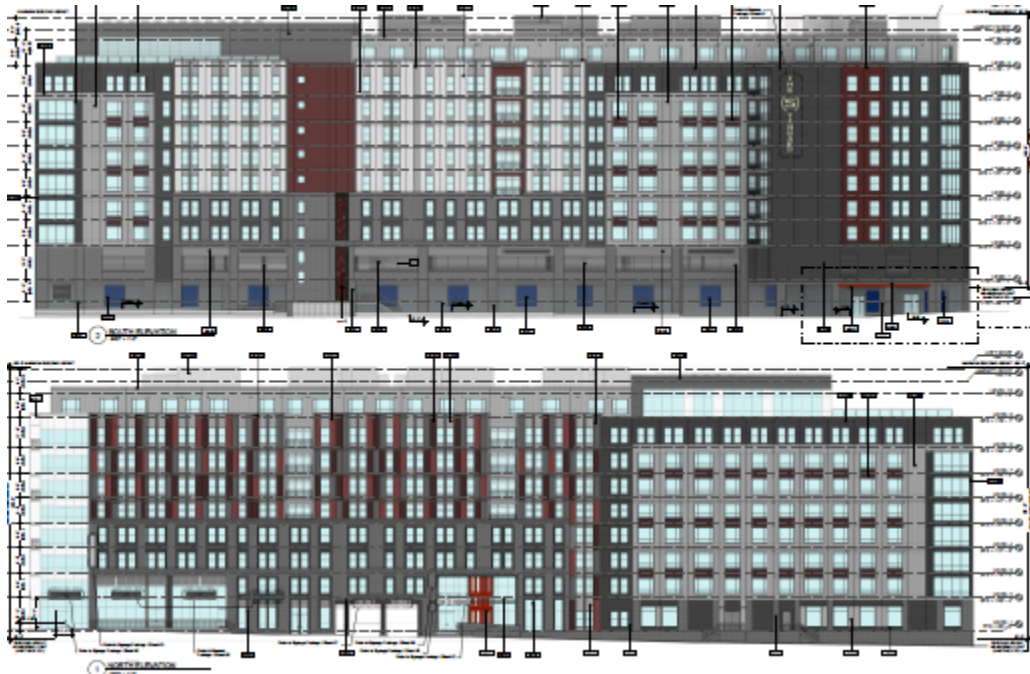
On May 14, 2020, PPS 4-19047, was approved by the Prince George’s County Planning Board, pursuant to PGCPB Resolution No. 2020-82, with fourteen conditions.

The site also has an approved Stormwater Management (SWM) Concept Plan, 32294-2019-00, which expires on March 28, 2023.

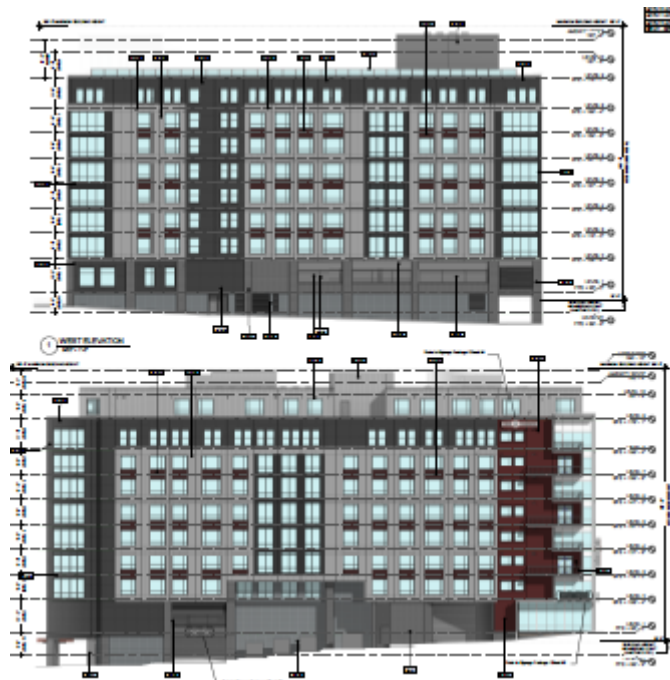
6. **Design Features:** The applicant proposes to raze the existing site development to construct a mixed-use building with 283 multifamily dwelling units and 6,000 square feet of commercial retail uses on the site. The applicant has indicated that the dwelling units will be marketed to the student population. The proposed 9-story building will have frontage on Hartwick Road, Guilford Drive, and a new public street that will be constructed on the abutting property to the east, as shown on the approved DSP-17003-01, BA/WRPR College Park. The new road will provide access to the bottom level of structured parking and to an enclosed loading and trash area. A second level of structured parking will be accessed from Hartwick Road, through an opening in the center of the building.

Pedestrian access is provided by the main residential entrance located in the middle of the Hartwick Road frontage and a secondary access on the Guilford Drive frontage. The 6,000 square feet of commercial retail uses will be located in the northeast corner of the building, with entrances on Hartwick Road and the parking garage. The building is surrounded by sidewalks on all four sides.

**Architecture**—The building will be composed of acrylic panels, and brick, in different shades of red, grey, and white. Glass, as well as metal, decorative panels complete the composition. Dark grey masonry elements are used to ground the building, while glass and a ribbon of cantilevered balconies act as a landmark feature above the first floor glass retail storefronts on the northeast corner of the building. Red metal and decorative panels draw interest to the residential entrances on Hartwick Road and Guilford Drive. The two parking levels will be set into the grade and will have no internal circulation. The Hartwick Road (northern) façade will have a centrally located parking access that is flanked by the retail space and the residential lobby. The applicant has addressed the two levels of parking on the Guilford Drive frontage (southern) by recessing the ground floor to create a public plaza and arcade. Decorative panels will provide added interest to this façade. Details of these decorative panels were not provided, and staff recommends a condition be added to require details and/or images be provided on the plans prior to certification. Brick columns break up the massing and metal louvers fill the second level openings. Red metal canopies highlight doors on the southeast corner of the building. The upper facades use a unique blend of materials and textures in a variety of ways to develop a distinct pattern that separates the larger building into smaller parts. The top stories step back and use light grey materials to cap the building. The eastern and western elevations continue a similar pattern of materials and colors.



*Figure 1: South and North Elevations*



*Figure 2: West and East Elevations*

**Recreational Facilities**—Recreational facilities and amenities for the project are provided on-site and include the following:

- (1) Publicly accessible, ground-level, open space along Guilford Drive, including tables and benches; bike stations; landscaping; and decorative pavers.

- (2) Study Rooms on each floor of the building.
- (3) Main Clubhouse on Level 9 (rooftop), including study space; pool table; sauna; yoga room; fitness room; and roof deck amenities.
- (4) Contemplative Courtyard on Level 2, including yoga lawn and café seating.
- (5) Study Courtyard on Level 2, including bench alcoves and various seating.
- (6) Active Courtyard on Level 2, including conversation lawn, booths, and tables.

At the time of PPS, the applicant was required to provide a public use easement over the ground level open space along Guilford Drive to promote the “Campus Center” public space recommended in the sector plan. The ground level open space will serve the residents of the surrounding neighborhood, as well as those living in the proposed development. Bonding for these facilities and the requirement for a recreational facilities agreement is conditioned, as a part of the PPS.

**Signage**—The applicant has provided a sign package for the project, which shows 10 signs in the following categories:

- Signature
- Canopy
- Blade
- Wall
- Retail
- Parking
- Parking Entrance
- Building Numbers
- Pedestrian Warning

The submitted sign plan for the project includes the square footage and all details necessary to fully evaluate conformance with the sign requirements of the D-D-O Zone. A proposed amendment has been requested for the blade sign. Staff is recommending approval; the applicant provided scaled details of all the signs and elevation drawings showing their location on the façades in accordance with the applicable sign requirements.



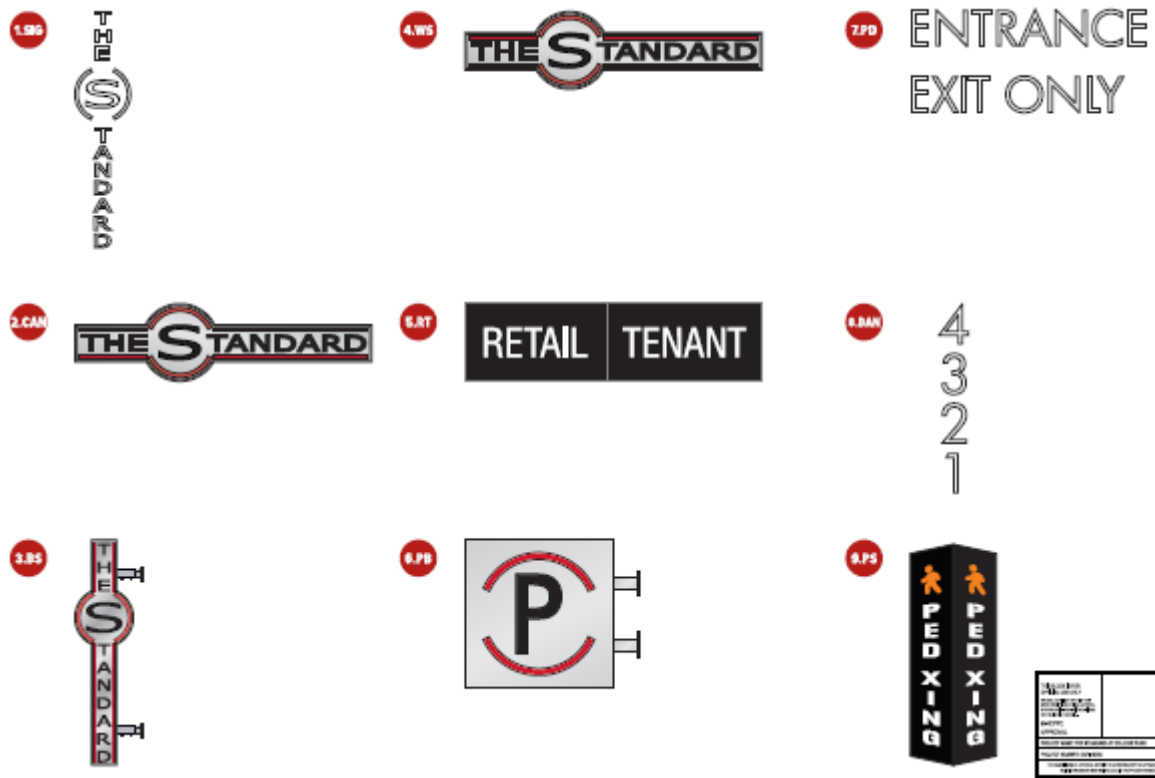


Figure 3: Signage

**Site Details**—Site details on the landscape plan include various paving types, trash receptacles, planters, benches, tables and chairs, and bike racks. All details are found to be aesthetic and attractive choices for the subject project.

**Green Building Techniques**—The 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (Central US 1 Corridor Sector Plan and SMA) requires the project to be Leadership in Energy and Environmental Design (LEED) certified at a minimum of the “Silver” level. The applicant has requested an amendment to allow them to use National Green Building Standard (NGBS) “Bronze” level. The applicant has not provided a LEED, or NGBS score card demonstrating that green building techniques may be utilized in the project to qualify it for NGBS certification. A condition has been added to the Recommendation section of this report, requiring that a matrix be provided demonstrating the Bronze level of NGBS, and that it is equivalent to LEED Silver.

## COMPLIANCE WITH EVALUATION CRITERIA

7. **2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone:** The Central US 1 Corridor Sector Plan and SMA defines long-range land use and development policies, detailed zoning changes, design standards, and a D-D-O Zone for the US 1 Corridor area. The land use concept for the sector plan divides the corridor into four interrelated areas, walkable nodes, corridor infill, existing neighborhoods, and natural areas, 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 of the Central US 1 Corridor is a vibrant hub of activity highlighted by walkable concentrations of pedestrian and transit oriented, mixed-use development; integration of the natural and built environments; extensive use of sustainable design techniques; thriving residential communities; a complete and balanced transportation network; and a world-class educational institution.

The subject site is in the Downtown College Park area and is within the Walkable Nodes (University) area. The Walkable Nodes (University) areas are intended to be hubs of pedestrian and transit activity, concentrating higher-density, vertical, mixed-use developments at appropriate locations, and providing a strong sense of place through thoughtful urban design along the Central US 1 Corridor. One of the implementation tools set forth in the plan are development district standards (page 227), which contain regulations that impact the design and character of the Central US 1 Corridor. The stated purpose of these standards in the plan is to shape high-quality public spaces with buildings and other physical features, and to create a strong sense of place for the City of College Park and the University of Maryland, consistent with the land use and urban design recommendations of the sector plan.

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

The submitted application and statement of justification (SOJ) indicate the need to deviate from several development district standards in order to accomplish a development on the subject property. In accordance with Section 27-548.25(c), Site Plan Approval, of the Prince George's County Zoning Ordinance, if the 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. The applicant is requesting the following modifications from the development district standards in Character Area 5B–Walkable Nodes (University) (all page numbers reference the sector plan):

- a. **Page 235—Building Form/Character Area 5b/Walkable Nodes (University):**  
Three amendments are required related to this design standard:

**Parking Placement:** Covered parking shall be provided within the third layer (a minimum of 20 feet from the build-to-line of the building)

Staff does not interpret the proposed design to be in nonconformance to this development standard. Along the principal frontage on Guilford Drive, the covered parking is located within the third layer as it is setback more than 20 feet from the build-to-line. Staff recommends **approval** of this amendment.

**Frontage Buildout:** 80 percent minimum at the build-to line.

The Guilford Drive frontage is proposed to be 77 percent relative to the building at the build-to line. The applicant cites conflicts with an existing 15-foot public utility easement along the west side of the building and the requirement to provide additional right-of-way to the east side of the building. Staff recommends **approval** of this amendment given these site limitations.

**Lot Coverage:** Maximum lot coverage is 80 percent.

The applicant proposes 87 percent lot coverage and states that the additional lot coverage will allow for the three internal courtyards, density needed to support retail, and the proposed pocket park along Guilford Drive, which is mostly covered by upper stories of the building that are included in the lot coverage. The height of the building is limited from attaining the maximum allowed height because of the aviation policy area. The building is also limited in below grade and at-grade uses by the floodplain. Given the urban context of the site in the Walkable Nodes (University) character area and the limitations on the vertical elements of the building, a more horizontal building form is supportable given the building is meeting many of the goals and intent of the development district. Therefore, staff recommends **approval** of this amendment.

- b. **Page 239—Building Form/Parking:** In the Walkable Node (University), the number of spaces required is one space per dwelling unit and three spaces per 1,000 square feet of retail. The total number of spaces required using the shared parking factor is 251 spaces. In this instance, the applicant is proposing 248 parking spaces. Thus, a modification of three parking spaces is required. The applicant states that the project will be used for student housing and the reduction is minimal. Staff recommends **approval** of this amendment.
- c. **Page 243—Building Form/Structured Parking:** Parking structures shall be set back a minimum of 50 feet from the property lines of all adjacent thoroughfares (except rear alleys) to reserve room for liner buildings between the parking structure and the lot frontage.

This development district standard assumes that a parking garage structure will be constructed independently, and that the primary use will “wrap” the garage. The proposed building uses podium construction that locates the parking structure at the base of the building and the primary (residential) use above. Because the garage is integrated within the design of the building, it will be a practical difficulty to setback the parking structure 50 feet from all adjacent thoroughfares.

Staff supports the proposed parking garage design, as it will benefit the development, and recommends **approval** of this amendment.

- d. **Page 245—Architectural Elements/Facades and Shopfronts:** Continuous expression line relates buildings to one another along the street.

A continuous expression line is shown along the Hartwick Road elevation from the west side of the elevation through the lobby and leasing area only. The applicant’s justification is that the long façade needs to be broken up to allow variation. Staff supports the proposed design, as it will benefit the development, and recommends **approval** of this amendment.

- e. **Page 254—Architectural Elements/Signage/Commercial Signage:** The maximum area of any single sign mounted perpendicular to a given façade shall not exceed nine square feet.

The development includes a blade sign that is 34.61 square feet. The blade sign is designed to be affixed to the north façade of the building (primary frontage), between the third and fourth levels. This sign identifies the building and is of an appropriate scale and location for adequate visibility to vehicular traffic. Staff supports the proposed sign and recommends **approval** of this amendment.

- f. **Page 256—Sustainability and the Environment/Leadership in Energy and Environmental Design (LEED) Certification:** Within Walkable Nodes, all development shall obtain a minimum of silver certification in one of the applicable LEED rating systems. The applicant indicated that they do not intend to pursue LEED certification, and instead proposes to meet the certification criteria of the National Green Building Standard (NGBS) at the bronze level, but a scorecard was not provided. In general, both NGBS and LEED are green building rating systems that set standards and scoring criteria for evaluating energy performance measures associated with the construction and operation of new, or renovated buildings. While there are some differences, both ranking programs require evaluation of similar building systems and design features to determine efficiency levels and apply a score. Staff believes that this amendment will benefit the development and the development district by providing green design techniques and will not substantially impair implementation of the sector plan. Therefore, staff recommends **approval** of this amendment request with a condition to provide a NGBS matrix and documentation that it is equal to the LEED silver certification.

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

- a. Section 27-546.19(c), Site Plans for Mixed Uses, 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 that the applicant has requested amendments to, as 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, in a large building. The building will be targeted towards students as is the adjacent student housing to the north and west. A mixed-use residential and commercial development to the east is under construction. More multifamily residential is located beyond Guilford Drive to the south. The parking provided for the project will be available to both residents and visitors to the commercial retail establishments on the ground floor of the building. The developer has designed each of the components of the development to be compatible internally and externally.

- (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 west is Terrapin Row, a townhouse style, four-story, student housing building owned by the University of Maryland. To the south is Guilford Drive, which is a divided right-of-way with four-story, garden-style apartments to the south. A six-story, mixed-use development is currently under construction to the east. The six-story, multifamily residential, College Park Condos are to the north. The single building and uses proposed for the subject site are aligned with the vision and intent of the sector plan and development district, and is purposefully not compatible in size, height, and massing to existing buildings on adjacent properties. However, the proposed building is compatible with other similar redevelopment projects in the US 1 Corridor, 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, which includes retail and residential entrances, faces Hartwick Road. Secondary residential entrances are located on Guilford Drive. A new public street with sidewalk on the east side of the building and a sidewalk on the west side of the building will provide

north-south connections through the site. There is one vehicular access to the garage on Hartwick Road. The new street to the east will also have a parking and a separate loading entrance.

**(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 building covers most of the site, but light is provided around the perimeter of the site. The photometric plan provided with the application indicates that the proposed lighting design will minimize glare, light, and visual intrusion into nearby properties and buildings.

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

The materials and colors selected to face the proposed building are compatible with those utilized in similar scale developments recently constructed within the development district. The materials proposed include a mix of colored acrylic panels, glass, and masonry elements in tones of grey, white, and red. Trim, coping, and other detail elements are provided in darker complimentary tones and materials, as well.

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

The DSP proposes mechanical equipment on the east side of the building. Details of this screening was not provided and a condition requiring it has been provided in the Recommendation section of this report. The area will be directly visible from the adjacent property and the new public street to the east.

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

The applicant is seeking an amendment to allow for a large blade sign, which staff recommends approval of, as detailed in Finding 7. All other signs conform to 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 it sees necessary. Internal loading will be accessed from a secondary street, with minimal impacts on adjacent properties, in accordance with this requirement.

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

Loading and trash facilities will be internal to the building and accessed from the new street to the east.

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

The proposed trash receptacles are located internally to the building and have no adverse impact on adjacent properties.

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

The applicant has proposed one loading space on-site, on the northeast frontage. On-site access and circulation has been evaluated and found acceptable by the Transportation Planning Section.

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

The site plan provides a photometric plan for the on-site lighting, confirming that there are minimal adverse impacts on adjacent properties and the surrounding neighborhood.

**(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 Aviation Policy Area (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 DSP proposes a building of 9 stories, with a maximum height of 106 feet. The proposed building height is inconsistent with the building height restriction of APA-6. Therefore, prior to certification of the DSP, the applicant shall complete a Federal Aviation Administration Form 7460-1 and submit it to the Maryland Aviation Administration (MAA), and subsequently provide evidence that the project complies with FAR Part 77, as conditioned herein. If MAA identifies an issue, then the plan shall be revised to reduce, or eliminate any perceived obstruction identified by MAA.

- c. The Central US 1 Corridor Sector Plan and SMA does not have specific requirements for the size of parking spaces. Therefore, Part 11 of the Zoning Ordinance serves as the requirement; 9.5-foot by 19-foot spaces are required. The DSP proposes a standard parking space size as small as 8.5 feet by 19 feet and compact parking spaces are reduced from 8 feet by 16.5 feet to 8 feet by 16 feet. Section 27-548.25(e), Site Plan Approval, for the D-D-O Zone specifically states:

- (e) If a use would normally require a variance or departure, separate application shall not be required, but the Planning Board shall find in its approval of the site plan that the variance or departure conforms to all applicable Development District Standards.**

The applicant seeks a departure for the standard and compact parking space sizes. The DSP conforms to all development district standards, except for those which amendments are requested and recommended for approval, as discussed in Finding 7 above.

The development district standards do not provide dimensional requirements for parking spaces, and as such, the applicable standard parking space size for the development is 9.5 feet by 19 feet, per Section 27-558(a) of the Zoning Ordinance. The applicant has proposed to provide a smaller standard space size of 8.5 feet by 19 feet. Approximately 25 percent of the parking spaces provided are designed to this standard, with 50 percent at 9 feet by 19 feet, and the remaining spaces provided for compact cars at 8 feet by 16 feet, and handicapped-accessible parking. In accordance with Section 27-548.25(e), a separate departure application is not required in the D-D-O Zone, and the applicant has provided justification for this request within the DSP application.



The Transportation Planning Section noted the requested width of 8.5 feet is acceptable and would not impair the functionality of each space. While a reduced size of 8.5 feet by 19 feet is supportable, staff recommends that a slightly larger space size of 9 feet by 19 feet would be more functional where it can be provided and not impact the structure of the garage. A recommended condition has been included to update the site plans to resize the standard parking spaces to a minimum of 9 feet by 19 feet, wherever possible.

The compact spaces require a length departure, from 16.5 feet to 16 feet. A six-inch departure in the length of the parking space does not pose a concern due to the expected low parking turnover within the garage. Reviews of the architectural plans indicate that the applicant has used a standard compact space of 16 feet in length; however, in many locations, the 16.5-foot standard can be accommodated. Therefore, a condition is included herein, requiring the compact spaces to be enlarged wherever possible. The 16-foot length is acceptable for compact spaces, where necessary.

Staff recommends that the departure, as revised, will not impair the visual, functional, or environmental quality or integrity of the site or surrounding area, in accordance with the required findings in Section 27-239.01(b)(7)(A) of the Zoning Ordinance.

**9. Preliminary Plan of Subdivision 4-19047:** PPS 4-19047 was reviewed and approved by the Planning Board on May 14, 2020 (PGCPB Resolution No. 2020-82). The Planning Board approved the PPS with 14 conditions, of which the following are applicable to the review of this DSP and warrant discussion:

- 1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to:**
  - b. Delineate the approximate area of the public use easement to be provided for the open space recreational amenity area along Guildford Drive.**
  - e. Dimension the width of the right-of-way to be dedicated and/or encumbered by a public use easement along the eastern boundary of the site as deemed appropriate by the City of College Park.**

As conditioned herein, the DSP should be revised, prior to certification, to show all public use easements in conformance with the approved PPS.

- 3. Total development within the subject property shall be limited to uses that would generate no more than 172 AM and 209 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.**

This condition establishes an overall trip cap for the subject property of 172 AM and 209 PM peak-hour trips. The proposed mixed-use building with 951 beds for student housing and retail space totaling 6,000 square feet would generate 158 AM

and 196 PM peak-hour trips as noted in the table below. This proposal complies with this condition.

<b>Trip Generation Summary: DSP-19068: Standard at College Park</b>								
<b>Land Use</b>	<b>Use Quantity</b>	<b>Metric</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
			<b>In</b>	<b>Out</b>	<b>Tot</b>	<b>In</b>	<b>Out</b>	<b>Tot</b>
Retail/Restaurant	6,000	square feet	33	27	60	36	23	59
Less Pass-By (43 percent)			-14	-12	-26	-15	-10	-25
<b>Net Retail Trips</b>			<b>19</b>	<b>15</b>	<b>34</b>	<b>21</b>	<b>13</b>	<b>38</b>
<b>Student Housing</b>	<b>951</b>	<b>Beds</b>	<b>29</b>	<b>95</b>	<b>124</b>	<b>95</b>	<b>67</b>	<b>162</b>
<b>Total Trips for DSP-19068</b>			<b>48</b>	<b>110</b>	<b>158</b>	<b>116</b>	<b>80</b>	<b>196</b>
<b>Trip Cap: PPS 4-19047</b>					<b>172</b>			<b>209</b>

4. **Prior to the approval of any detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the Required Off-Site Facilities necessary to meet pedestrian and bicyclist adequacy, consistent with Section 24-124.01(f) of the Prince George’s County Subdivision Regulations.**

The applicant has provided an exhibit of the sidewalk improvements along the north side of Hartwick Road, which is consistent with the conditions set forth in PPS 4-19047.

14. **The private 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 Park and Recreation Facilities Guidelines with the submittal of the detailed site plan.**

The applicant has shown the location and type of recreational facilities but did not provide the required calculations that should be provided prior to certification. These facilities include study rooms, courtyards, and a rooftop amenity space.

10. **2010 Prince George’s County Landscape Manual:** The Central US 1 Corridor Sector Plan and SMA states that Sections 4.2, 4.3, and 4.7 of the 2010 *Prince George’s County Landscape Manual* (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. Schedules have been provided for Sections 4.1 and 4.9. Staff has reviewed the submitted plans against the requirements of the sections and found them to be in conformance with the requirements. In addition, a review of the plans finds that the applicant has not conformed to the requirements of Section 4.4, Screening Requirements, and staff recommends a condition that this requirement be met for the proposed transformers on the east side of the building.

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is exempt from the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property contains less than 10,000 square feet of woodland and has no previous tree conservation approvals. A standard letter of exemption (S-172-2019) from the WCO was issued for this site, which expires on November 19, 2021. No additional information is required regarding woodland conservation.
12. **Prince George's County Tree Canopy Coverage Ordinance:** The subject site is located in the M-U-I Zone and a 10 percent tree canopy coverage requirement applies, per Section 25-128(b). This amounts to approximately 0.19 acre, or 8,059 square feet, to be provided in tree canopy coverage.

Proposed on-site plantings only provide 5,030 square feet of coverage, or 6 percent, and a waiver from the requirement was originally requested, in accordance with Section 25-130(a). However, the applicant did not include street trees located within the right-of-way along the property frontage that may be counted, pursuant to Section 25-129(a). With those 26 additional trees, the applicant will meet the 10 percent tree canopy coverage requirement. Staff recommends that the applicant update the table to include the street trees and demonstrate conformance to the Tree Canopy Coverage Ordinance.

13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and incorporated herein by reference:
  - a. **Community Planning**—In a memorandum dated May 26, 2020 (Hartfield to Hurlbutt), the Community Planning Division provided an analysis of the subject DSP's conformance with the recommendations of the 2014 *Plan Prince George's 2035 Approved General Plan*, the applicable aviation policy area, the Central US 1 Corridor Sector Plan and SMA, and an analysis of the proposed alternative development district standards requirements, as included in Findings 7 and 8 above.
  - b. **Transportation Planning**—In a memorandum dated June 8, 2020 (Masog to Hurlbutt), the Transportation Planning Section offered that access and circulation are acceptable. The number and locations of points of access are consistent with those reviewed and approved during the PPS.

The site is adjacent to Guilford Drive, a master plan collector facility with a planned right-of-way of 80 feet. Adequate dedication exists, and no further dedication is required of this plan.

From the standpoint of transportation, and in consideration of the findings contained herein, it is determined that this plan is acceptable if the application is approved.

- c. **Trails**—In a memorandum dated May 26, 2020 (Ryan and Hurlbutt), the trails coordinator offered the following summarized comments regarding the subject project:

The submitted plans reflect the relevant Complete Streets policies from the 2009 *Approved Countywide Master Plan of Transportation*. A network of sidewalks is included in the proposed DSP and serves the subject site, as well as crosswalks crossing all vehicle entrance points, per prior staff recommendations. The subject property fronts on Guilford Drive to its south, which features an existing shared roadway and sidepath. Sidewalks are currently in place along the south side of Hartwick Road and the applicant has included shared lane markings along this portion of Hartwick Road. The sidewalk network along the north side of Hartwick Road will be replaced and upgraded per the conditions of approval in PPS 4-19047. In addition, the submitted plans depict Americans with Disabilities (ADA) accessible curb ramps at all sidewalk crossings. Staff finds that the submitted plans meet the design guidelines for safe, efficient, and convenient pedestrian access, per Sections 27-283 and 27-274(a)(2) of the Zoning Ordinance.

The submitted plans reflect the pedestrian and bicyclist facilities recommended in the Central US 1 Corridor Sector Plan and SMA. The DSP is a mixed-use development and fronts on an already constructed shared roadway along Guilford Drive. Designated space for bicycle parking that is convenient to building entrances is an important component of a bicycle-friendly roadway network. The submitted plans show inverted U-shaped bicycle racks at interior and exterior locations convenient to the entrance of the facility, along with a bicycle fix-it station. While staff encourages shower facilities at this site, staff does not require them as the non-residential component is 6,000 square feet and a small portion of the overall development.

Based on the findings presented above, staff concludes that the pedestrian and bicycle transportation site access and circulation of this plan is acceptable, consistent with the site design guidelines pursuant to Section 27-283, and meet the findings required by Section 27-285(b) of the Zoning Ordinance, for a DSP for pedestrian and bicycle transportation purposes.

- d. **Historic Preservation and Archeological Review**—In a memorandum dated May 27, 2020 (Stabler to Hurlbutt), the Historic Preservation Section provided that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any designated Prince George’s County historic sites, or resources. This proposal will not impact any historic sites, historic resources, or known archeological sites.

Historic Preservation Section staff recommended approval of the associated PPS 4-19047 with a condition to do an inventory of the existing structure on-site prior to demolition. Historic Preservation Section staff recommends approval of DSP-19068 with no additional conditions.

- e. **Permits**—In a memorandum dated April 29, 2020 (Hughes to Hurlbutt), the Permit Review Section offered comments regarding the subject project, which have been addressed through revisions to the plans.
- f. **Environmental Planning**—In a memorandum received May 27, 2020 (Juba to Hurlbutt), the Environmental Planning Section offered the following:

**Natural Resources Inventory/Existing Conditions**

The site has an approved Natural Resources Inventory Plan (NRI-104-2019), which correctly shows the existing conditions of the property. No specimen or historic trees are associated with this site. Almost the entire site is mapped within regulated environmental features, which include 100-year floodplain, and the primary management area (PMA).

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

A SOJ was reviewed and approved as part of PPS 4-19047 for impacts to the PMA. No new impacts are being proposed with the current application; therefore, no new SOJ is needed.

**Soils**

The predominant soils found to occur, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Urban Land-Christiana-Downer complex (5-15 percent slopes); Urban Land-Russett-Christiana complex (0-5 percent slopes); Zekiah-Urban Land Complex, Frequently flooded; and Urban Land. Unsafe soils containing Christiana complexes have been identified on-site. No unsafe soils containing Marlboro clay have been identified on or within the immediate vicinity of this property.

As part of the referral process, this case was referred to the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) for review to evaluate if further information is required regarding the unsafe soils on-site. In an email dated March 31, 2020, DPIE stated that no further information is required, as there are no slopes of significant concern identified within the area of this soil type and the applicant is proposing to cut and fill the site to a one percent grade for a buildable area. A geotechnical review was not required with this application. The County may require a soils report, in conformance with Prince George's County Council Bill CB-94-2004, during future phases of development.

**Specimen, Champion, or Historic Trees**

In accordance with approved NRI-104-2019, no specimen, champion, or historic trees have been identified on the subject property.

**Stormwater Management**

An approved SWM Concept Plan and associated letter, 32294-2019-00, was submitted with this application. The approved SWM plan shows the use of one sand filter. DPIE has granted a floodplain waiver for construction within the 100-year floodplain since almost the entire site is currently located within it.

The Environmental Planning Section has completed the review of DSP-19068 and recommends approval with no conditions.

- g. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, staff has not received comments from the Fire Department regarding the subject project.
  - h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, staff has not received comments from DPIE regarding the subject project.
  - i. **Prince George's County Police Department**—In a memorandum dated May 14, 2020, (Contic to Hurlbutt), the Police Department offered no comment on the subject project.
  - j. **Prince George's Health Department**—At the time of the writing of this technical staff report, staff has not received comments from the Health Department regarding the subject project.
  - k. **Maryland State Highway Administration (SHA)**—In a letter dated August 20, 2020 (Cook to Hurlbutt), SHA reviewed the traffic study and offered no comment.
  - l. **Washington Suburban Sanitary Commission (WSSC)**—In an e-mail received on April 1, 2020 (Hall to Hurlbutt), WSSC offered numerous comments regarding the subject project which will be addressed through their separate permitting process.
  - m. **City of College Park**—In a letter dated June 10, 2020 (Schum to Hewlett), it was noted that the City of College Park City Council, at their meeting on June 9, 2020, voted 8-0-0 to recommend approval of DSP-19068 with conditions, and approval of the requested departures for parking space design, transformer screening, and loading space. The relative conditions have been added to the staff report.
  - n. **City of Greenbelt**—At the time of the writing of this technical staff report, staff has not received comments from the City of Greenbelt regarding the subject project.
  - o. **Town of Berwyn Heights**—At the time of the writing of this technical staff report, staff has not received comment from the Town of Berwyn Height regarding the subject project.
- 14.** The subject application adequately takes into consideration the requirements of the D-D-O Zone and the Central US 1 Corridor Sector Plan and SMA. The amendments to the development district standards required for this development would benefit the development and the development district, as required by Section 27-548.25(c) of the Zoning Ordinance, 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 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 Prince George's County Code

without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

15. Per Section 27-285(b)(4) of the 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).**

The regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible based on the evaluation provided with PPS 4-19047.

## RECOMMENDATION

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

- A. APPROVAL of the alternative development district standards for:

1. **Page 235—Building Form/Character Area 5b/ Walkable Nodes (University):** To allow covered parking within a minimum setback of 20 feet from the build-to-line of the building and to reduce the amount of the building at the build-to line along Guilford Drive to 77 percent.
2. **Page 235—Building Form/Character Area 5b/ Walkable Nodes (University):** To exceed the maximum lot coverage of 80 percent, by providing 87 percent lot coverage.
3. **Page 239—Building Form/Parking:** To reduce the amount of required parking by three parking spaces.
4. **Page 243—Building Form/Structured Parking:** To allow the parking structure to be setback less than 50 feet from the adjacent thoroughfares.
5. **Page 245—Architectural Elements/Facades and Shopfronts:** To not provide a continuous expression line.
6. **Page 254—Architectural Elements/Signage/Commercial Signage:** To allow a 34.61-square-foot blade sign, exceeding the 9 square feet maximum.
7. **Page 256—Sustainability and the Environment/Leadership in Energy and Environmental Design (LEED) Certification:** To allow for National Green Building Standard bronze certification.

- B. APPROVAL of Detailed Site Plan DSP-19068 for The Standard at College Park, including a departure from the required parking space size for 8.5-foot by 19-foot standard spaces and 8-foot by 16-foot compact spaces, subject to the following conditions:
1. Prior to certification, the applicant shall revise the plans as follows or provide the specified documentation:
    - a. Provide a detail of the decorative treatment proposed for the Guilford Drive frontage, to be reviewed by the Urban Design Section as designee of the Planning Board, with referral to the City of College Park staff.
    - b. Revise the landscape plan and schedule to demonstrate conformance with Prince George's County Tree Canopy Coverage Ordinance.
    - c. Provide the on-site recreational facilities costs and calculation, in accordance with the Park and Recreation Facilities Guidelines.
    - d. Provide details of how the transformers on the east side of the building will be wrapped with an artistic covering, or will conform to Section 4.4, Screening Requirements, of the Prince George's County Landscape Manual.
    - e. Correct parking tables to be consistent with this approval.
    - f. Correct lot coverage on the development table.
    - g. Provide proof of compliance with Federal Aviation Regulations, Part 77.
    - h. Provide a matrix demonstrating National Green Building Standard (NGBS) Bronze Level is equivalent to LEED Silver, and how it will be achieved for the proposed development.
    - i. Show all public use easements required by the approval of Preliminary Plan of Subdivision 4-19047 on the site plan.
    - j. Revise Sheet A0-01 to designate parking space #53 as a compact space.
    - k. Revise Sheets A0-00 and A0-01 to provide compact parking spaces sized a minimum of 8 feet by 16.5 feet, wherever possible.
    - l. Revise Sheets A0-00 and A0-01 to provide standard parking spaces sized a minimum of 9 feet by 19 feet wherever possible.
    - m. Provide at least one car sharing parking space.
    - n. Provide a continuous expression line above the second floor along the Hartwick Road façade and extend the balconies on this façade to meet the expression line.
    - o. Rearrange the colored acrylic panels along the Hartwick Road facade to enhance the verticality and mitigate the massing of the building.



- p. Provide a detail of the proposed decorative panels to screen the parking garage along Guilford Drive.
  - q. Provide the location and type of trees and pedestrian lighting for the streetscapes along Hartwick Road, Guilford Drive and the new access road. These details should be consistent with the streetscapes provided to the east and west of the subject site.
  - r. Revise the landscape and hardscape plans for Guilford Road pocket park to enhance accessibility by the public and improve the pedestrian experience. The following should be considered:
    - (1) Replace as much of the metal railing along the sidewalk as possible with steps into the below-grade space.
    - (2) Create a more open plaza area at the intersection of Guilford Drive and the new street.
    - (3) Where feasible, show trees planted along the sidewalk edge on applicant's property to align with street trees for more effect.
  - s. Revise the sign plan to clarify sign construction details to ensure that panelized back lighting and box lighting fixtures are not provided.
2. Prior to issuance of the final certificate of occupancy of the building, the applicant shall demonstrate that all on-site recreational facilities have been fully constructed and are operational.

ITEM: 6

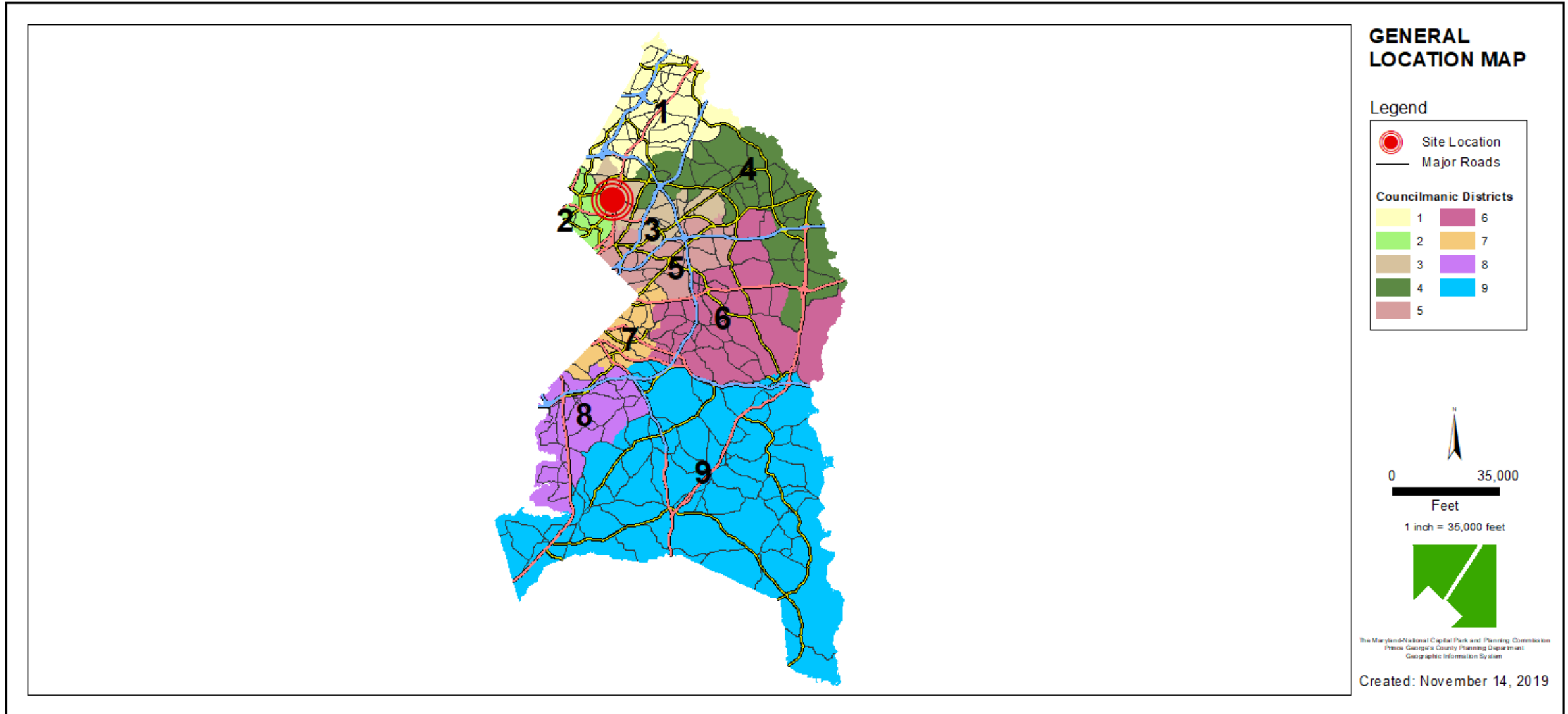
CASE: DSP-19068

# THE STANDARD AT COLLEGE PARK

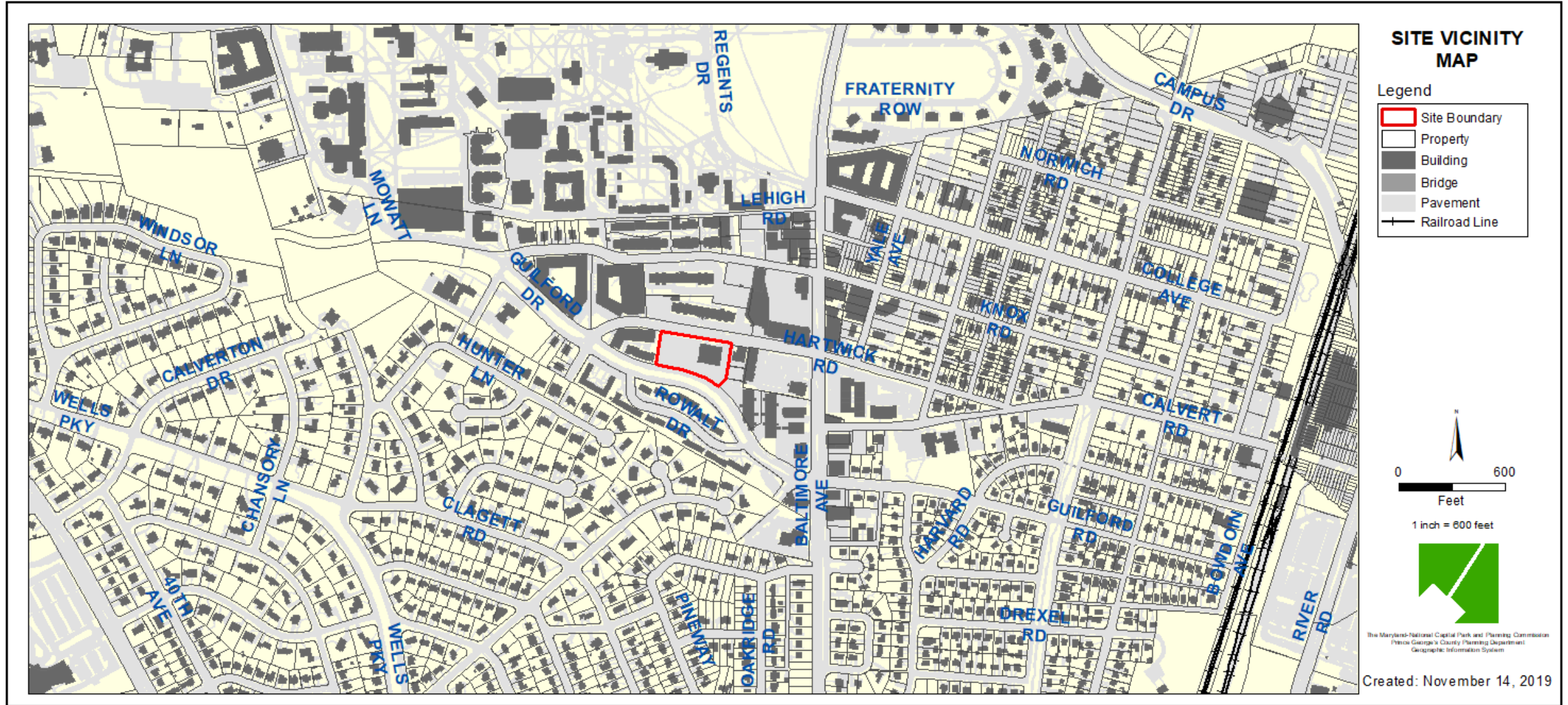
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



# GENERAL LOCATION MAP

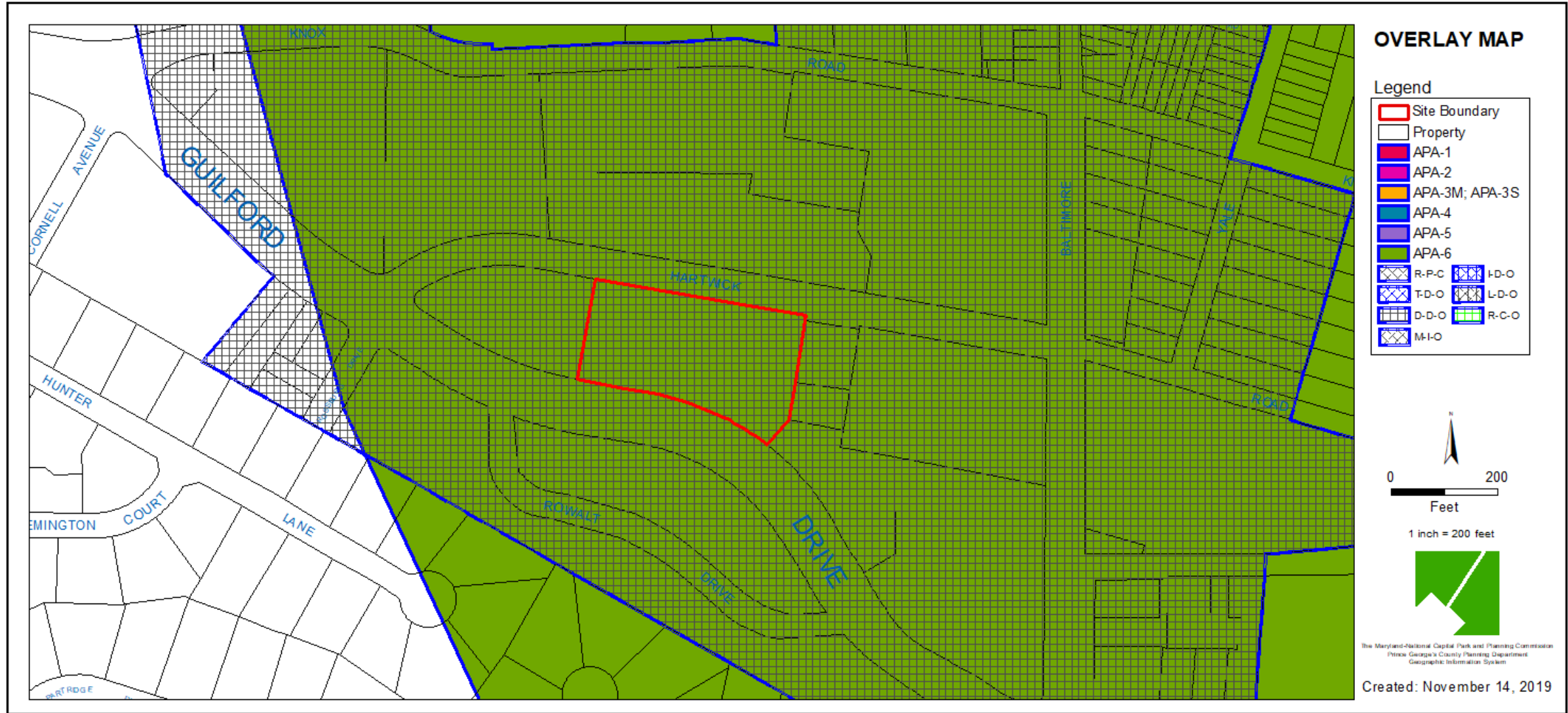


# SITE VICINITY





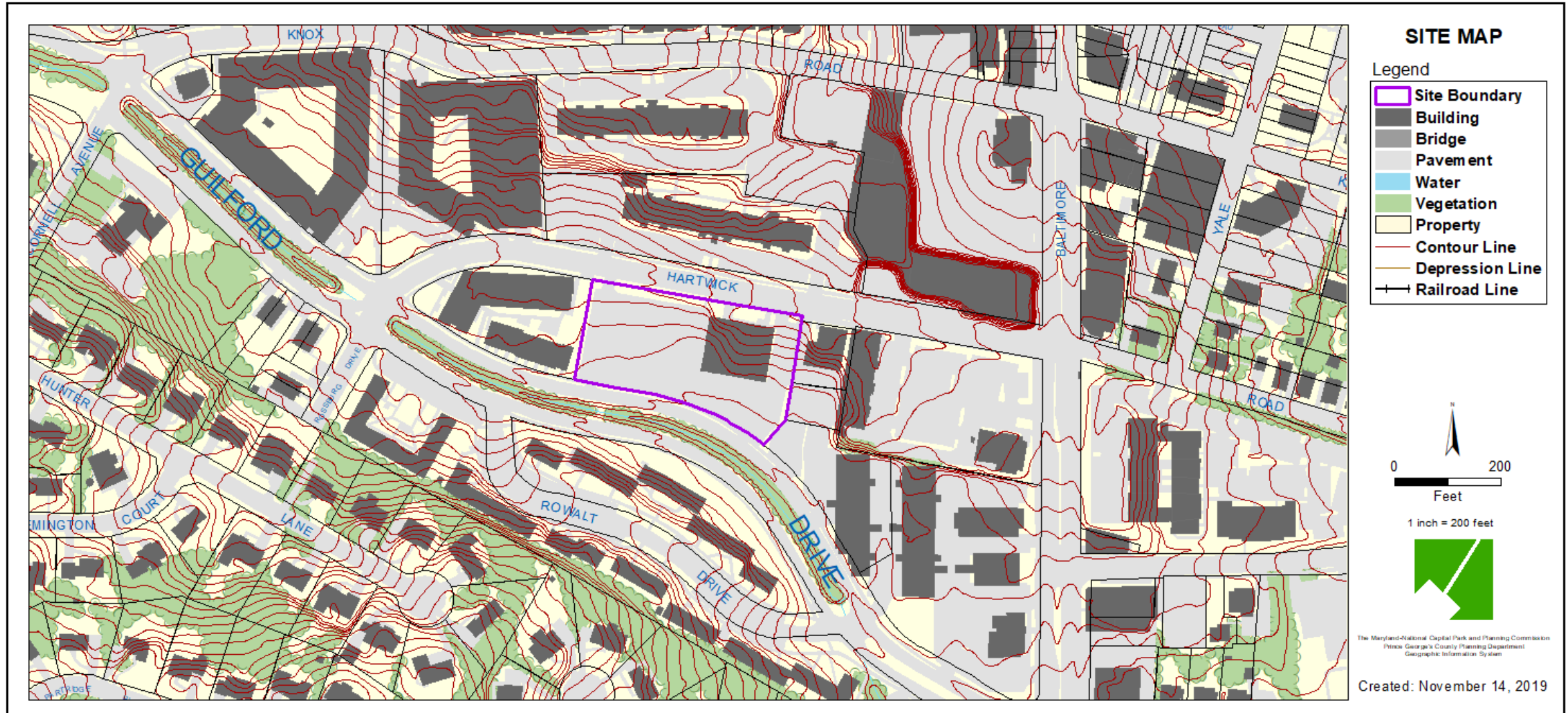
# OVERLAY MAP



# AERIAL MAP

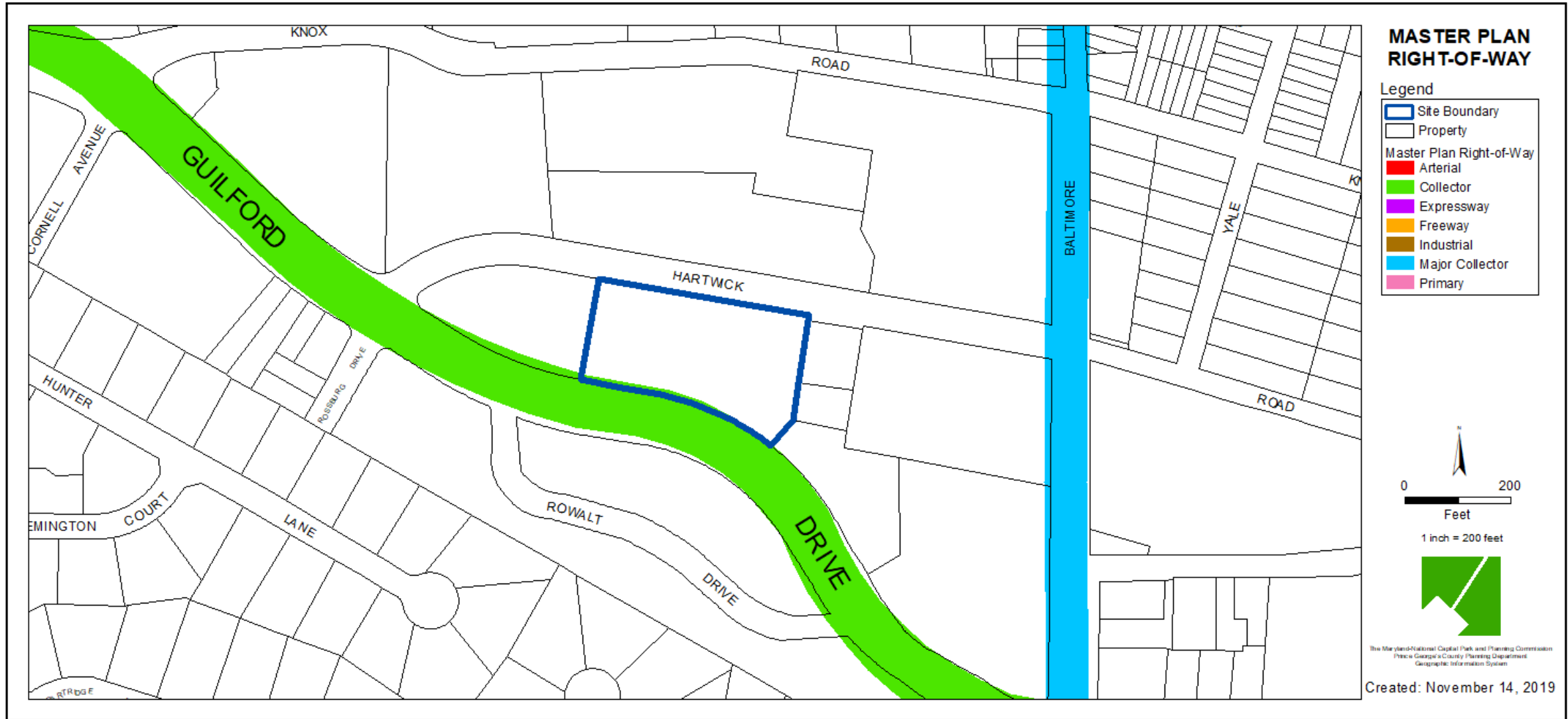


# SITE MAP





# MASTER PLAN RIGHT-OF-WAY MAP



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



# SITE PLAN RENDERING



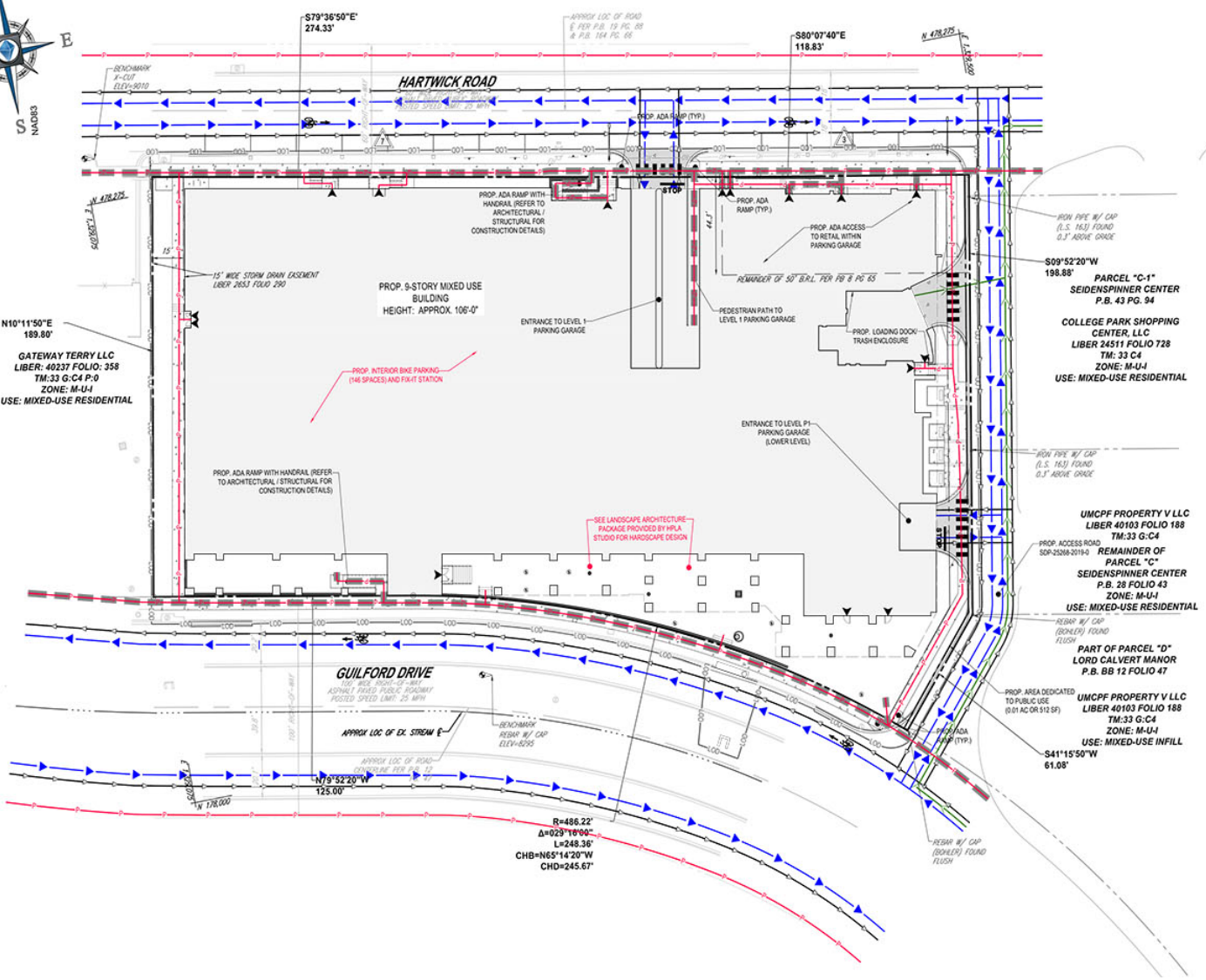
## THE STANDARD AT COLLEGE PARK - ILLUSTRATIVE PLAN

HARTWICK ROAD, COLLEGE PARK  
PRINCE GEORGE'S COUNTY, MARYLAND

MB192036 1"=20' 06-09-20



# CIRCULATION PLAN



**LEGEND**

- VEHICULAR CIRCULATION
- LOADING CIRCULATION
- PEDESTRIAN CIRCULATION
- BICYCLE CIRCULATION
- ADA PATH

GATEWAY TERRY LLC  
 LIBER: 40237 FOLIO: 358  
 TM: 33 G: C4 P: 0  
 ZONE: M-U-I  
 USE: MIXED-USE RESIDENTIAL

PROP. 9-STORY MIXED USE  
 BUILDING  
 HEIGHT: APPROX. 106'-0"

PARCEL "C-1"  
 SEIDENSPINNER CENTER  
 P.B. 43 PG. 94  
 COLLEGE PARK SHOPPING  
 CENTER, LLC  
 LIBER 24511 FOLIO 728  
 TM: 33 C4  
 ZONE: M-U-I  
 USE: MIXED-USE RESIDENTIAL

UMCPF PROPERTY V LLC  
 LIBER 40103 FOLIO 188  
 TM: 33 G: C4  
 REMAINDER OF  
 PARCEL "C"  
 SEIDENSPINNER CENTER  
 P.B. 28 FOLIO 43  
 ZONE: M-U-I  
 USE: MIXED-USE RESIDENTIAL

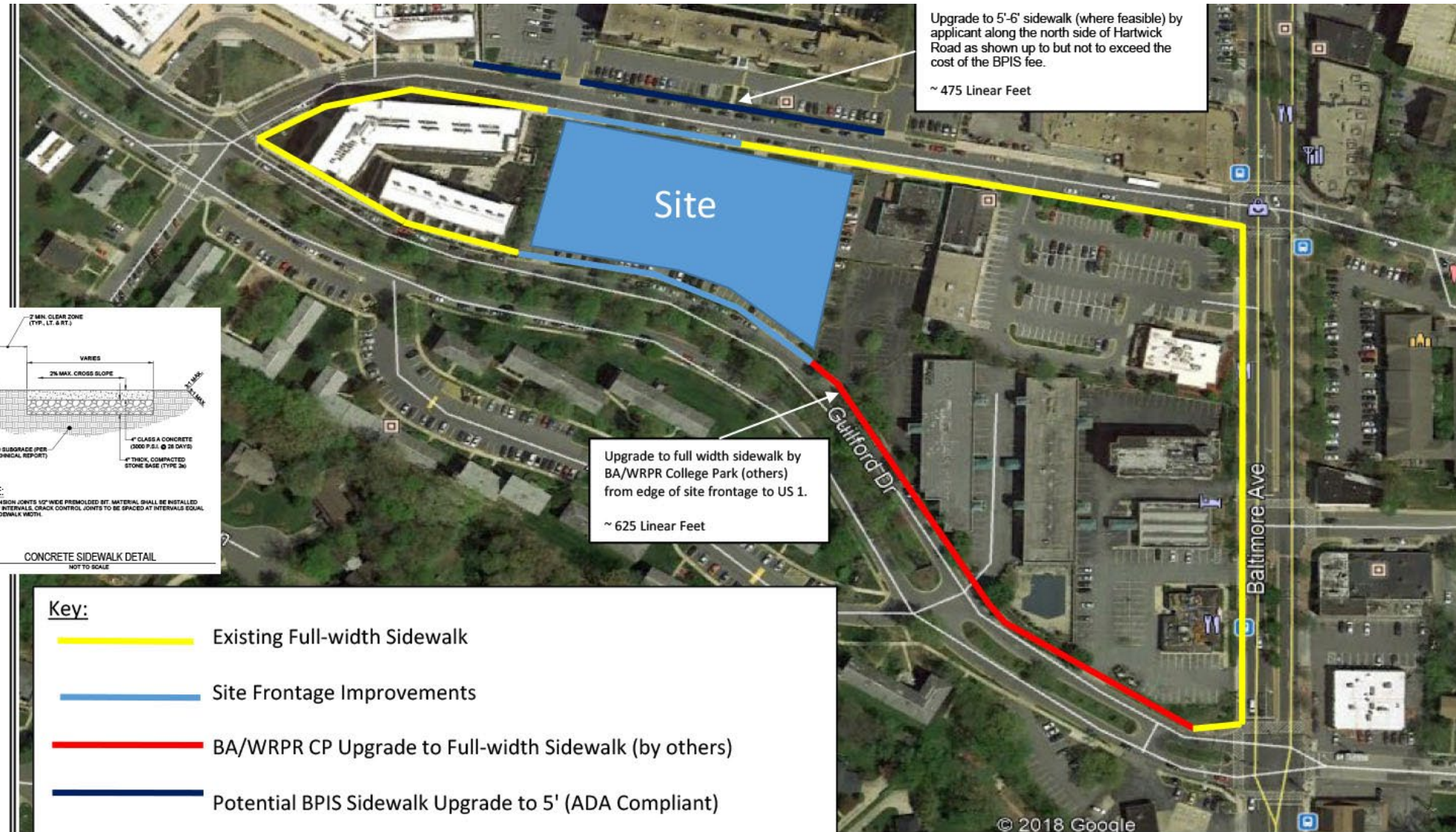
PART OF PARCEL "D"  
 LORD CALVERT MANOR  
 P.B. 88 12 FOLIO 47

UMCPF PROPERTY V LLC  
 LIBER 40103 FOLIO 188  
 TM: 33 G: C4  
 ZONE: M-U-I  
 USE: MIXED-USE INFILL

R=486.22'  
 $\Delta=023^{\circ}10'00''$   
 L=248.36'  
 CHB=N65°14'20"W  
 CHD=245.67'






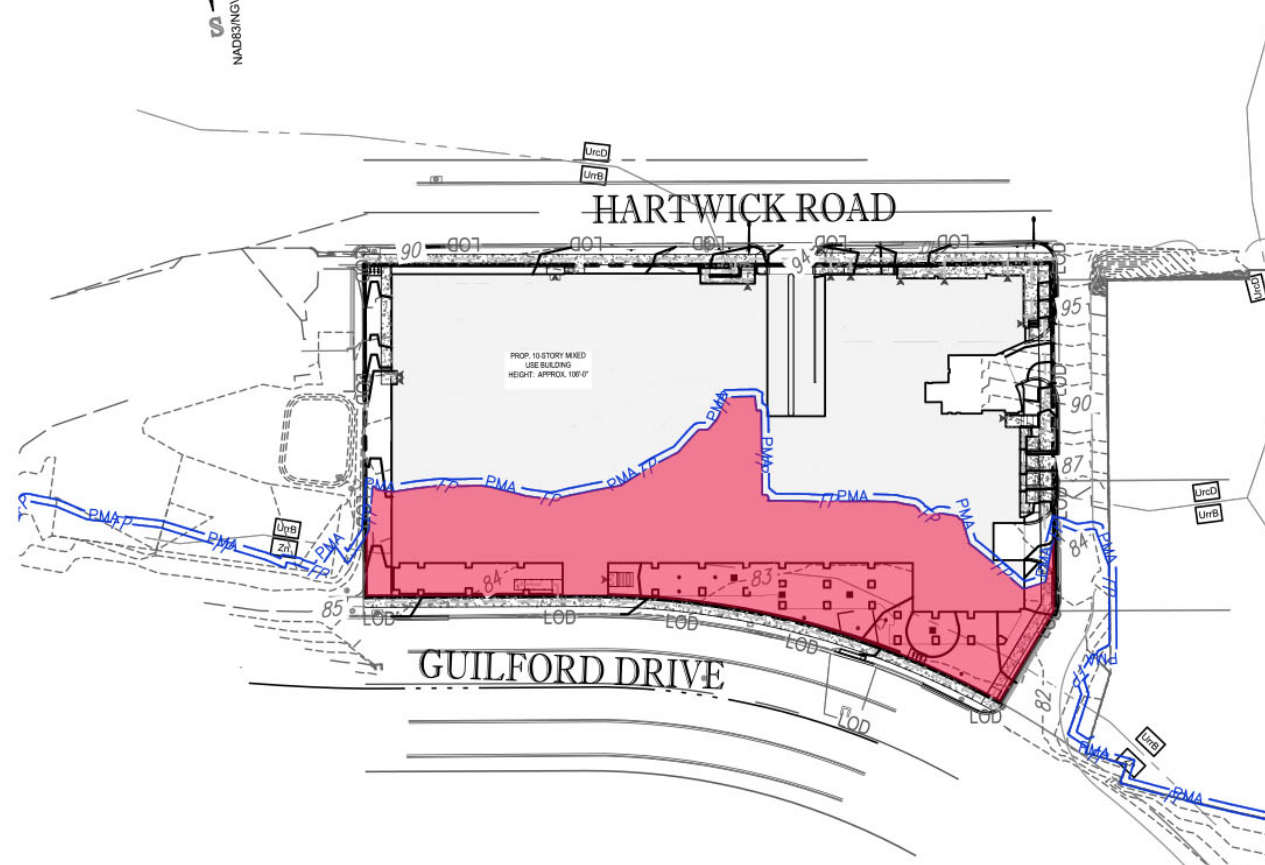
# PEDESTRIAN IMPROVEMENT SLIDE



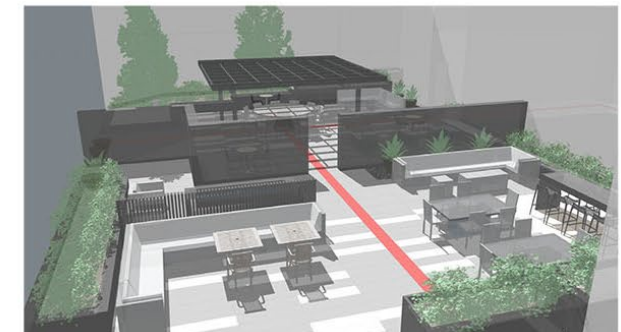
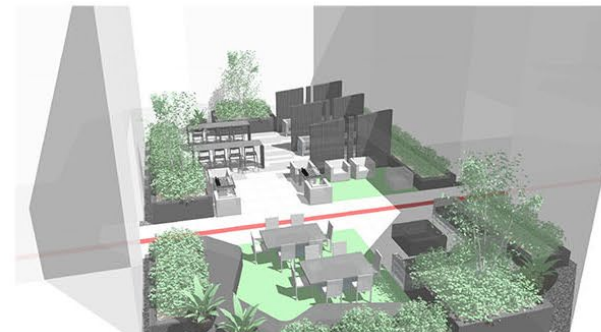
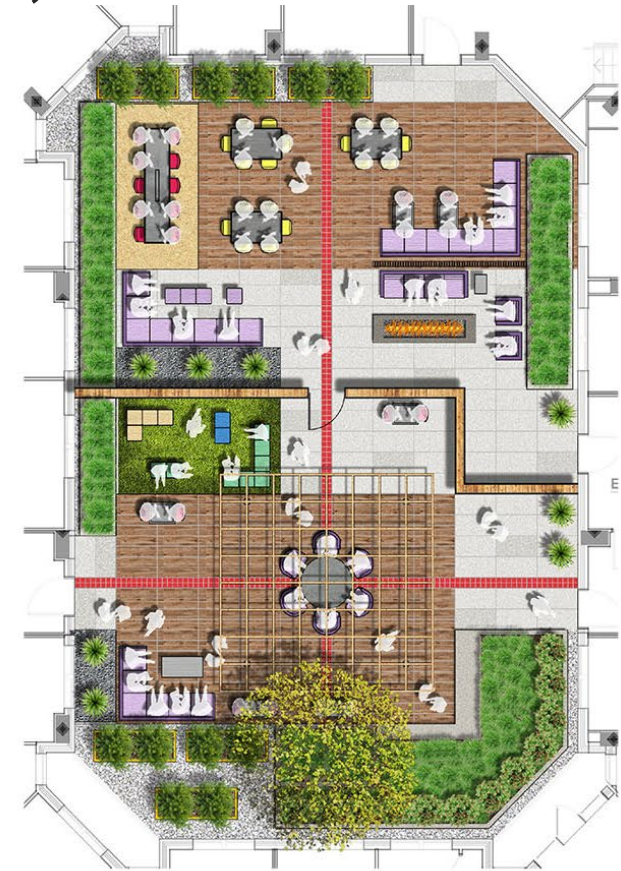
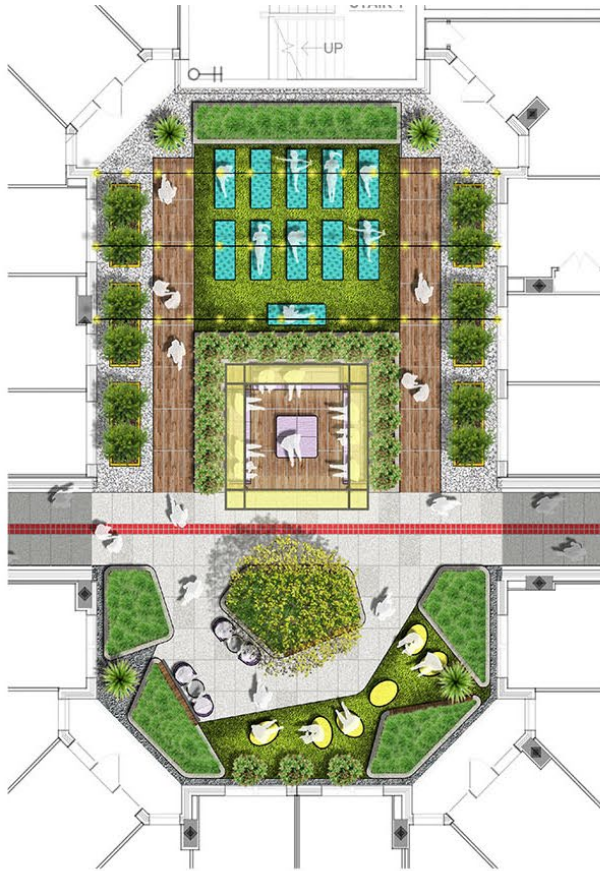
# PRIMARY MANAGEMENT AREA IMPACT

PROPOSED IMPACT TO EXISTING PMA = 29,185 SF OR 0.67 AC

LEGEND	
PRIMARY MANAGEMENT AREA	 PMA
IMPACTED PRIMARY MANAGEMENT AREA	
LOD	 LOD



# LANDSCAPE RENDERINGS AND PERSPECTIVES, LEVEL 2



# LANDSCAPE AMENITY IMAGES, LEVEL 2



A Contemplative Light Structure



B Geometric Raised Planters



A Wood Slat Wall on Study Alcoves



B Tech Tables



A Wood Slat Screen Wall



B Custom Lattice Shade Structure



C Oversized Bean Bags



D Pea Gravel Planting Beds



C Freeform Wood Bench



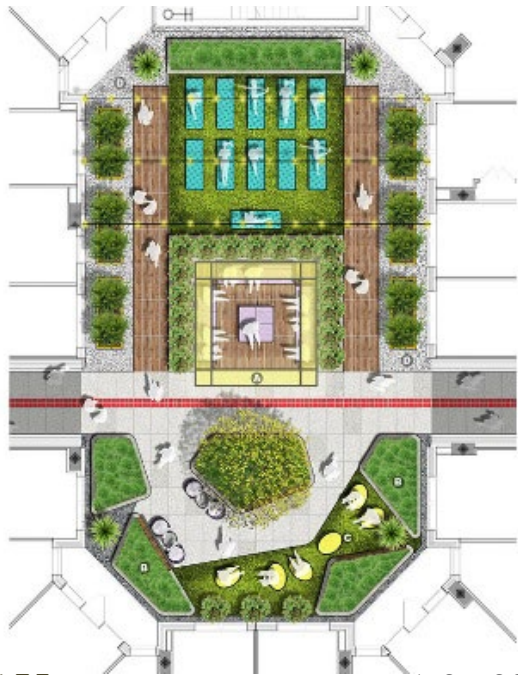
D Market Lighting



C Linear Fire Trough



D Sectional Seating + Artistic Screening





# LANDSCAPE RENDERING, AMENITIES LIST, IMAGES AND PERSPECTIVES, ROOFTOP (LEVEL 9)



**LEVEL NINE ROOFTOP**  
Legend

- A** Battered Water Wall
- B** Custom Lattice Shade Structure
- C** Outdoor Kitchen/BBQ Counter
- D** Bartop
- E** Raised Planter w/ Ornamental Tree
- F** Private Soft Seating Alcove
- G** Sectional/Outdoor Seating, Typ.
- H** Table Tennis
- I** Market Lighting Canopy
- J** Shallow Raised Planter, Typ.
- K** Jumbotron
- L** Fire Trough
- M** Outdoor TV's on North Side of Jumbotron
- N** Lawn for Jumbotron Viewing
- O** Game / Activity Lawn
- P** Hammock Garden
- Q** Prefab Pots in Beach Pebble
- R** Cast Concrete Stepping Pads
- S** Adirondack Chairs
- T** Foosball
- U** Built-In Wood Bench
- V** Large Pot w/ Ornamental Tree
- W** Concrete Accent Paving
- X** Faux Wood Porcelain Tile
- Y** Plank Pavers
- Z** 42" Glass Guardrail
- 1** Solid Parapet



**A** Custom Lattice Shade Structure



**B** Battered Water Wall



**C** Wood Bench on Planter Wall



**D** Market Lighting



**E** Rooftop Lounge



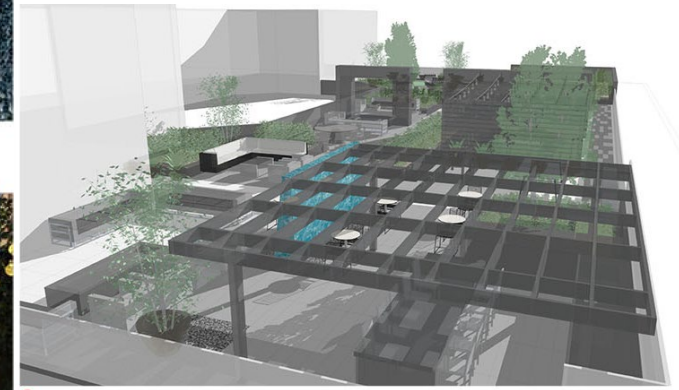
**F** Bi-Level, Double Sided Fireplace



**G** Game / Activity Lawn



**H** Hammock Garden



**A** Perspective A



**B** Perspective B

# ELEVATIONS, NORTH AND SOUTH



# ELEVATIONS, EAST AND WEST



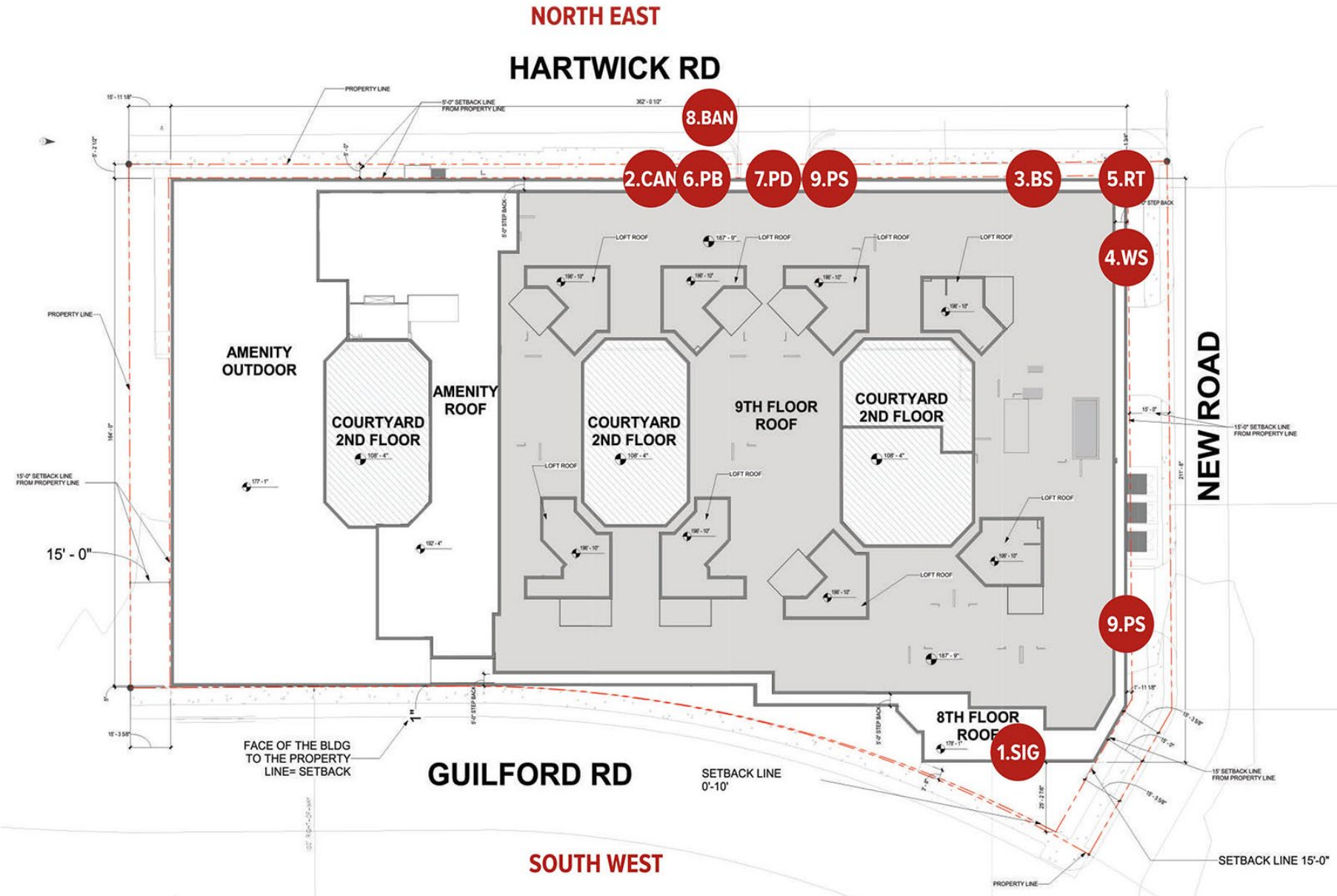
# SOUTHERN PERSPECTIVE



# POCKET PARK RENDERING



# SIGN LOCATIONS PLAN



# SIGNS

1.SIG

THE  
(S)  
STANDARD

4.WS

THE STANDARD

7.PD

ENTRANCE  
EXIT ONLY

2.CAN

THE STANDARD

5.RT

RETAIL TENANT

8.BAN

4  
3  
2  
1

3.BS

THE  
S  
STANDARD

6.PB

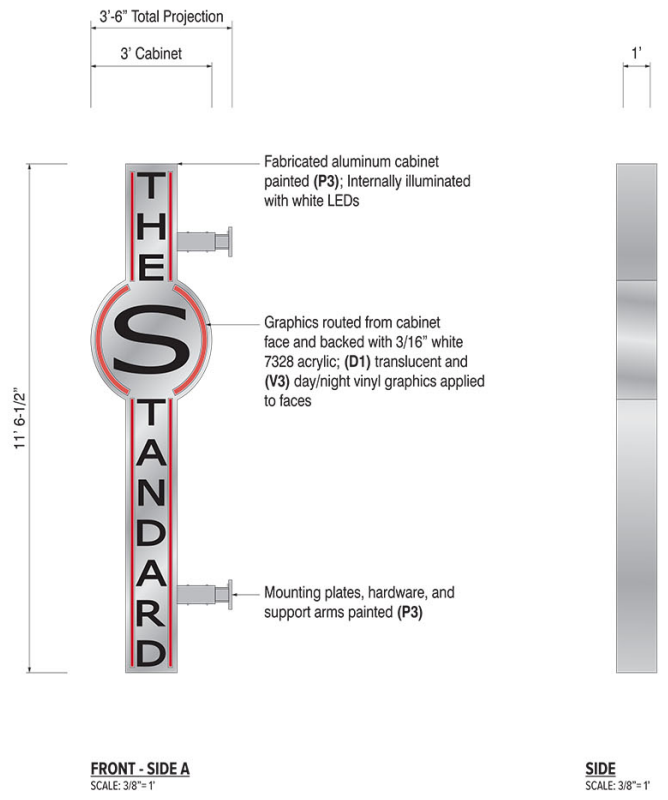
P

9.PS

PED  
XING

THIS BLOCK IS FOR OFFICIAL USE ONLY	
ORLANDO CERTIFIES THAT THIS PLAN MEETS THE REQUIREMENTS OF FINAL APPROVAL BY THE PLANNING BOARD, ITS DESIGNER OR THE DISTRICT COUNCIL.	
M.A.N.C.P.P.C. APPROVAL	
PROJECT NAME: THE STANDARD AT COLLEGE PARK	
PROJECT NUMBER: DSP-19068	
FOR CONDITIONS OF APPROVAL, SEE SITE PLAN COVER SHEET OR APPROVAL SHEET. SECTION NUMBERS MUST BE INCLUDED IN THE PROJECT NUMBER.	

# SIGN



NOT FOR PRODUCTION

CONCEPTUAL RENDERING ONLY  
ALL CONCEPTS ARE SUBJECT TO A FINAL CONCEPTUAL SUBMIT PRIOR TO SUBMITTALS AND PRODUCTION. CONCEPTS SUBJECT TO CHANGE BASED ON AVAILABILITY.

THIS BLOCK IS FOR OFFICIAL USE ONLY  
OR LABEL CERTIFIES THAT THIS PLAN MEETS CONDITIONS OF FINAL APPROVAL BY THE PLANNING BOARD, ITS DESIGNEE OR THE DISTRICT COUNCIL.

M-NCPPC APPROVAL

PROJECT NAME: THE STANDARD AT COLLEGE PARK

PROJECT NUMBER: DSP-19068

FOR CONDITIONS OF APPROVAL SEE SITE PLAN COVER SHEET OR APPROVAL SHEET  
REVISION NUMBERS MUST BE INCLUDED IN THE PROJECT NUMBER

**CSF**  
CUSTOM SIGN FACTORY

1610-A SATELLITE BLVD.  
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**LANDMARK PROPERTIES**

**THE STANDARD**  
4321 HARTWICK ROAD  
COLLEGE PARK, MD 20740

**3.B.S:**  
**BLADE SIGN**

**3**

REVISIONS

**PROPOSED SIGN FACE: 34.61 SQ. FT.**

**SIGN CODE: ZONE MU-I**

**SIGN FACE SQ. FOOTAGE (ALLOWED): 400 TOTAL SQ. FT. ALLOWED FOR ALL SIGNS ON PROPERTY**

**HEIGHT LIMIT: MIN. 10' ABOVE FINISHED GRADE**

**ILLUMINATION: INTERNAL**

ALL ELECTRICAL

**UL**  
APPROVED

**ELECTRICAL REQUIREMENTS**

- (1) 120V 20A CIRCUIT REQUIRED.
- UL LABELS REQUIRED AWAY FROM PUBLIC VIEW
- ALL ELECTRICAL PRIMARY CIRCUITS MUST BE DEDICATED ISOLATED CIRCUITS PROVIDED BY CLIENT/OTHER.
- GC TO PROVIDE ACCESSIBILITY TO REMOTE TRANSFORMERS FOR INSTALLATION AND SERVICE.
- FINAL HOOK UP SHALL BE BY OTHERS.

**NOTE: PHOTOCELL INCLUDED WITH SIGN**

QTY: 1

**PROJECT MATERIALS & COLORS**

V3 DAY/NIGHT    P1 DIGITALLY PRINTED GRAPHICS    P3 MP BRUSHED ALUMINUM

PMS 185C - 100%  
PMS 185C - 80%

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BD: LR / PM: LR DESIGN: KN  
DATE: 11/01/19  
**WO. 1910139**





## **I. INTRODUCTION**

The Standard at College Park, LLC (hereinafter the "Applicant"), by and through its attorneys, Lerch, Early & Brewer, Chtd., submits this Detailed Site Plan (hereinafter the "DSP") Justification Statement (hereinafter the "Statement") to demonstrate that the proposed nine (9)-story mixed-use, multifamily development on the subject property is in compliance with the applicable provisions of Subtitle 27 of the Prince George's County Code (hereinafter the "Zoning Ordinance"), the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (the "Sector Plan"), and other applicable review requirements and criteria. The subject property consists of approximately 1.845 acres and is located at 4321 Hartwick Road, College Park, Maryland 20740 (the "Property").<sup>1</sup> The Property is currently in the M-U-I (Mixed Use-Infill)/ D-D-O (Development District Overlay) Zone and is subject to the recommendations of the Sector Plan.

As described in detail herein and reflected on DSP-19068, the Applicant proposes to redevelop the Property with a nine (9)-story mixed-use building consisting of approximately 283 multifamily dwellings (including approximately 951 beds) and approximately 6,000± square feet of ground-floor commercial use. The proposed building will implement an innovative and aesthetically pleasing design with various green features to maximize environmental compatibility. Importantly, the Project will increase the multifamily and student housing supply and further contribute to the revitalization of the Downtown College Park. Accordingly, the Applicant respectfully requests Planning Board approval of the subject DSP.

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<sup>1</sup> The Property is more particularly known as Parcel C of the "College Park Towers" subdivision dated April 1963 and recorded in the Land Records for Prince George's County at Plat Book 47, page 44.

## II. PROPERTY DATA

<i>Location:</i>	4321Hartwick Road, College Park, Maryland 20740.
<i>Tax Map#:</i>	33-C4.
<i>Frontage:</i>	Hartwick Road - to the north. Guilford Drive - to the south.
<i>Election District:</i>	21.
<i>Legislative District:</i>	21.
<i>Councilmanic District:</i>	3 .
<i>Acreage:</i>	1.845± acres.
<i>Zoning:</i>	M-U-I / D-D-0.
<i>Subdivision:</i>	College Park Towers.
<i>Existing Water Company:</i>	W-3.
<i>Existing Sewer Company:</i>	S-3.
<i>Historic:</i>	N/A.
<i>Aviation Policy Area:</i>	6 .
<i>Master Plan:</i>	Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment.
<i>General Plan:</i>	Plan Prince George's 2035.

## III. EXISTING CONDITIONS AND SURROUNDING AREA

The Property is currently improved with an approximately 62,220 square foot office building that was first constructed in or around 1965 (the "Hartwick Building") and associated surface-level parking. The Hartwick Building had been leased to various research-related organizations.

The Property is primarily surrounded by multifamily residential uses. Confronting the Property to the north, across Hartwick Road, is the College Park Towers condominium development. A low-rise student housing development confronts the Property to the south, across Guilford Drive. The Property abuts a multifamily development to the west (*i.e.*, "Terrapin Row")<sup>2</sup>, and the site of a future mixed-use project to the east.<sup>3</sup> The College Park Shopping Center is to the northeast of the Property. The site is generally located just beyond the southeastern edge of the University of Maryland campus and is approximately 5,000 feet from the College Park Airport.

#### **IV. PROPOSED DEVELOPMENT**

##### **A. Overview**

The Applicant proposes to redevelop the Property with a nine (9)-story mixed-use multifamily building that will provide approximately 283 units, including approximately 951 beds. The high-rise multifamily building will also consist of approximately 6,000± square feet of ground-floor commercial use, which may incorporate outdoor spaces. Amenity spaces will be provided on the first, second, and ninth levels of the Project. Parking will be provided in a two-level garage beneath the multifamily building. The Applicant also proposes to dedicate and/or provide a public use easement upon land for a City roadway, sidewalk and streetscape along a new north-south public right-of-way to the east of the Project (to be constructed by the developer of BA/WRPR College Park), which will connect Hartwick Road with Guilford Drive. The new road will also facilitate entry access to the underground parking garage beneath the multifamily building, as well as access to the Project's loading area. Furthermore, the Project will provide significant landscaping improvements, both on and off-site, to further the objectives of the Sector Plan.

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<sup>2</sup> See DSP-13025 (the project is titled "University of Maryland Student Housing at Knox Road").

<sup>3</sup> See DSP-17003. This project, referred to as "BA/WRPR College Park" throughout this Statement, received approval for 393 multifamily residential units and 78,669 square feet of ground-floor commercial space.

The proposed multifamily building will also provide various amenities for its residents that will appeal to students, faculty, and other anticipated tenants. The Project will include a study room/computer lab, a fitness area, and a game room. Additionally, the Project includes several exterior courtyards, including a Pocket Park (accessible to the public) along Guilford Drive and an outdoor amenity space on the ninth floor of the multifamily building. These proposed amenity spaces will serve various resident needs and help to cultivate an interactive community. The Pocket Park will be accessible to both residents and the general public.

### **B. Architecture**

The building design provides a unique composition, which blends classic and traditional design with modern elements and materials. Masonry elements are used to ground the building, while glass and cantilevered corner balcony features are used to accentuate the modern corner expressions that extend the urban retail nature of the site. The unique blend of materials and textures within the mixed-use setting are intended to appeal to students, faculty, nearby residents and visitors alike. Particular focus has been paid to pedestrian safety along Hartwick Road, with vehicular directional signage at the garage exit directing drivers to stop, and lit pedestrian signage placed at the entry and exit of the garage warning pedestrians to be cautious of vehicular traffic.

### **C. Traffic and Pedestrian Circulation**

The Project is appropriately designed to accommodate multiple forms of transportation and efficient circulation. Vehicular access to the existing property is currently provided at several locations along Hartwick Road and along Guilford Drive with sidewalk connections to Hartwick Road from the existing building. The re-development of the site will result in P1 garage access to the new road (to the east of the Property), and the Plan Level 1 access via Hartwick Road. The proposed building will include an expanded footprint to the Property lines with sidewalk connections

from the building to Hartwick Road and Guilford Drive. It should be noted that the Baltimore Avenue/Hartwick Road intersection is currently permitted through SHA for upgrades to achieve a full movement and fully operational traffic signal. This improvement is also bonded and permitted by the developer of the adjacent BA/WRPR project. This improvement will result in improved vehicular access and improved pedestrian safety at this location (since the intersection will be a more standard design). Sidewalks along the Property frontage will be upgraded to be ADA compliant and will tie into existing ADA compliant sidewalks to the west, as well as proposed upgraded sidewalks to the east that will also be ADA compliant.

The Applicant has submitted both a transportation analysis and a bicycle and pedestrian analysis with this DSP.

## **V. LAND USE OVERVIEW: 2010 APPROVED CENTRAL US 1 CORRIDOR SECTOR PLAN AND SECTIONAL MAP AMENDMENT**

### **A. Sector Plan Background**

The Property is within the area covered by the Sector Plan, which encompasses approximately 3.5 miles of the US 1 Corridor through northern Prince George's County. The Sector Plan envisions a transformation of the US 1 Corridor from an auto-dominated thoroughway into a series of vibrant, transit-oriented, walkable nodes. The Sector Plan also includes a corresponding sectional map amendment that superimposes the D-D-O Zone ("DDOZ") over the Sector Plan area. The DDOZ provides certain Development District Standards to ensure that development within the Sector Plan area meets the goals and objectives of the Sector Plan. The Development District Standards of the "Walkable Node (University)" (hereinafter referred to as the "WNU") character area are applicable to the Property. (See Sector Plan, pg. 235).

## **B. Land Use and Urban Design Goals**

The Sector Plan outlines several Land Use and Urban Design Goals that provide the framework for future development and redevelopment of property along the US 1 Corridor in the City of College Park. (*See Sector Plan, pg. 51*). As discussed below, the Project conforms to the following goals:

- *Concentrate pedestrian- and bicycle-friendly, transit-oriented, vertical mixed-use development along the Central US 1 Corridor in appropriate locations that capitalize on public investment in existing and proposed transportation systems.*

Comment: The Applicant proposes a vertical mixed-use development in an appropriate location along the Central US 1 Corridor. The Property is located within the WNU character area, which is envisioned as an "active, mixed-use destination that is designed for pedestrians" and is designated as a place that should "fulfill a growing demand for additional housing stock in the region." The WNU "is designed for the pedestrian experience, instead of the commuter through traffic that currently determines the design of US 1 and the properties fronting it." (Sector Plan, pg. 42). Accordingly, the Project **will** be in an appropriate location.

Based on the "Land Use and Urban Design Policies" figure, a development of 4-10 stores is appropriate in the WNU. (*See Sector Plan, pg. 61*). Additionally, the Sector Plan recommends "mixed-use commercial" on the Property. (*See Map 8, titled "Approved Land Use South", pg. 60*). Properties designated for "mixed-use commercial" should contain a mix of uses that are predominantly nonresidential on the ground floor, and may include a residential component above. (*See Sector Plan, pg. 57*).

As discussed above, the Project proposes to provide multi-family residential and ground-floor commercial use(s). Moreover, the Property is in close proximity to a proposed Purple Line station on Rossborough Lane, as well as the current College

Park Metro station. Thus, the Project is designed to fulfill the vision of the WNU, and strongly aligns with this Land Use and Urban Design goal.

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

Comment: The Project will provide approximately 283 multifamily units (including approximately 951 beds) that will be within walking distance to the University of Maryland. The proposed development will increase the residential density in the WNU, which will support new commercial and mixed-use development in the surrounding area, and contribute to the concentration of housing in Downtown College Park. Importantly, while the proposed development will primarily be marketed to University of Maryland students, the Project's location will also be attractive to recent graduates and other types of residents, including faculty. The Project therefore has the potential to attract a diverse mix of tenants that will support a variety of commercial services in the Downtown College Park area.

- *Create attractive, active streetscapes that provide safe pathways and enhanced connectivity for pedestrians and bicyclists.*

Comment: As reflected on the Applicant's architectural plans, the Project will incorporate attractive streetscapes that provide safe pathways. The anticipated influx of student residents will add more "eyes on the street" and activate the surrounding area with a youthful energy. Additionally, the proposed dedication/public access easement for the new public right-of-way (to the east) will enhance connectivity for pedestrians and bicyclists between Hartwick Road and Guilford Drive. Special attention has been paid to the streetscapes along Hartwick Road and Guilford Drive. The location of the proposed commercial use will create an inviting, socially orientated and dynamic atmosphere thereby, spurring local commerce along the Hartwick commercial front. To contribute to pedestrian comfort along the Hartwick Road frontage, the Applicant is proposing ample sidewalks. As

shown on the plans included with this Application, amenities, including bicycle parking and landscaping, also will be provided within the streetscape. The Guilford Drive frontage will be enhanced by the addition of the Pocket Park, which runs the length of the building. The Pocket Park will not only help to create a sense of place along Guilford Drive, but also will provide a public amenity space for the enjoyment of residents and visitors of the project as well as the general public.

- *Reduce traffic conflicts by encouraging transit use, enhancing the existing street grid in College Park, reducing curb cuts on US 1, and encouraging alternate routes for through traffic.*

Comment: The Project's proximity to public transit (e.g., Purple Line and Metro stations) will help to reduce traffic conflicts and incentivize transit use. Residents of the Project will be encouraged to use alternative modes of transportation that are convenient and accessible. Given the proximity of the Property to the University of Maryland campus, many of the residents will also consider walking/biking to and from the Project, as opposed to driving. Furthermore, the proposed new north-south connector road (to the east) will also help to enhance the existing street grid in College Park and provide alternate routes for through traffic.

- *Encourage the highest-quality development by using innovative mixed-use zoning and urban design concepts, identifying market incentives and new partnerships, streamlining the development review process, and enforcing development district standards for all new construction.*

Comment: The Project will utilize the advantages of the M-U-I/D-D-O Zone <sup>4</sup> and will contribute a high-quality mixed-use multifamily building that employs many of the urban design concepts emphasized in the Sector Plan. A strong example of this effort is the proposed location of the ground-floor commercial use at the northeast corner of the Project site. Doing so will extend the retail corridor along Hartwick Road and

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<sup>4</sup> See, e.g., Section 27-546.1S(b) of the Zoning Ordinance, which provides the specific purposes of the **M-U-1** Zone. One such purposes states: "to encourage innovation in the planning and design of infill development." Another states: "to create community environments enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses."



encourage additional pedestrian activity within the WNU character area. Overall, the Project aims to implement the applicable Development District Standards, including those with respect to building form, architectural elements, sustainability, and streets and open spaces. (See ExhibitA).

- *Create an attractive and vibrant gateway to the City of College Park and the University of Maryland.*

Comment: By implementing many of the Development District Standards applicable to the WNU character area, the proposed mixed-use multifamily building will help to create an attractive and vibrant gateway. (See Exhibit A).

### **C. Land Use and Urban Design Policies**

The Sector Plan also establishes polices and strategies that provide a framework for reinventing the US 1 Corridor, and transforming the area from an auto-oriented commercial strip into a carefully planned and focused series of sustainable, multimodal, memorable places. There are corridorwide policies, as well as specific policies for four (4) interrelated areas: (1) walkable nodes; (2) corridor infill; (3) existing neighborhoods; and (4) natural areas. As discussed throughout this Statement, the proposed development is located in a Walkable Node character area, specifically the WNU. (See Sector Plan pgs. 65-69). The WNU consists of higher-density mixed-use buildings that accommodate retail, offices, row houses, and apartments, and inclusion of nonresidential land uses, particularly on the ground level.

The sections below identify and address those policies that are applicable to the Property and highlighted by the proposed development:

#### **1. Corridorwide**

- *Policy 2: Focus new development and investment along US 1 on walkable, compact, and mixed-use nodes that will become new centers of activity.*

Comment: The Project will provide a new mixed-use multifamily development in the WNU located at the southern gateway of College Park. The WNU character is intended to become a focal point of community activity. The proposed ground-floor commercial use will stimulate new business along Hartwick Road, and add to the mixed-use dynamic envisioned by the Sector Plan. Overall, the Applicant's proposal reflects a significant investment that will help to revamp the US 1 Corridor in a manner consistent with the goals and recommendations of the Sector Plan.

- *Policy 4: Ensure that development in the Central US 1 Corridor does not adversely impact the character of existing residential neighborhoods.*

Comment: The proposed vertical mixed-use building will blend seamlessly with other uses within the WNU character area, and will not adversely impact the other multifamily residential uses along Hartwick Road. As reflected on the subject DSP, the Project incorporates various features to ensure that the development will be visually and functionally compatible with these existing residential uses. Comparable design characteristics such as floating framed projections over a ground-level commercial strip, open glazed corners, as well as accented upper level facade bands that are found at the adjacent Terrapin Row properties, are incorporated into the design of the multifamily building, and ensure visual compatibility with the surrounding residential area.

Lastly, and notably, the WNU specifically anticipates the proposed mixed-use multifamily development. Given the general vision for walkable nodes, it is unlikely that the Project would adversely impact the character of the surrounding, primarily residential area.

## 2. Walkable Nodes

- *Policy J: Develop a series of pedestrian-friendly, transit-oriented, mixed-use walkable nodes at appropriate locations along the Central US 1 Corridor.*

**Comment:** The Property is located within the WNU character area in Downtown College Park. Accordingly, the Project implements many of the strategies that are listed under this Policy in the Sector Plan. The proposed development will cultivate an environment of walkability and will strengthen the geographic relationship between residents (i.e., students) and the University of Maryland. Pursuant to Strategy No. 2, the Project will provide well over fifteen (15) dwelling units per acre, which will establish a sufficient density to support the recommended level of bus service for the Central US 1 Corridor. Additionally, the proposed building is designed as a vertical mix of uses, with the commercial use to be provided and appropriately designed on the ground floor. (*See Sector Plan, pg. 66, Strategy No. 8*). Thus, the Project is highly consistent with Walkable Node Policy No. 1.

- *Policy 2: Establish a strong sense of place along the Central US 1 Corridor by ensuring the highest quality of development.*

**Comment:** By employing several high-quality development techniques, the Project will help to establish a strong sense of place along the Central US 1 Corridor. For example, the Applicant proposes an attractive, comprehensive landscape scheme to facilitate resident interaction and create a comfortable environment. The proposed Pocket Park along Guilford Drive and the courtyard concepts on level two and level nine of the multifamily building will provide various opportunities for study, recreation, and community well-being. These landscaping and open space features will help the Project establish a strong sense of place. Additionally, the location of the proposed commercial and outdoor seating area for commercial patrons will create an inviting, socially orientated and dynamic atmosphere thereby, spurring local commerce along the Hartwick commercial front. Illuminated signage provided for the ground-level commercial, coupled with the artistically expressed multifamily

leasing entry, will create a visually stimulating environment and strengthen the connection between the building and the street space. The Guilford Drive frontage will be greatly enhanced by the addition of a Pocket Park along the length of the building. The Pocket Park will not only help to create a sense of place along Guilford Drive, but also will provide a public amenity space for the enjoyment of all. (See Sector Plan, pgs. 67-68). In addition to these elements of the Project that will help to create a strong sense of place along the Central U.S. 1 Corridor, the multifamily building will be constructed with concrete and steel to ensure the highest quality of development.

- *Policy 3: Create appropriate transitions between the higher-intensity walkable nodes and existing residential neighborhoods.*

Comment: As reflected on the subject DSP, the proposed development will create appropriate transitions between the higher intensity WNU character area and the existing multifamily neighborhood to the south that is of lower intensity. A high level of detail and attention has been given to each elevation of the multifamily building, particularly along the southern facade, Guilford Drive. The proposed Pocket Park will serve as both a transition element between the higher density development east of the property to the lower density elements to the west of the property, as well as a connector node between the two to ensure that the Project aligns with this policy.

- *Policy 4: Ensure future development of the walkable nodes respects the Aviation Policy Areas (APA) established around the College Park Airport.*

Comment: The Applicant has collaborated frequently with the City of College Park, University of Maryland and M-NCPPC, as well as the Maryland Aviation Administration ("MAA") and Federal Aviation Administration ("FAA"), to ensure that the proposed development respects the airspace and aviation needs of the College Park Airport. Both the MAA and FAA have determined that the building complies with the applicable standards, as shown on the notification letter provided by the MAA. Additionally, as addressed below in Section VI.C of this Statement, the

Applicant will demonstrate compliance with the height and use restrictions established by the applicable Aviation Policy Area {APA-6}.

**D. Urban Design Recommendations for Specific Areas - Downtown College Park**

The policies and strategies discussed above are supplemented by detailed recommendations for six (6) distinct areas in the Sector Plan. These recommendations provide an additional layer of "texture and substance that contribute to the overall sense of community and uniqueness of place integral to College Park." (pg. 50).

The Property is located within the Downtown College Park ("Downtown CP") area, which is located at the southern end of the Sector Plan area between Guilford Drive and the southern boundary of the University of Maryland, just north of College Avenue. Downtown CP is envisioned as the focus of community activity. The proposed Project advances the following goals that are specific to Downtown CP:

- *Create a gateway.*

Comment: The Project will significantly contribute to making Downtown CP an attractive gateway to the University of Maryland campus. The proposed architectural design, quality building materials, streetscape enhancements, and landscaping scheme will enhance the aesthetic appeal of the site and attract new residents, which will activate the WNU and attract new commercial activity, as is envisioned by the Sector Plan.

- *Design the street as a unified whole.*

Comment: The Sector Plan states "an essential distinction of vibrant, pedestrian-oriented districts is that businesses front on a public space that is designed as an ensemble." (See Sector Plan, pg. 81). The location of the proposed commercial use and proposed outdoor seating for the commercial use at the northeast corner of the

Property works in conjunction with the existing retail on Hartwick Road, and helps to unify the street as a whole. Next, the proposed resident entry point along Hartwick Road further activates pedestrian movement and contributes to an activated, vibrant and unified streetscape. Associated outdoor spaces will enable "eyes on the street", which will keep the public realm safer, and energize the streetscape in accordance with WNU recommendations. The urban landscaping proposed on-site will also maintain interest and create a more satisfying, comfortable street environment for residents and pedestrians. The Guilford Drive Pocket Park will provide well lit gathering spaces which will serve as a connector node linking the East and West sides of the road. The park will function as a hub that will create a destination point for residents and the public, as well as a through point for pedestrians.

- *Encourage infill projects that enhance the retail core.*

**Comment:** The Property is currently underutilized with an office building and large surface parking area that does not fully advance the recommendations of the Sector Plan, or the desired development character of the US 1 Corridor. A mixed-use multifamily building will better contribute to the desired "downtown **mix**" that can appeal to nearby residents, university faculty, students, and visitors. Additionally, the proposed ground-floor commercial space provides opportunities for "neighborhood-oriented retail options" that will enhance the economic vitality of Downtown CP, and complement other commercial uses in the WNU. The proposed development represents the type of infill project that is encouraged by the Sector **Plan.**

## **VI. ANALYSIS**

### **A. M-U-1 <Mixed Use - Infill> Zone**

#### **1. Sec. 27-646.IS(b)-Regulations**

- (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:** The Applicant proposes a mix of residential and commercial uses on the Property, which is zoned M-U-I/D-D-0. The required number of parking spaces is set by the Sector Plan. (See Sector Plan p.239 and Exhibit A). The DSP provides 248 parking spaces and 251 parking spaces are required. <sup>5</sup> Accordingly, the Applicant requests an amendment to the parking requirements in the Sector Plan to provide three fewer spaces than required. The Applicant is also requesting a departure from Part 11 of the Zoning Ordinance in order to provide narrower spaces than required.

## **2. Sec. 27-546.19(c)- Site Plans for Mixed Uses**

*(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;*

**Comment:** The subject DSP meets all approval requirements in Part 3, Division 9, specifically Section 27-281, which provides the purposes of a DSP application, as well as, Section 27-282, which lays out the submittal requirements for a DSP application.

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

**Comment:** The subject DSP meets the site design guidelines and Development District Standards of the Sector Plan, except those for which the Applicant is

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<sup>5</sup> As noted on the subject DSP, the Project will provide 248 parking spaces. Pursuant to the Development District Standards under the Sector Plan, 301 total parking spaces are required for the proposed residential and commercial components of the Project. However, due to the mixed-use nature of the Project, a shared parking factor of 1.2 can be applied to the total parking required. (See Sector Plan, pg. 239). Thus, only 251 parking spaces are required for the Project. Accordingly, as detailed in Exhibit A, the Applicant requests an amendment to the Sector Plan in order to provide three fewer spaces than required.

requesting amendments. Pursuant to Section 27-548.25(c), the Applicant is requesting development standards that differ from the Development District Standards. Please refer to Section B.1 of this Statement for a relevant discussion, as well as Exhibit A for a detailed analysis of the District Development Standards applicable to the Project, and associated amendment requests.

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

Comment: The proposed residential use (283 dwelling units) and ground-floor commercial use will be vertically integrated within a nine (9)-story multifamily building and 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 subject DSP proposes a mixture of multifamily residential and ground-floor commercial uses in a vertical mixed-use format, in one nine-story building fronting on Hartwick Road to the north and Guilford Drive to the south. The residential and commercial uses are intended to serve the students and residents of College Park, as well as visitors and faculty in the area. The parking provided for the development will be available to both Project residents and patrons of the ground-floor commercial establishment. The Applicant has designed every component of the Project to be compatible with existing or approved future development on adjacent properties. Overall, the mixed-use Project will harmonize well with the "University of Maryland Student Housing at Knox Road" project to the west (DSP-13025) and the proposed "BA/WRPR College Park" project to the east (DSP-17033). The proposed new road to the east of the Project will ultimately serve both the Applicant's Project and the "BA/WRPR College Park" project, and establish a harmonious relationship between the two developments. Furthermore, as reflected on DSP-19068, the proposed development standards will benefit the



proposed building and will not substantially impair the implementation of the Sector Plan. Thus, the Project achieves a high level of compatibility with abutting development and the surrounding Downtown College Park context.

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

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

Comment: The proposed multifamily building is compatible in size, height, and massing to the other multifamily buildings on adjacent properties. The proposed building as a whole is similar to the adjacent Terrapin Row buildings in mass to height ratios. The proposed multifamily building also incorporates similar combinations of classic masonry details together with linear modern edges and abstract window compositions found in the Terrapin Row multifamily buildings. Smooth facade materials together with brick textures further help blend the proposed building with existing neighboring properties.

*(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 facades and entries of the proposed multifamily building face adjacent streets and/or public walkways. The primary entrance point along Hartwick Road enables pedestrians to avoid crossing parking lots and accommodates a safe and walkable environment. A secondary entrance point is provided along Guilford Drive. Additionally, the Project will incorporate pedestrian wayfinding signage to facilitate safe walking patterns on and around the site. Overall, the design of the Project limits unsafe interactions between pedestrians and vehicles on and around the site.

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

Comment. Special attention has been given to the second level parking garage facade along Guilford Drive to minimize glare, light and other visual intrusions on adjacent properties. Masonry walls have been incorporated to eliminate headlamp light and glare onto adjacent properties. In addition, no materials with high sheen surfaces have been proposed, thereby eliminating potential extreme sun reflections.

*(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;*

Comment: The building materials and colors are similar to those used for other mixed-use developments in the surrounding Downtown CP neighborhood and are therefore compatible. Similar to adjacent properties, the proposed building employs masonry, smooth/textured surfaces, and metal panels. Likewise, the proposed color tones reflect a light/medium-tone grey scale along with subtle pops of red accents - consistent with the color scheme for the University of Maryland. In addition, the proposed building, as a whole, is similar to adjacent multifamily sites in regards to mass-to-height ratios. The proposed building steps back at the top level to establish a proportional scale to adjacent buildings.

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

Comment: No outdoor storage areas are proposed with the Project. Additionally, any mechanical equipment located on the rooftop of the multifamily building is set back away from the roof edge, which minimizes its visibility from adjacent properties and public streets to the greatest extent possible. The mechanical equipment located on the east side of the proposed building along the new road will be screened by applying

artistic elements. Pursuant to Section 4.4 of the Landscape Manual, mechanical equipment shall be screened utilizing trees, shrubs, fences or a berm. Applicant cannot comply with these requirements due to PEPCO's access requirements, as well as site constraints. As explained in detail below, the Applicant is requesting a departure from this provision of the Landscape Manual.

*(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*

Comment: All signage for the Project conforms to the applicable Development District Standards, with the exception of a building identification sign that will be mounted perpendicular to the building facade (i.e., a blade sign). Accordingly, the Applicant is requesting an amendment to the applicable Development District Standard. (See Exhibit A).

*(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: Any deliveries associated with the ground-floor commercial use will be during appropriate hours. The Project operator will ensure that any adverse impacts to the surrounding neighborhood are minimized to the greatest extent possible.

*11. Location of activities with potential adverse impacts;*

Comment: The proposed ground-floor commercial use will be located at the northeast corner of the Project site, which will effectively extend the retail corridor along Hartwick Road and will not adversely impact the residential areas of the WNU.

*iii. Location and use of trash receptacles;*

**Comment:** Location of trash removal will be off of the proposed new road, which will function as a tertiary road. This will minimize any adverse impacts on adjacent properties and the surrounding neighborhood.

*iv. Location of loading and delivery spaces;*

**Comment:** The location for commercial loading and delivery will be off of the proposed new road, which will function as a tertiary road. This will minimize any adverse impacts on adjacent properties and the surrounding neighborhood. Loading for the commercial use will be accomplished wholly within the loading dock, as the loading dock adjoins to the commercial use. Pursuant to Part 11 of the Zoning Ordinance, two loading spaces are required. One will be provided. As the residential units will be fully furnished, the residential use will not generate much loading demand. Accordingly, as detailed below, the Applicant is requesting a departure.

*v. Light intensity and hours of illumination; and*

**Comment:** The intensity of all lighting for the Project will be appropriately illuminated for safety purposes and compatible with the surrounding area.

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

**Comment:** The Project does not propose any outdoor vending machines. This provision is therefore not applicable to this DSP application.

**B. D-D-0 (Development District Overlay) Zone**

**1. Sec. 27-548.25 - Site Plan Approval**

- (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.*

**Comment:** The Applicant is requesting DSP approval for the proposed Project.

*(b) In approving the Detailed Site Plan, the Planning Board shall find that the site plan meets applicable Development District Standards.*

**Comment:** The subject DSP meets the applicable Development District Standards, with the exception of the requested amendments, which is further discussed below. Please refer to **Exhibit A** for a complete and detailed analysis of the Development District Standards applicable to the Project.

*(c) If the applicant so requests, the Planning Board may apply development standards which differ from the Development District Standards, most recently approved or amended by the District Council, unless the Sectional Map Amendment text specifically provides otherwise. The Planning Board shall find that the alternate Development District Standards will benefit the development and the Development District and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or Sector Plan.*

**Comment:** The Applicant's proposed modifications will benefit the development and not substantially impair implementation of the Sector Plan. (See **Exhibit A**). Generally, the Applicant requests approval for modifications from the following Development Districts Standards in the WNU (*i.e.*, Character 5A - Walkable Nodes): Parking Placement (See Sector Plan, pg. 235), Lot Occupation (pg. 235), Parking-Number of Spaces (pg. 239), Structured Parking (pg. 243), Commercial Signs (pg. 254-255), Facades and Shopfronts (pg. 245). The justification for the requested amendments is provided in **Exhibit A**.

*(d) Special Exception procedures shall apply to uses within a Development District as provided herein. Uses which would normally require a Special Exception in the underlying zone*

*shall be permitted uses only if the Development District Standards so provide within a table of uses, and such uses shall instead be subject to site plan review by the Planning Board. Development District Standards may restrict or prohibit any such uses. The Planning Board shall find in its approval of the site plan that the use complies with all applicable Development District Standards, meets the general Special Exception standards in Section 27-317(a)(1), (4), (5), and (6), and conforms to the recommendations in the Master Plan, Master Plan Amendment, or Sector Plan.*

**Comment:** This provision is not applicable to the subject DSP application. The proposed multifamily dwelling use and ground-floor commercial use are permitted uses and in the underlying M-U-I Zone and do not require a Special Exception.<sup>6</sup>

- (e) *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.*

**Comment:** The proposed multifamily residential use and ground floor commercial use would not normally require a variance or departure.

## **C. Aviation Policy Areas**

### **1. Sec. 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.*

**Comment:** The subject DSP proposes a nine-story multifamily building with a maximum height of up to 198 feet above sea level. The Applicant has obtained determinations from the MAA and FAA that the proposed mixed-use building will

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<sup>6</sup> See Sec. 27-461 and Sec. 27-546.17. All uses permitted by right in the C-S-C Zone are permitted by right in the M-U-I Zone.

not 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. The notification letter from the MAA has been included with this resubmission.

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

Comment: The proposed building complies with the requirements of the APA-6. Specifically, the proposed building is 105.5 feet in height, measured from the street grade at the center of the building on the main entrance side and meets Federal Aviation Regulation (FAR) Part 77. The Applicant has obtained determinations from the MAA and FAA that the proposed mixed-use building will not 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. The notification letter from the MAA has been included with this resubmission.

#### **D. Requirements for Detailed Site Plans**

##### **1. Sec. 27-285(b) - Required Findings**

*(a) 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. If it cannot make these findings, the Planning Board may disapprove the Plan.*

Comment: The subject DSP represents a reasonable alternative for satisfying the site design guidelines, namely the District Development Standards of the Sector Plan, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for the intended residential/commercial mixed use.

- (b) *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: This provision is not applicable. No Conceptual Site Plan was required.

- (c) *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: This provision is not applicable. The subject application is not a DSP for infrastructure.

- (d) *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: Impacts to the regulated environmental features will be fully preserved and/or restored in a natural state to the fullest extent possible. The Staff Report for the Preliminary Plan of Subdivision, which was approved on May 14, 2020, found that "The regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible based on the plans submitted." Specifically, the Applicant has obtained approval of a floodplain waiver and stormwater management concept plan that will attenuate any adverse impacts. In addition, early studies of the Project site indicated that there are no wetlands or streams on the Property.

## **VII. REQUESTED DEPARTURES**

Pursuant to Section 27-239.01, the Applicant requests departures from the standards of the Zoning Ordinance. Pursuant to Section 27-548.25, no separate application is



required for the below requested departures so long as the Planning Board finds that the departures conform to the Development District Standards. The below requested departures are in conformance with the Development District Standards.

A. Parking Space Design (Zoning Ordinance §27-558(a))

Under Section 27-558(a) of the Zoning Ordinance, standard nonparallel parking spaces are required to be 19 feet by 9½ feet. However, up to one-third of the spaces may be compact spaces, which are required to be a minimum of 16 ½ feet by 8 feet. 27-559(a) of the Zoning Ordinance § 27-559(a). As indicated on the plans included with this Application, the Applicant is proposing to provide a mix of 9 foot by 19 foot spaces, 8.5 foot by 19 foot spaces, 8 foot by 19 foot parking spaces, and 8 foot by 16 foot parking spaces (See sheets A0.00 and A0.01 of the Architectural Plans for a breakdown). Thus, the design of all spaces will require a departure under the Zoning Ordinance.

(A) *In order for the Planning Board to grant the departure, it shall make the following findings:*

(i) *The purposes of this Subtitle will be equally well or better served by the applicant's proposal;*

Comment: The Applicant's proposal serves the purposes of this subtitle equally well. Namely, Part 11 of the Zoning Ordinance endeavors to require "sufficient to serve the parking [ . . . ] needs of all persons associated with the buildings and uses." Zoning Ordinance § 27-550(a)(1). Providing narrower spaces than required spaces will allow the Applicant to provide an adequate number of parking spaces to serve the Project. Were the Applicant required to provide standard minimum 19 foot by 9½ foot standard spaces and minimum 16 ½ feet by 8 feet compact spaces, the number of parking spaces provided would need to be reduced substantially rendering parking inadequate. Providing the narrower parking spaces will not detrimentally effect the adequacy of parking because: 1) the Project is located in an urbanizing area where

compact and sub-compact vehicles are more prevalent; and 2) the anticipated residents of the Project are students, who do not tend to own larger cars.

- (ii) *The departure is the minimum necessary, given the specific circumstances of the request;*

**Comment:** The requested departure is the minimum necessary given the location and proposed student housing use. Under Section 27-559(a) of the Zoning Ordinance one-third of the spaces within the Project may be compact (16 ½ feet by 8 feet) spaces. By providing a narrow spaces than permitted and some sub-compact spaces, the Applicant is able to ensure that the Project has an adequate number of parking . Thus, this departure is the minimum necessary given these circumstances.

- (iii) *The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949,*

**Comment:** The Project is a compact infill development proposed within a limited space. Were the Applicant required to provide the required proportion standard 19 foot by 9 ½ foot standard spaces and 16 ½ feet by 8 feet compact spaces, the Applicant would need to the number of parking spaces provided resulting in inadequate parking.

- (iv) *The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood.*

**Comment:** The departure will not impair the visual, functional, or environmental quality or integrity of the site. Providing more narrow parking spaces than required will not be detrimental. The Applicant anticipates that the future residents of the Project , who will mainly be University of Maryland students, will generally utilize more compact vehicles due to their age.

(B) *For a departure from a standard contained in the Landscape Manual, the Planning Board shall find, in addition to the requirements in paragraph (7)(A), above, that there is no feasible proposal for alternative compliance, as defined in the Landscape Manual, which would exhibit equally effective design characteristics.*

**Comment:** Inapplicable. This is not a departure from a standard in the Landscape Manual.

B. Section 4.4 of the Landscape Manual

Under Section 4.4(a)(4) of the Landscape Manual, all mechanical equipment must be screened from adjacent properties, streets, outdoor living, recreation areas, and parking facilities. Screening materials should consist of "evergreen trees and shrubs, walls, fences, and berms." Landscape Manual Section 4.4(b)(1). Mechanical equipment associated with the Project will be placed adjacent to the New Road, as shown on the plans included with this Application. Rather than using the materials required by the Landscape Manual, the Applicant proposes to screen the mechanical equipment by applying artistic elements to the mechanical equipment. Accordingly, the Applicant request a departure from Section 4.4 of the Landscape Manual as follows:

(A) *In order for the Planning Board to grant the departure, it shall make the following findings:*

(i) *The purposes of this Subtitle will be equally well or better served by the applicant's proposal;*

**Comment:** Applying artistic elements to the mechanical equipment will better serve the purposes of the Subtitle. The purpose of requiring screening in the form of evergreen trees and shrubs, walls, fences, and berms is to attractively screen mechanical equipment. Utilizing artistic elements will not only attractively screen the mechanical equipment from view, but also will create visual interest and a unique character in the streetscape along the new road.

- (ii) *The departure is the minimum necessary, given the specific circumstances of the request;*

Comment: The departure is the minimum necessary given the location of the mechanical equipment and site constraints. Specifically, in accordance with the requirements of the WNU the proposed building is set close to the street limiting the space in which various streetscape elements, including screening for the mechanical equipment, may be incorporated. The site is further constrained by the floodplain to the south and a utility easement to the west. Furthermore, PEPCO requires that accessibility to the mechanical equipment be maintained. There is inadequate space to provide PEPCO accessibility as well as evergreen trees and shrubs, walls, fences, or a berm to screen the mechanical equipment. Providing such screening would prevent accessibility and reduce the space necessary for other streetscape elements such as an adequate sidewalk. Applying artistic elements allows for adequate space for other required streetscape elements while still meeting the intent of the screening requirements of the Landscape Manual.

- (iii) *The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949,*

Comment: The departure is necessary to alleviate circumstances unique to the site. As noted above, the mechanical equipment is located along the new road within its streetscape. Due to site constraints, the space is inadequate to both screen the mechanical equipment and provide accessibility and adequate streetscape elements including adequate sidewalks.

- (iv) *The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood.*

Comment: The departure will improve the visual, functional, or environmental quality or integrity of the site. Specifically, utilizing artistic elements will provide

visual interest within the proposed streetscape for the new street. It will also allow for wider sidewalks than would be achievable were the Applicant required to strictly adhere to the requirements of the Landscape Manual.

*(B) For a departure from a standard contained in the Landscape Manual, the Planning Board shall find, in addition to the requirements in paragraph (7)W, above, that there is no feasible proposal for alternative compliance, as defined in the Landscape Manual, which would exhibit equally effective design characteristics.*

Comment: There is no feasible proposal for alternative compliance. Due to the site constraints and PEPCO's requirement for accessibility detailed above, the Applicant cannot provide screening elements substantially similar to those listed in the Landscape Manual. Thus, the Applicant proposes this artistic solution.

#### C. Loading Spaces (Zoning Ordinance § 27-582)

Under Code Sec. 27-582, Applicant must provide 2 loading spaces - 1 for the commercial use and 1 for the multi-family residential use. Applicant proposes 1 loading space. Because the multi-family units are proposed to be fully furnished student housing, the proposed residential use will not generate much demand for loading. Thus, both uses can share one loading space. This loading space is adequate to serve the commercial use proposed. Applicant therefore requests a departure from the minimum loading requirement pursuant to Zoning Ordinance Sec. 27-582. Pursuant to Sec. 27-482.25, within in the D-D-O zone, no separate application is required for this departure, but the Planning Board must find that the "departure conforms to all applicable Development District Standards." As shown on the DSP and detailed elsewhere in this statement, the proposed loading area has been designed in accordance with all applicable Development District Standards. The required findings for the requested departure are met as follows :

*(i) The purposes of this Part (Section 27-550) will be served by the applicant's request;*

Comment: Applicant proposes to provide one loading space rather than two. This meets the purposes of this Part as stated in Section 27-550. Specifically, the single loading space will be adequate to serve both the residential and commercial uses proposed by the Project and will not cause traffic congestion. Specifically, the residential use does not require much loading as the units provided are fully furnished. Further, the loading concept allows for all loading for the commercial use to be accomplished within the confines of the loading bay which adjoins the area of the proposed building in which the proposed commercial use will be located. Thus, loading for the commercial use will not be conducted on the street.

(ii) *The departure is the minimum necessary, given the specific circumstances of the request;*

Comment: The departure is the minimum necessary given the nature of the Project. As explained above, providing a second loading space is unnecessary because the multi-family units will be fully furnished and loading for the commercial use will be conducted completely within the loading bay which adjoins the commercial use.

(iii) *The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the County which were predominantly developed prior to November 29, 1949.*

Comment: As previously noted, the Project includes fully furnished student housing units; thus, providing a second loading space is unnecessary. Further, the Property is located in the WNU. The WNU is a development character area intended for higher density mixed-use buildings. Its urban form is to be distinguished with "fairly small blocks with wide sidewalks and buildings set close to the frontages." In addition, new development in the WNU is regulated in detail based on the associated Development District Standards. In order to achieve the density called for in the WNU and to adhere to all the standards (see Exhibit A), loading must be reduced by one space.

- (iv) *All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical, and*

**Comment:** There is only one method for calculating the loading spaces with in the M-U-1/T-D-O zone. This results in 2 spaces.

- (v) *Parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted.*

**Comment:** Applicant does not anticipate that providing one loading space rather than two will infringe upon the loading needs of adjacent residential areas. Specifically, as noted, loading demand for the proposed multi-family residential use will be low because the units will be fully furnished. Additionally, as noted, the loading concept allows for loading for the commercial use to be accomplished completely within the loading dock, which adjoins to the commercial use. Thus, loading for the commercial use will not occur on the street.

## **VIII. CONCLUSION**

The Applicant respectfully requests that the District Council grant approval of DSP-19068 for the proposed mixed-use multifamily building. As discussed throughout this Statement, the proposed building will implement an innovative and aesthetically pleasing design with various green features to ensure environmental compatibility. Overall, the Project presents an important opportunity to provide student housing and further contribute to the revitalization of Downtown College Park - particularly the WNU character area, which is to be a focal point for community activity. The above analysis and submitted plans establish that the DSP satisfies the required findings that the Planning Board must make to approve a DSP application in accordance with the Zoning Ordinance.

Respectfully submitted,  
**LERCH, EARLY & BREWER**

By:

A handwritten signature in blue ink, appearing to read "Ch L Hatcher", is written over a solid black horizontal line.

Christopher L. Hatcher, Esq.  
7600 Wisconsin Avenue, Suite 700  
Bethesda, Maryland 20814  
(301)986-1300  
Attorney for Applicant



**EXHIBIT A**

**The Standard at College Park  
DSP-19068**

**Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment  
Analysis of Development District Standards**

*Development Character: WNU*

Item No.	Sector Plan Page Ref.	Description of Development District Standard	Applicant Comments	Project Compliance? (YIN)
<b>Building Form   Orientation</b>				
	P.231	<p><b><u>Primary and Secondary Streets</u></b></p> <ul style="list-style-type: none"> <li>US I, Rhode Island Avenue, and Autoville Drive shall function as primary frontage streets at all times. In the event a lot has frontage on both US I and Autoville Drive, the primary frontage for that lot shall be US I. Other streets may be designated primary frontage streets if requested by the applicant and approved by the Planning Board and District Council (as appropriate) as an amendment to the development district standards at the time of detailed site plan review.</li> <li>All east-west oriented streets in the study area shall function as secondary frontage streets or side streets when a corner lot is located at the intersection of major north-south and east-west streets.</li> <li>When mid-block lots front east-west-oriented streets, the east-west-oriented street serves as the primary frontage street for that lot.</li> </ul>	The proposed multifamily building is located mid-block with primary frontage on Hartwick Avenue and secondary frontage on Guilford Drive.	Y - complies

2	P.231	<p><b><u>Building Orientation</u></b></p> <ul style="list-style-type: none"> <li>• Buildings and lots have fronts, sides, and backs. Fronts display a building's facade and shall face the public realm. The backs of buildings and lots, which are the private or service side, shall face mid-block and be screened from view. Sides of buildings and lots may face either the public realm or may be concealed mid-block.</li> <li>• Frontage streets and side streets shall be faced with the fronts or sides of buildings and lots.</li> <li>• Rear alleys and mid-block parking areas shall be faced with the backs or sides of building and lots.</li> </ul>	<p>The elevations show how the design of the building addresses the public realm on all primary and secondary frontages. All facades have residential apartment frontage on the upper levels. The majority of ground-level service, loading, utilities and parking access points for both buildings are internalized off of the North-South service road to the East of the site.</p>	Y - complies
3	P.234	<p><b><u>Building Configuration</u></b></p> <p><i>Principal Building Height = 10 stories max, 4 min.</i></p> <ol style="list-style-type: none"> <li>1. Building height shall be measured in number of stories, excluding attics and raised basements.</li> <li>2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor commercial use, which must be a minimum of 11 feet with a maximum of 25 feet.</li> <li>3. Height shall be measured to the eave or roof deck.</li> <li>4. Stepbacks, recess lines, and extension lines shall be as shown in the Building Form/Massing Section.</li> </ol>		<p>Y - complies</p> <p>*Note: MNCPPC staff has indicated that the proposed building configuration is acceptable per 7/12/19 meeting with the Applicant.</p>

4	P. 235	<p><b>Setbacks</b>  <i>(g.1)- Front BTL/principa/ = 0 ft. min., 10 ft. max</i>  <i>(g.2) - Front BTL secondary = 0 ft. min, 12 ft. max</i>  <i>(g.3) - Side setback= 0 ft. min., 24 ft. max</i>  <i>(g.4) - Rear setback = 10 ft. min.</i></p> <ol style="list-style-type: none"> <li>The facades and elevations of principal buildings shall be distanced from the lot lines as shown.</li> <li>Facades shall be built along the principal frontage to the minimum specified by the frontage buildout.</li> </ol>	<p>Front - Hartwick Rd. (N) = 5 ft. provided</p> <p>Side - New Road E = 15 ft. provided</p> <p>Rear - Guilford Dr. (S) = 0-24 ft. provided</p> <p>Rear - West = 15 ft. provided</p>	Y - complies
5	P.235	<p><b><u>Parking Placement</u></b></p> <ol style="list-style-type: none"> <li>Uncovered parking spaces may be provided within the third layer, or setback at least 20 feet from the BTL</li> <li>Covered parking shall be provided within the third layer.</li> <li>Trash containers shall be stored within the third layer.</li> </ol>	<ol style="list-style-type: none"> <li>N/A</li> <li>The project does not comply at the front side. The requested amendment for parking outside the third layer will not impair the implementation of the Sector Plan and will benefit the development. The Property fronts on two roads, Guilford Drive and Hartwick Road. Thus, it is not possible for the parking to be wholly contained in the third layer from both roads and provide adequate parking. The parking is within the first layer along Guilford Drive. As shown on the architectural plans, the Applicant will provide adequate screening so that the parking is not visible.</li> <li>Complies</li> </ol>	N - partial compliance. Applicant is requesting an <b>amendment.</b>

6	P. 235	<p><b><u>Lot Occupation</u></b></p> <ul style="list-style-type: none"> <li>• Frontage buildout = 80% min. at BTL</li> <li>• Lot coverage = 80 % max.</li> </ul>	<p>The proposed lot coverage of the Project is 87.86% (see the Lot Coverage Exhibit included with this application). The requested amendment for lot coverage is not substantial (7.86%) and will benefit the development. Specifically, the higher lot coverage allows three ample courtyards, as well as sufficient residential density to support new commercial and mixed-use development in the surrounding area, as recommended by the Sector Plan. Furthermore, the Applicant is proposing a pocket park along the Property's Guilford Drive frontage. The pocket park area is not counted in the lot coverage calculation. If the pocket park along Guilford Road were included in the lot coverage calculation, lot coverage would be below the maximum.</p> <p>While the minimum frontage buildout is met along Hartwick Road, the frontage buildout along Guilford Drive is 77%. Accordingly, the Applicant is requesting an amendment. The minimal amendment (3%) will not impair the implementation of the Sector Plan and will benefit the development. Specifically, achieving 80% minimum frontage buildout at the BTL is not possible along the Guilford Drive frontage due to: 1) the existing 15' public utility easement along the west side of the proposed building; and 2) the requirement to provide additional right-of-way for the new road along the eastern side of the building.</p>	N - Applicant is requesting an <b>amendment.</b>
<p><b>Building Form</b></p> <p>7</p>	<p><b>Private Frontage</b></p> <p>P. 236</p>	<p>The following possible private frontage arrangements are applicable to the WNU:</p> <ul style="list-style-type: none"> <li>• Terrace or Lightwell</li> <li>• Forecourt</li> <li>• Stoop</li> <li>• Shopfront</li> <li>• Gallery</li> <li>• Arcade</li> </ul>	Not applicable - all public frontages.	<b>N/A</b>

<p>Building Form   <i>Maui</i>                    8   P.237</p>	<p>Massing requirements are shown for new construction up to ten stories and are designed to ensure new development is responsive to issues of scale, natural lighting, and pedestrian comfort. An expression line is required in the corridor infill and walkable node character areas above the second story. Buildings shall include a stepback after eight stories. The maximum height of an arcade varies with building heights.</p>	<p>The proposed multifamily building will incorporate a 5-foot stepback, which will be compatible with other developments in the WNU.</p>	<p>Y - complies                   *Note: MNCPPC staff indicated that the proposed 5-foot stepback is acceptable per the 7/12/19 meeting.</p>
<p>Building Form   <i>Step-back Transition, and Landscape Buffer</i>                    9   P.237</p>	<p>Generally, compatible buildings and uses should be located adjacent to each other. However, along historically commercial strips, tall buildings often share rear lot lines with residential buildings. Where corridor infill and walkable node areas are across the street from or share a rear property line with an existing residential area, a step-back transition and/or a landscape buffer shall be required for all new development within the corridor infill and walkable node areas.</p> <p>Step-back transitions are appropriate where corridor infill and walkable node areas are across the street from existing residential areas. This scenario is illustrated in the top two diagrams on this page, where a block that fronts US 1 is across the street from an existing residential block. The tallest buildings shall be located fronting US 1. The development shall step down through the block to a maximum height of two or three stories facing existing residential development. The top image illustrates the use of a mid-block parking garage that is masked by a residential liner building, while the middle image illustrates a surface parking lot that is similarly screened by townhouse liner buildings.</p> <p>Landscape buffers in combination with step-back transitions are appropriate when corridor infill and walkable node areas share a property line with existing residential areas. This scenario is illustrated in the bottom image on the next page. The buffer area shall be consistent with the standards of the Landscape Manual.</p>	<p>The Project, <i>i.e.</i>, the proposed mixed-use multifamily building, is visually and functionally compatible with adjacent properties that are also zoned M-U-1. In addition, the multifamily building incorporates a stepback transition that is appropriate given its location in the WNU, and the fact that the site confronts a residential area to the north.</p>	<p>Y - complies</p>

**Building Form** | **Parling**  
Next IO

P.239

**Number of Spaces**

- I. The number of parking spaces required in the Central US I Corridor sector plan area is specified in this section for residential, lodging, office, and retail (including eating or drinking establishments) use. Any deviation from this standard shall require a modification of the development district standards.
  - WNU - residential: 1/dwelling
  - WNU - retail: 3/1,000 sq.ft.
2. The number of parking spaces required for uses not listed here shall be reduced fifty percent from the number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance. Any deviation from this standard shall require a modification of the development district standards.
3. Within a public parking district established by a public entity, required parking may be waived if a fee-in-lieu is paid on a per-space basis to the public entity that manages the parking district, at a rate to be determined by the public entity and based on a preliminary engineering cost estimate for the parking facility, provided that public parking is available within one-quarter mile of the development.
4. Within the corridor infill and walkable node areas, a minimum of one bicycle parking space shall be provided within the public or private frontage for every three vehicular spaces. Bicycle racks shall be placed in highly visible locations

I. Total# ofresidential parking required= 283<sup>1</sup>

Total# ofretail parking required= 18<sup>2</sup>

**Project Total Required=**  
**301 parking spaces**  
**+ SPF (1.2) = 251 parking spaces**

**Project Total Provided = 248 parking spaces**

Rather than require a minimum or maximum number of parking spaces, the Sector Plan specifies an exact number of spaces to be provided and requires an amendment from the development standards in order to deviate above or below that number. The requested amendment for the number of parking spaces required is minimal (three spaces) and will not impair the implementation of the Sector Plan. It will also benefit the development. Even with the three space reduction, parking will be adequate to serve both the residential and retail uses. The residential component of the Project located in close proximity to the University of Maryland campus and is geared towards students, who generally own personal vehicles at a lower rate. Additionally, ample long term bicycle parking will be provided and the Property located within one mile of a Metro Green Line station and a future Purple Line station. The Applicant has conducted a study of parking utilization in similar nearby developments and concluded that providing 248 spaces will be adequate.

N - Applicant is requesting an **amendment**.

\*Note: MNCPPC staff indicated that the proposed number of parking spaces is acceptable per the 7/12/19 meeting.

<sup>1</sup> WNU Residential Use = 1 parking space / dwelling unit; I x 283 dwelling units = 283 parking spaces required.

<sup>2</sup> extn

		<p>along the street or within parking garages as appropriate.</p> <p>5. Mixed-use development may use the shared parking factor to determine appropriate reductions in parking for shared usage. The required parking is calculated by adding the total number of spaces required by each separate function and dividing the total by the appropriate factor when three functions share parking, use the lowest factor.</p>	<p>Further, the Sector Plan envisions the Property and surrounding area as "pedestrian-friendly, transit-oriented, mixed-use walkable node." By providing fewer parking spaces than required, the Project supports and promotes the utilization of nearby transit as well as patronage of businesses within walking distance of the Property.</p> <p>2. Notapplicable.</p> <p>3. Notapplicable.</p> <p>4. 86 bicycle parking spaces are required for the Project. The Project will provide 104 bicycle parking spaces.<sup>3</sup></p> <p>5. The building is mixed-use with residential/retail; Applicant may use the 1.2 shared parking factor ("s f")</p>	
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**Building Form | Parking Access**


<sup>3</sup> Bicycle parking calculations are based off of the 257 vehicular spaces that are proposed for the Project.

11	P. 241	<p><b><u>Access to Off-Street Parking Lots and Structured Parking</u></b></p> <ul style="list-style-type: none"> <li>• When present, alleys shall be the primary source of access to off-street parking. Parking along alleys may be head-in, diagonal, or parallel.</li> <li>• Alleys may be incorporated into parking lots as standard drive aisles. Access to all properties adjacent to the alley shall be maintained. Access between parking lots across property lines is also encouraged.</li> <li>• When alleys are not present, secondary frontage or side streets may be used as the primary sources of access to off-street parking.</li> <li>• When neither alleys, secondary frontage, or side streets are present, primary frontage streets may be used as the primary source of access to off-street parking, with a driveway that either passes to the side of the building or through the building. This condition should be avoided to the fullest extent possible to reduce the number of "d"</li> </ul>	<p>Two points of access to parking levels are provided:</p> <ul style="list-style-type: none"> <li>• One access along frontside Hartwick Road to service ground-floor commercial retail and residential</li> <li>• Second access along new road (to the east) on P1 level to service residential.</li> </ul> <p>The first floor drive access is wider than 22'-0" to accommodate pedestrian ramp and middle island.</p>	<p>Y - complies</p> <p>*Note: MNCPPC staff indicated that the proposed parking access is acceptable per the 7/12/19 meeting.</p>
12	P.242	<p><b><u>Parking Lots</u></b></p> <ul style="list-style-type: none"> <li>• Off-street surface parking shall be set back a minimum of 20 feet from all property lines along streets, except along alleys.</li> <li>• Parking lots shall be masked from the primary frontage street and the secondary frontage or side street by a liner building whenever possible. Where this is not possible a street screen, such as a wall, a fence, or a hedge, should be provided to mask parked cars.</li> </ul>	<p>There are no surface parking lots proposed with this Project.</p>	<p>N/A</p>



13	P.242	<p><b>Parking Lot Landscaping Requirements</b></p> <ul style="list-style-type: none"> <li>• Interior planting shall be required for any parking lot that is 6,000 square feet or larger. At least six percent of the lot shall be interior planting area.</li> <li>• Landscape strips at least six feet in width shall be provided between parking isles of either head-in or diagonal parking. A minimum of one tree shall be provided every 60 feet along landscape strips.</li> <li>• Landscape islands may be used in lieu of landscape strips. No more than six consecutive parking stalls are permitted without a landscape island at least six feet wide and extending the entire depth of the parking stall. A minimum of one tree shall be planted in each landscape island.</li> <li>• Durable pervious surfaces are recommended for surface parking lots. However, gravel and other coverings prone to dust shall be prohibited.</li> </ul>	There are no surface parking lots proposed with this Project.	N/A
13	P.242	<p><b>Street Screens</b></p> <ul style="list-style-type: none"> <li>• Street screens shall be a minimum of three feet six inches tall. The maximum heights shall be six feet.</li> <li>• All street screens over four feet high should be a minimum of 30 percent visually permeable or articulated.</li> <li>• Street screens shall have opening no larger than necessary to allow automobile and pedestrian access.</li> <li>• Additional street screen standards are located in the street screen section of Architectural Elements.</li> </ul>	The proposed mixed-use multifamily building covers most of the site. There is no proposed parking lot to screen.	N/A

14	P.242	<p><b><u>Loading and Service Areas</u></b></p> <ul style="list-style-type: none"> <li>• Loading and service areas shall not be visible from streets, except alleys. These areas shall be located a minimum of 30 feet away from public sidewalks.</li> <li>• Loading and service areas should be hidden from public view by street screens.</li> </ul>	<p>Loading and services areas are enclosed within the multifamily mixed-use building.</p>	<p>Y - complies.</p>
<b>Building Form   Structured Parking</b>				
15	P. 243	<p><b><u>Structured Parking</u></b></p> <ul style="list-style-type: none"> <li>• Parking structures shall be set back a minimum of 50 feet from the property lines of all adjacent thoroughfares (except rear alleys) to reserve room for liner buildings between the parking structure and the lot frontage.</li> <li>• Liner buildings shall be a minimum of two stories in height and may be attached or detached from parking structures.</li> <li>• Parking structures shall be built of durable, high-quality materials, such as brick, decorative cast concrete panels, and natural or quality synthetic stone. The materials and design of the structure should reflect that of the associated building.</li> </ul>	<p><b>Exposed parking walls will be addressed during design.</b></p> <p>Parking structure is not setback 50' from the property lines of all adjacent thoroughfares. The requested amendment to provide a shallower setback than required will not impair the implementation of the Sector Plan and will benefit the development. The Property fronts on both Hartwick Road and Guilford Drive. It is not possible to provide adequate parking and 50' setbacks from both Guilford Drive and Hartwick Road. The entry to the parking garage is the only visible component of the parking structure on Hartwick Road. The parking structure is set back from Guilford Road at grade at a varying distance of 19' to 50'. Adequate screening will be provided along Guilford Drive in order to mitigate the appearance of the parking garage.</p>	<p>While MNCPPC staff has confirmed that the proposed structured parking design is acceptable per the 7/12/19 meetings, Applicant is requesting an <b>amendment</b> from this Development District Standard.</p>
<b>Arc litectural Elements   Facades and Shopfronts</b>				
16	P. 245-246	<p><b><u>Facades and Shopfronts</u></b></p> <ul style="list-style-type: none"> <li>• In order to provide clear views of merchandise in stores and to provide natural surveillance of exterior street spaces, the ground floor along the building frontage shall have untinted transparent storefront windows and doors covering between 50 percent and 70 percent of the wall area (between the finished floors).</li> <li>• Low emissivity glass with high visual light transmittance may be permitted, but tinted glass shall not be permitted.</li> </ul>	<p>The design of the proposed building will comply with all, but the requirement to provide a continuous expression line. The continuous expression line is shown along the Hartwick Road elevation from the west side of the elevation through the Lobby and Leasing area. The requested amendment from the requirement to provide a continuous expression line will not impair the implementation of the Sector Plan and will benefit the development. It is important to note that this standard mainly applies to the mandatory shop front character areas such as the Route I and at the Guilford comer - not Hartwick</p>	<p>Partially Complies - an amendment is requested, as to the requirement to provide a continuous expression line.</p>

		<ul style="list-style-type: none"> <li>• The top storefront window sill shall be between one and three feet above the sidewalk grade.</li> <li>• Storefront windows shall extend to at least eight feet above the adjacent sidewalk.</li> <li>• Storefronts shall remain unshuttered at night and shall provide clear views of interior spaces lit from within.</li> <li>• Doors or entrances for public access shall be provided at intervals no greater than 50 feet.</li> <li>• A minimum of 12 feet of habitable space shall be provided</li> <li>• Each floor of any building facing a frontage street or open space shall contain transparent windows covering from 20 percent to 70 percent of the wall area, as measured between finished floors.</li> <li>• Continuous expression line relates buildings to</li> </ul>	<p>Road. Further, the requirement to provide a continuous expression line is not particularly applicable to buildings with longer facades such as the one proposed. In order to break the length of the facade into human scale pedestrian experiences along the length of the block, the expression line of the building shifts downward along the length of building to the west of the Leasing area. From this point, the overall building massing changes and is designed to add diversity to both the pedestrian as well as the onlookers' experience. The variation of the continuous expression line along the building facade is beneficial to the development as a whole because it allows for this diversity of experience.</p>	
<div style="background-color: black; color: white; padding: 5px;"> <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="display: flex; align-items: center;">  <div style="margin-left: 20px;"> <p>Architectural Element: Balconies</p> <p>P.248      Marquees - NA</p> </div> </div> <div style="margin-left: 200px;"> <p>Design will comply</p> </div> <div style="margin-left: 200px;"> <p>Yes - complies</p> </div> </div> </div>				
		<p><i>Min. balcony depth = 3' (measured perpendicular to the wall face)</i>  <i>Min. underside clearance = 8' from the sidewalk.</i></p> <ul style="list-style-type: none"> <li>• Balconies may occur forward of the minimum setback but may not encroach within the right-of-way</li> <li>• Balconies shall be permitted to have roofs but are required to be open, unair-conditioned parts of buildings.</li> </ul>		

		<ul style="list-style-type: none"> <li>On comers, balconies shall be permitted to wrap around the side of the building facing the street.</li> </ul>		
<b>Architectural Elements   Porches and Stoops</b>				
19	P. 249	<p><b>Porches</b>  <i>Min. porch depth == 8' (measured from building/ace to outer column face).</i>  <i>Min. underside clearance == 8' from the finished porch floor.</i></p> <ul style="list-style-type: none"> <li>Front porches may occur forward of the minimum setback but may not extend into the right-of-way.</li> <li>Side porches may extend past the side setback requirements but not into any easement.</li> <li>Porches shall match the architectural style and detailin of the rimary building.</li> </ul>	Design will comply.	Y - complies
20	P. 249	<p><b>Stoops</b>  <i>Min. stoop depth = 4' (measured from building/ace to edge of the uppermost riser).</i>  <i>Min. stoop width = 4'</i></p> <ul style="list-style-type: none"> <li>Stoops may occur forward of the minimum setback but may not extend into the right-of-way.</li> <li>Stoop stairs may run to the front or to the side.</li> <li>Stoops shall match the architectural style and detailin of the rimary building.</li> </ul>	Design will comply.	Y - complies
<b>Architectural Elements   Street Screens</b>				
21	P. 250	<b>Garden Walls, Fences, Hedges</b>	N/A	N/A
<b>Architectural Elements   Materials</b>				
22	P. 251	<p>Building wall materials shall be combined on each facade horizontally only, with the heavier materials (stone, brick, concrete with stucco, etc.) below and supporting the lighter materials (wood, siding, etc.). Any change in materials shall preferably occur at the floor or sill level.</p> <p><b>Siding</b>          Permitted siding types include:</p> <ul style="list-style-type: none"> <li>Horizontal lap, of wood or composition board (such as Hardiplank®).</li> <li>Vertical wood board and batten.</li> </ul>	<p>Design will comply. Applicant notes that building will be designed with acrylic panel.</p> <p>Applicant also notes that building will be designed with acrylic panel, metal panel, and masonry.</p>	Y - complies

		<p>All siding types shall incorporate vertical corner boards on outside building corners. Corner boards shall be a minimum of 3" in width.</p> <p>Vinyl and aluminum siding shall not be permitted.</p> <p><b><u>Stucco</u></b> Surfaces finished in stucco should be smooth and hand troweled in texture and painted. Sprayed-on stucco finishes and exterior insulation and finish systems (EIFS) are discouraged.</p> <p><b><u>Masonry</u></b> Masonry walls, whether load bearing or veneer, may only be of brick or natural stone. Masonry is encouraged as the primary building material for all development in the walkable node and corridor infill areas.</p>		
23	P. 252	<p><b><u>Header</u></b> <i>The horizontal member spanning the top of an opening.</i></p> <ul style="list-style-type: none"> <li>• All openings in masonry construction should be spanned by headers.</li> <li>• Acceptable header types include stone or concrete lintels, brick segmental or semicircular arches, and brick jack arches.</li> <li>• Headers should always be slightly wider than the openings they span.</li> </ul> <p><b><u>Sill</u></b> <i>The horizontal member at the base of a window opening.</i></p> <ul style="list-style-type: none"> <li>• All window openings in masonry construction should have a sill.</li> <li>• Sills are generally rectangular in form and are sloped slightly away from the window opening to shed water.</li> <li>• Sills should be a minimum of two (2) inches in height and should project from the wall surface a minimum of one inch.</li> </ul>	Will comply	Y - complies .

		<ul style="list-style-type: none"> <li>Sills should be slightly wider than the window opening.</li> </ul> <p><b>Cap</b> <i>The protective top layer of a masonry structure exposed to weather from above.</i></p> <ul style="list-style-type: none"> <li>A cap should protect the tops of all masonry structures exposed to the weather, including garden walls, stair treads, planter edges, and freestanding piers</li> <li>Caps should project past the edge of the brick structure by a minimum of half an inch.</li> </ul>		
<p><b>Architectural Elements / Landmark Feature</b></p>				
24	P. 253	<p>Landmark features should be provided in the landmark locations designated on the development character maps. Landmark features are designed in response to the prominence and visibility of their sites. A landmark feature can be an architectural element such as a tower or a lantern, described below. If the landmark feature is located in a park or plaza, it may be a gateway feature, sculpture, or other work of public art.</p>	Will comply	Y - complies
<p><b>Architectural Elements   Signage</b></p>				

<p>25</p>	<p>P. 254-255</p>	<p><b>Commercial Signs</b></p> <ul style="list-style-type: none"> <li>● All signs shall be attached to the facade. Signs may be flat against the facade or mounted projecting or hanging from the facade. Signs may also be mounted on the roof of landmark or civic buildings in certain cases. Free standing signs shall not be permitted.</li> <li>● Signs shall be externally lit from the front with a full- spectrum source. Internal and back lighting are permitted as an exception only for individual letters or numbers, such as for "channel letter" signage (panelized back lighting and box lighting fixtures are prohibited). Signage within a shop front may be neon lit.</li> <li>● Building numbers are required (commercial buildings require building numbers in both the front and rear).</li> <li>● The maximum gross area of signs on a given facade shall not exceed ten percent of the facade area of the commercial portion of the building. Architectural signs or signage painted on a building facade or mounted on the roof may exceed this limit in certain cases, to be determined at the time of site plan review.</li> <li>● Signs mounted on the facade shall maintain a minimum clear height above sidewalks of eight feet.</li> <li>● Signs shall not extend within two feet of the curb line.</li> <li>● The maximum area of any single sign mounted perpendicular to a given facade shall not exceed nine square feet.</li> </ul>	<p>The Applicant requests a blade sign to identify the Project that does not comply with the nine (9) square feet maximum area for a single sign mounted perpendicular to a given facade. The nine square foot limit on blade signs is geared more toward those used by commercial establishments to attract pedestrians walking by. The proposed 35 square foot blade sign is appropriately scaled to the mixed-use building that it will be used to identify to both pedestrians and vehicles in the area.</p>	<p>N - Applicant is requesting an <b>amendment</b> for the blade sign.</p>
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		<ul style="list-style-type: none"> <li>• A single external sign band may be applied to the facade of each building, provided that such signs shall not exceed three feet in height.</li> </ul>		
<b>Sustainability and the Environment</b>				
26	P. 256-257	<ul style="list-style-type: none"> <li>• Leadership in Energy and Environmental Design (LEED) Certification</li> <li>• Passive Solar and Ventilation Design</li> <li>• Materials</li> <li>• On-Site Energy Generation and Efficiency</li> <li>• Landscaping</li> <li>• Water Efficiency and Recharge</li> <li>• Stormwater Management and the Paint Branch</li> <li>• Food Production</li> <li>• Appropriate forms of Open Space (WNU - community garden, green roof)</li> </ul>	<p>Applicant is seeking NGBS Bronze certification rather than LEED Silver certification. The amendment allowing the Applicant to achieve NGBS Bronze certification rather than LEED Silver will not impair the implementation of the Sector Plan and will benefit the development. First, NGBS is more tailored to residential structures. Second, NGBS arguably provides more stringent standards than LEED. As explained in detail in the attached letter from Home Innovation Research Labs to Ms. Terry Schum dated May 12, 2020, NGBS differs from LEED in three key ways: 1) For NGBS, a project must obtain a minimum number of points in each sustainability category; 2) NGBS requires in field verification; and 3) NGBS requires certain practices with respect to operations and maintenance.</p>	<p>Partial Compliance - Applicant is requesting an <b>amendment</b> for to utilize NGBS rather than LEED.</p>

Streets and Open Spaces | *Street Section*



Streets and Open Spaces | *Streetscape*





28	P. 262-263	<p>Streetscape refers to the area between the private property line and the edge of the vehicular lanes. General streetscape arrangement types are described below, tied closely to their corresponding character area. More detailed information about each streetscape arrangement type is included on the following page.</p> <ul style="list-style-type: none"> <li>• WNU - For Drive, For Avenue, For Commercial Street or Avenue, For Boulevard</li> </ul> <p>Detailed streetscape arrangement types are included below. This table includes descriptions and dimensions for each element of the streetscape, from the full assembly to the specific curb, walkway, and planter.</p> <p>(Illustrative on pgs. 262-263)</p>	<p>The frontage along Hartwick Road has raised curbs drained by inlets with 6' wide sidewalks separated from the street with a 5' landscape strip, following arrangement "CS" which is recommended for the WNU.</p>	Y - complies
<b>Streets and Open Spaces   Street, -cape, Amenities, anti At/equate Public Facilitie.,</b>				
29	P.264	<p><b>Sidewalks</b></p> <ul style="list-style-type: none"> <li>• At the time of development, the developer/property owner (including the developer and the applicant's heirs, successors, and /or assignees) is required to install sidewalks.</li> <li>• 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.</li> <li>• Sidewalk materials should be continued across driveways wherever possible, and accent paving should be used to define pedestrian crossings.</li> </ul>	<p>Concrete sidewalks are proposed along Hartwick, Guildford, and the private alley with detectable warning pavers to distinguish the drive aisle cross walk.</p>	Y - complies.

30	P.264	<p><b><u>Streetscape Amenities</u></b></p> <ul style="list-style-type: none"> <li>• Amenities, such as benches, bicycle racks, trash receptacles, water fountains, sculpture/artwork, game tables, moveable seating, public mailboxes, and bus shelters, shall be required for all development.</li> <li>• Streetscape amenities shall be consistent in design within a development project and should be consistent within each distinct walkable node, corridor infill area, or existing residential neighborhood.</li> <li>• All proposed streetscape amenities shall be indicated on detailed site plan submittals and shall include information of location, spacing, quantity, construction details, and method of illumination</li> </ul>	Benches, bike racks, trash receptacles, and seating have been proposed throughout the site. See hardscape plans for locations and details.	Y - complies.
31	P. 264	<p><b><u>Adequacy of Transportation Facilities</u></b></p> <p>Within the Central US I 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. These segments are (1) Capital Beltway south to MD 193; (2) MD 193 south to Paint Branch Parkway/Campus Drive; and (3) Paint Branch Parkway/Campus Drive south to Guilford Drive. Outside the Capital Beltway, the transportation facilities adequacy standard for any new development or redevelopment shall be peak period Levels-of-Service E, for individual intersections calculated in accordance with procedures outlined in the guidelines maintained by the Transportation Planning Section of the Planning Department.</p>	The Applicant's Traffic Impact Study - concurrently submitted with this DSP application - concludes that transportation facilities in this segment of the Central US 1 Corridor are adequate to support the Project.	Y - complies
<p><b>Strr'l's and Opu1 Spact's   Street Tren</b></p>				

30	P.265	<p>Street trees are required in all character areas at a minimum spacing of 30 feet on center.</p> <p>Appropriate Street Tree Form for WNU: Ball</p>	Complies - please refer to Applicant's Street Tree Plan	Y - complies
<b>Streets and Open Spaces   Street Lighting</b>				
31	P.266	<p><b>General Standards</b> A combination of pedestrian-scaled street light fixtures and intersection street light fixtures may be required to ensure a well-lit street area and to establish a unifying element along the street.</p> <ul style="list-style-type: none"> <li>● Pedestrian-scaled fixtures shall be used on all streets.</li> <li>● Street lights shall be placed aligned with the street tree alignment line (generally between two and a half to four feet from the back of the curb). Placement of fixtures shall be coordinated with the organization of sidewalks, landscaping, street trees, building entries, driveways, and signage.</li> <li>● The height of light fixtures shall be kept low (generally not taller than 15 feet) to promote a pedestrian scale to the public realm and to minimize light spill to adjoining properties. Light fixtures in the walkable node and corridor infill areas shall be closely spaced (generally not more than 30 feet on center) to provide appropriate levels of illumination.</li> <li>● In the walkable nodes, business owners are encouraged to assist with lighting the sidewalk and accent their business location by leaving display-window and interior lighting on at night.</li> <li>● Light poles may include armatures that allow for the hanging of banners or other amenities (e.g., hanging flower baskets, artwork, etc.)</li> </ul>	Proposed street lighting complies.	Y - complies

		<ul style="list-style-type: none"> <li>• Consideration of security and pedestrian comfort shall be prioritized by increasing illumination low to the ground in the public parking lots, at building entries, in public plazas, and at transit stops.</li> <li>• Use Louis Poulsen Nyhavn lighting fixtures as selected by the City of College Park along any US 1 frontage.</li> </ul>		
32	P.266	<p><b><u>Specific Uses of Lighting</u></b></p> <ul style="list-style-type: none"> <li>• To increase safety, help with orientation, and highlight the identity of an area, the street elements specified below are recommended to be lit.</li> <li>• Transit stops: People feel more secure when transit stops are well-lit. Lighting also draws attention to and encourages use of such amenities. - Edges: Edges of a park or plaza shall be lit to define and identify the space.</li> <li>• Architectural details: Lighting entrances, archways, cornices, columns, and other features can call attention to the uniqueness of a building or place. Lighting of building entrances also contributes to safety.</li> <li>• Focal points: Lighted sculptures, fountains, and towers in a neighborhood, especially those visible to pedestrians and vehicles, provide a form of wayfinding.</li> </ul>	Proposed street lighting complies.	Y - complies

Streets and Opt' II Spares | *Streer, cape Liglul Ig*

33	P . 267	<p><b><u>Lighting Types and Configurations</u></b> Lighting fixtures shall be appropriately chosen for the character area within which they are located; the diagram and standards below shall be used as a guide to selecting fixtures.</p> <ul style="list-style-type: none"> <li>• Variety in character is good to establish identity and uniqueness. However, there shall be consistency along the Central US 1 Corridor, creating a unifying scheme of illumination that is appropriate to the scale of the street and the level of nighttime activity. Lamp styles shall not be mixed along any one particular block of a street.</li> <li>• Light fixtures shall be downcast or low cut-off fixtures to prevent glare and light pollution.</li> <li>• Energy-efficiency lamps shall be used for all public realm lighting in order to conserve energy and reduce long-term costs.</li> </ul>	Proposed lighting types and configurations will comply.	Y - complies.
<b>Streets and Open Spaces   OJjen SJJace</b>				
34	P . 268	<p>Appropriate arrangements for open space in the WNU are described below:</p> <ul style="list-style-type: none"> <li>• <b>Park:</b> A natural preserve available for unstructured recreation. A park does not need to be fronted by buildings. Its landscape shall consist of paths and trails, meadows, waterbodies, woodland and open shelters, all naturalistically disposed. Parks may be lineal, followings the trajectories of natural corridors.</li> <li>• <b>Square:</b> An open space available for unstructured recreation and public gatherings. A square is spatially defined by building frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares should be located at the intersection of important thoroughfares.</li> </ul>	Proposed plaza with Project will comply.	Y - complies.

		<ul style="list-style-type: none"><li>● <b>Plaza:</b> An open space available for public gatherings and outdoor markets. A plaza shall be spatially defined by building frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas should be located at the intersection of important streets</li><li>● <b>Playground:</b> An open space designed and equipped for the recreation of children. A playground should be fenced and may include an open shelter. Playgrounds shall be interspersed within residential areas and may be placed within a block. Playgrounds may be</li></ul>		
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RESOLUTION

WHEREAS, Jemals Hartwick LTC Partnership is the owner of a 1.84-acre parcel of land known as Parcel C of College Park Towers, said property being in the 21st Election District of Prince George's County, Maryland, and being zoned Mixed Use Infill (M U-I) and Development District Overlay (D-D-O); and

WHEREAS, on March 11, 2020, The Standard at College Park, LLC filed an application for approval of a Preliminary Plan of Subdivision for 1 Parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-19047 for Standard at College Park 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 14, 2020, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

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

WHEREAS, on May 14, 2020, 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 4-19047, including a Variation from Section 24-122(a), for 1 Parcel with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to:
  - a. Revise General Note 18 to reflect private on-site recreational facilities will be provided to meet the mandatory parkland dedication requirement.
  - b. Delineate the approximate area of the public use easement to be provided for the open space recreational amenity area along Guildford Drive.
  - c. Indicate the 50-foot building restriction line shown on the current recorded plat for the site is to be removed.
  - d. Revise General Note 1 to reflect the property is recorded as Parcel C in Plat Book WWW 47-44.

- e. Dimension the width of the right-of-way to be dedicated and/or encumbered by a public use easement along the eastern boundary of the site as deemed appropriate by the City of College Park.
2. Prior to issuance of any demolition or grading permit, the applicant and the applicant's heirs, successors, and/or assignees shall submit to the Historic Preservation Section a completed Maryland Inventory of Historic Property form for the standing structure located at 4321 Hartwick Road. The building shall be documented by a 36 CFR qualified architectural historian and the submitted documentation shall include a chain of title, floor plans, and representative interior and exterior photos of the buildings and grounds.
3. Total development within the subject property shall be limited to uses that would generate no more than 172 AM and 209 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.
4. Prior to the approval of any detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the Required Off-Site Facilities necessary to meet pedestrian and bicyclist adequacy, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations.
5. 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 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. 475 linear feet of 6-foot-wide sidewalk along the north side of Hartwick Road across from the subject site, where feasible.
6. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings shall require approval of a new preliminary plan of subdivision prior to the issuance of any permits.
7. Development of this site shall be in conformance with an approved stormwater management concept plan and any subsequent revisions. The approved stormwater management concept number and approval date shall be noted on the final plat.
8. Prior to issuance of any permits which impact wetlands, wetland buffers, streams or waters of the United States, the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.



9. At the time of final plat of subdivision, the applicant shall provide a Declaration of Public Use Easement to the Maryland-National Capital Park and Planning Commission, or to the City of College Park for review and approval to allow public access to ground level open space along Guilford Drive. 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 delineation and terms of the public use easement shall be established at the time of detailed site plan.
10. Prior to approval of the final plat of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall:
  - a. Reflect the dedication of the public rights-of-way in accordance with the approved preliminary plan of subdivision, unless modified by the City of College Park.
  - b. Note that public utilities easements are not provided pursuant to the Prince George's County Planning Board's approval of a Variation from Section 24-122(a) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision PPS 4-19047.
  - c. Demonstrate conformance with the disclosure requirements of Section 27-548.43(b)(2) of the 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.
  - d. Provide a public use easement to the City of College Park for a sidewalk along the western boundary of the site, if feasible.
11. In accordance with Section 24-135(b) of the Prince Georges County Subdivision Regulations, the applicant, his successors, and/or assigns, shall provide adequate, private on-site recreational facilities.
12. The applicant and the applicant's heirs, successors, and/or assignees shall submit three original, executed Recreational Facilities Agreements to the Development Review Division (DRD) of the Prince George's County Planning Department for construction of private on-site recreational facilities, for approval prior to a submission of a final record plat. Upon approval by DRD, the recreational facilities agreements shall be recorded among the Prince George's County land records and the liber and folio of the recreational facilities agreements shall be noted on the final plat prior to recordation.
13. The applicant and the applicant's heirs, successors and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for the construction of recreational facilities, prior to the issuance of building permits.
14. The private 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 Park and Recreation Facilities Guidelines with the submittal of the detailed site plan.

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 south side of Hartwick Road, 450 feet east of its intersection with Guilford Drive. The property consists of 1.84 acres, known as Parcel C of College Park Towers, recorded in Plat Book WWW 47-44, in 1963. The site is within the Mixed Use-Infill (M-U-I) and Development District Overlay (D-D-O) Zones and is subject to the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (sector plan). A five-story office building and surface parking are existing on the site, which are proposed to be razed. This preliminary plan of subdivision (PPS) proposes one parcel for mixed-use development, including 6,671 square feet of gross floor area for commercial use and 282 multifamily dwelling units. The proposed development is subject to PPS approval, in accordance with Section 24-111(c) of the Prince George's County Subdivision Regulations. A detailed site plan (DSP) will be required for the development of this site, in accordance with the requirements of the underlying M-U-I and D-D-O zones.

Section 24-122(a) of the Subdivision Regulations requires that a 10-foot-wide public utility easement (PUE) be provided along public rights-of-way. Hartwick Drive abuts the site to the north, Guilford Drive abuts the site to the south, and a proposed public access road abuts the site to the east. No PUEs currently exist on the subject property and none are proposed with this application. The applicant requested approval of a variation to remove the PUE requirement, which is discussed further.

3. **Setting**—The subject property is located on Tax Map 33 in Grid C4, in Planning Area 66, and is zoned M-U-I within a D-D-O Zone. To the north of the property is Hartwick Road, and beyond is property in the Multifamily High Density Residential Zone developed with multifamily dwellings; to the south is Guilford Drive, and beyond is property in the Multifamily Medium Density Residential Zone developed with multifamily dwellings; to the west is mixed-use multifamily and commercial development in the M-U-I Zone; and to the east is existing commercial development in the M-U-I Zone, which is approved for redevelopment as mixed-use multifamily and commercial development, per PPS 4-17021 and DSP-17003. All surrounding properties are also in the D-D-O Zone.
4. **Development Data Summary**—The following information relates to the subject PPS application and the proposed development.

	<b>EXISTING</b>	<b>APPROVED</b>
Zone	M-U-I/D-D-O	M-U-I/D-D-O
Use(s)	Commercial (approximately 62,220 sq. ft.)	Multifamily (282 dwelling units) Commercial (6,671 sq. ft.)
Acreage	1.84	1.84
Lots	0	0
Parcels	1	1
Outparcels	0	0
Dwelling Units	0	282
Variance	No	No
Variation	No	Yes Section 24-122(a)

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee (SDRC) meeting on April 3, 2020. The variation request from Section 24-122(a) was accepted with this application on March 11, 2020 and also heard at SDRC meeting on April 3, 2020, as required, in accordance with Section 24-113 of the Subdivision Regulations.

5. **Previous Approvals**—On May 1, 1963, the Prince George’s County Planning Board approved a final plat for the subject property, Parcel C, recorded in Plat Book WWW 47-44, pursuant to PPS 12-1930 for which there are no available records.
6. **Community Planning**—Conformance with the 2014 *Plan Prince George’s 2035 Approved General Plan* (Plan 2035), the sector plan, and the standards of the D-D-O Zone are evaluated, as follows:

**Plan 2035**

The subject property falls within the University of Maryland (UMD) East Local Center and the designated Employment Area. This local center – further identified as a Campus Center – is a focal point for development based on its access to transit and major highways (page 19). The desired development for Campus Center is mid- and low-rise apartments, condos, townhouses, and small-lot single family residential at a density of 10-15 dwelling units/acre. The desired floor area ratio for new development is .5 – 3 (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 (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**

The sector plan retained the subject property in the M-U-I and D-D-O zones and recommends mixed use commercial land use on the subject property. This PPS conforms to the sector plan land use recommendations.

The subject property is in Downtown College Park, and within the Walkable Node character area of the 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). Walkable Node Policy 1 recommends development of “a series of pedestrian-friendly, transit-oriented, mixed-use walkable nodes at appropriate locations along the Central US 1 Corridor” (page 65). Applicable strategies to achieve this policy include:

- a. Providing 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.
- b. Ensuring a vertical mix of uses in the walkable nodes. The ground floor of buildings should be designed to look like storefronts, with windows and primary entrances facing the street. Retail and service uses should be provided on the ground floor.
- c. Concentrating office and residential uses above the ground floor.
- d. Locating service uses, such as loading facilities and trash collection, to alleys or secondary streets.

### **Aviation Policy Area 6 (APA 6)**

This site is located under the traffic pattern for a small general aviation airport (College Park Airport). This area is subject to Aviation Policy Area (APA) regulations, Sections 27-548.32 through 27-548.48 of the Prince George’s County Zoning Ordinance. Specifically, the subject property is located in APA 6. The APA regulations contain height restrictions in Section 27-548.42 and purchaser notification requirements for property sales in Section 27-548.43 that are relevant to the evaluation of this application. No building permit may be approved for a structure higher than 50 feet in APA 6, unless the applicant demonstrates compliance with Federal Aviation Regulations (FAR) Part 77. Because this PPS is not approving building location or architecture, including the height of buildings, the applicant should provide a letter from the Federal Aviation Administration stating that the proposed development does not pose any hazard to air navigation, prior to certification of the DSP. The final plat shall note the site’s proximity to a general aviation airport, in accordance with the notification requirements of Section 27-548.43.

7. **Stormwater Management/Unsafe Soils**—An unapproved stormwater management (SWM) concept plan was submitted with this application. The draft SWM concept plan shows the use of one sand filter. The Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE) has granted a floodplain waiver for construction within the 100-year floodplain since almost the entire site is currently located within it. The final site design must be

in accordance with an approved SWM concept plan to ensure that on-site or downstream flooding do not occur. Submittal of an approved SWM concept plan and approval letter will be required at the time of DSP.

8. **Parks and Recreation**—This PPS has been reviewed for conformance with the requirements and recommendations of the sector plan, the Land Preservation and Recreational Program for Prince George’s County, the 2013 *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, and the Prince George’s County Subdivision Regulations (Subtitle 24) as they pertain to public parks and recreational facilities. As per Section 24-134 (a)(1) of the Prince George’s County Subdivision Regulations, Mandatory Dedication of Parkland applies to the residential portion of this development proposal. Based on the density of the residential portion of the proposed subdivision, the applicant is required to dedicate 15 percent of their land to the Maryland-National Capital Park and Planning Commission (M-NCPPC) for public parks. In this case, application of the Mandatory Dedication of Parkland requirement would require the dedication of 0.14 acre of land to M-NCPPC. However, mandatory dedication of parkland is not appropriate due to size and location of the parcel.

The subject property is not adjacent to any existing M-NCPPC-owned property, or parks. Parks in the surrounding area include Calvert Park, Lakeland Park, Paint Branch Stream Valley Park, and Lake Artemesia, which is approximately one to two miles north and east of the property. The applicant proposed the mandatory dedication requirement could be met by providing on-site recreational facilities, in accordance with Section 24-135(b) of the Subdivision Regulations. The on-site recreational facilities may be approved by the Planning Board provided that the facilities will be superior, or equivalent, to those that would have been provided under the provisions of mandatory dedication. Further, the facilities shall be properly developed and maintained to the benefit of future residents through covenants, or a recreational facilities agreement, with this instrument being legally binding upon the subdivider and his heirs, successors, and assigns.

The applicant provided a narrative detailing the private on-site recreational facilities to serve the subject development. The list of the facilities proposed includes: publicly accessible ground level open space along Guilford Drive, which includes amenities such as tables and benches; the Contemplative Courtyard which includes a yoga lawn and café seating; the Study Courtyard with benches alcoves and seating; the Active Courtyard, which includes conversation lawn, booths and tables; Study Rooms on each floor of the building; the Main Clubhouse on the 9th floor, including study space, pool table, sauna, yoga room, fitness room and roof deck amenities. The list of the proposed recreational facilities was reviewed, and it was determined that they are equivalent or superior to those that would be provided under provision of mandatory dedication of parkland. The applicant shall provide a public use easement over ground level open space to promote the “Campus Center” public space recommended in the sector plan. The ground level open space will serve the residents of the surrounding neighborhood, as well as those living in the proposed development. The details of amenities provided within public open space area will be refined during DSP review and approval.

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

transportation recommendations. The subject site is in the Central US 1 Corridor and the UMD East Campus Center and is subject to Section 24-124.01 of the Subdivision Regulations.

### **Existing Conditions, Sidewalks and Bike Infrastructure**

The subject property has existing sidewalks along its southern frontage of Guilford Drive, which is an existing MPOT shared roadway. Hartwick Road fronts the subject property to the north and is a planned MPOT shared roadway. A network of sidewalks is included in the proposed PPS and serves the entire subject site. There are no dedicated bike lanes, only the shared roadway markings along Guilford Road.

### **Master Plan Conformance**

This development case is subject to the MPOT, which recommend the following facilities:

- Guilford Road Shared Roadway (existing)

The submitted plans reflect the pedestrian and bicyclist facilities recommended in the MPOT. The Guilford Road Shared Roadway has already been constructed.

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.**

The submitted network of sidewalks serves the subject site. The subject property fronts on Guilford Drive to its south, which features an existing shared roadway and sidepath. The subject property fronts on Hartwick Road to its north, which is a planned shared roadway. In response to staff comments, the applicant updated their submission to include shared lane markings along Hartwick Road as well as crosswalks and bicycle racks.

This development is also subject to the sector plan. The submitted plans reflect the pedestrian and bicyclist facilities recommended in the sector plan. Existing and Proposed Bikeways and Trails are displayed on Table 7 (pages 141-143). The shared roadway along Guilford Drive has already been constructed.

The sector plan also includes the following recommendations for pedestrian and bicyclist facilities:

**Facilitating Cyclists – Bicycle Parking – Policy 2 - Strategies (page 141)**

- **Provide bicycle parking, including bicycle racks and lockers, to encourage and facilitate bicycle travel**
- **Encourage nonresidential and mixed-use developments to provide shower facilities and bicycle lockers as further incentives for increasing bicycle use**

The submitted plans reflect the pedestrian and bicyclist facilities recommended in the sector plan. The applicant has updated plans to show bicycle racks and interior bicycle parking and an indoor bicycle fix-it station.

**Pedestrian and Bicycle Adequacy**

The development is subject to 24-124.01, pedestrian and bikeway adequacy in centers and corridors. The applicant submitted an off-site adequacy exhibit to provide sidewalk improvements.

**Adequacy of On-Site Improvements:**

The development includes sidewalks along all frontages, continental style crosswalks, indoor and outdoor bicycle parking, shared lane markings along Hartwick Road and an indoor bicycle fix-it station. The proffered on-site facilities will contribute to meeting the pedestrian and bicycle adequacy findings, pursuant to Section 24-124.01(b).

**Adequacy of Off-Site Improvements**

The subject application includes proposed off-site bicycle adequacy improvements, pursuant to Section 24-124.01(c). The cost cap for the site is \$96,501.30. This number was developed by multiplying the nonresidential square footage by \$0.35 (\$2,100), adding the number of dwelling units multiplied by \$300 (\$85,200), and then adjusting the total amount (\$87,300) for inflation based on the U.S. Bureau of Labor Statistics Cost Price Index between June 2013, the effective date of the adequacy legislation, and today.

The applicant proffered to upgrade 475 linear-feet of four-foot-wide sidewalk along the north side of Hartwick Road in the vicinity of the subject property. The upgrade will widen this stretch of sidewalk to six feet wide, where feasible. The estimated cost for these improvements is \$87,875.00 and are within the cost cap. This improvement has also been reviewed and deemed acceptable by the City of College Park.

**Demonstrated Nexus Finding**

The off-site improvements proffered by the applicant will improve pedestrian movement along Hartwick Road while complementing many other development projects in the immediate vicinity of US 1 and the University of Maryland, College Park.

Pursuant to Section 24-124.01, there is a demonstrated nexus between the proffered improvements for the development and nearby destinations. The proffered off-site facilities will contribute to meeting the Pedestrian and Bicycle Adequacy Findings pursuant to Section 24-124.01(b).

The submitted plans meet the necessary findings for this PPS and is deemed acceptable from the standpoint of pedestrian and bicycle transportation.

10. **Transportation**—Transportation-related findings related to adequacy are made with this application, along with any determinations related to dedication, access, and general subdivision layout. Access and circulation are proposed by means of private driveways from Hartwick Road.

The site is developed with approximately 62,220 square feet of office space, which is only about 20 percent leased. All structures will be razed under this proposal.

The site is within the sector plan area, which 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 “Transportation Review Guidelines, Part 1” (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 College Avenue/Regents Drive
- US 1 and Knox Road
- US 1 and Hartwick Road
- US 1 and Calvert Road
- US 1 and Guilford Drive

An additional intersection, Guilford Road and Hartwick Road/Rosburg Drive, is included in the study area as an unsignalized intersection. 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 critical lane volume is computed.



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

**Analysis of Traffic Impacts**

The application is a PPS for a plan that includes residential and commercial uses. The trip generation is estimated using trip rates and requirements in the Guidelines. Pass-by and internal trip capture rates are in accordance with the Trip Generation Handbook (Institute of Transportation Engineers). It is noted that the traffic study notes the 6,671 square feet of retail/restaurant space, and that this use is intended to occupy an additional 1,775 square feet of outdoor space. This would explain the use of the higher number to evaluate site trip generation.

The table below summarizes trip generation in each peak-hour that was used in reviewing traffic for the site:

<b>Trip Generation Summary: 4-19047: Standard at College Park</b>								
<b>Land Use</b>	<b>Use Quantity</b>	<b>Metric</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
			<b>In</b>	<b>Out</b>	<b>Tot</b>	<b>In</b>	<b>Out</b>	<b>Tot</b>
<b>Student Housing</b>	<b>951</b>	<b>Beds</b>	<b>29</b>	<b>95</b>	<b>124</b>	<b>95</b>	<b>67</b>	<b>162</b>
Retail/Restaurant	8,446	square feet	46	38	84	51	32	83
Less Pass-By (43 percent)			-20	-16	-36	-22	-14	-36
<b>Net Retail Trips</b>			<b>26</b>	<b>22</b>	<b>48</b>	<b>29</b>	<b>18</b>	<b>47</b>
<b>Total Proposed Trips for 4-19047 (sum of all bold numbers above)</b>			<b>55</b>	<b>117</b>	<b>172</b>	<b>124</b>	<b>85</b>	<b>209</b>

A January 2020 traffic impact study was submitted and accepted as part of this PPS. The following tables represent results of the analyses of critical intersections under existing, background and total traffic conditions:

<b>EXISTING TRAFFIC CONDITIONS</b>				
<b>Intersection</b>	<b>Critical Lane Volume (AM and PM)</b>		<b>Level of Service (LOS, AM and PM)</b>	
	Guilford Drive and Hartwick Road/Rosburg Drive	8.5*	10.7*	--
US 1 and Campus Drive	935	967	A	A
US 1 and Hotel Drive	533	753	A	A
US 1 and Rossborough Drive	575	723	A	A
US 1 and College Avenue/Regents Drive	587	714	A	A
US 1 and Knox Road	679	890	A	A
US 1 and Hartwick Road	422	549	A	A
US 1 and Calvert Road	428	653	A	A
US 1 and Guilford Drive	633	722	A	A
<b>Link Peak-Period Level of Service</b>	<b>598</b>	<b>724</b>	<b>A</b>	<b>A</b>
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the "Guidelines", delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

None of the critical intersections identified above are programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation "Consolidated Transportation Program", or the Prince George's County "Capital Improvement Program." Background traffic has been developed for the study area using a listing of 16 approved developments in the area and a growth rate of one percent per year over six years. A second analysis was done to evaluate the impact of background developments. The analysis revealed the following results:

<b>BACKGROUND TRAFFIC CONDITIONS</b>				
<b>Intersection</b>	<b>Critical Lane Volume (AM and PM)</b>		<b>Level of Service (LOS, AM and PM)</b>	
	Guilford Drive and Hartwick Road/Roszburg Drive	8.9*	12.7*	--
US 1 and Campus Drive	1,091	1,211	B	C
US 1 and Hotel Drive	781	986	A	A
US 1 and Rossborough Drive	711	952	A	A
US 1 and College Avenue/Regents Drive	643	806	A	A
US 1 and Knox Road	838	1,141	A	B
US 1 and Hartwick Road	549	734	A	A
US 1 and Calvert Road	624	923	A	A
US 1 and Guilford Drive	721	873	A	A
<b>Link Peak-Period Level of Service</b>	<b>735</b>	<b>936</b>	<b>A</b>	<b>A</b>
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the "Guidelines", delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

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

<b>TOTAL TRAFFIC CONDITIONS</b>				
<b>Intersection</b>	<b>Critical Lane Volume (AM and PM)</b>		<b>Level of Service (LOS, AM and PM)</b>	
	Guilford Drive and Hartwick Road/Roszburg Drive	9.1*	12.9*	--
US 1 and Campus Drive	1,109	1,243	B	C
US 1 and Hotel Drive	802	1,016	A	B
US 1 and Rossborough Drive	731	983	A	A
US 1 and College Avenue/Regents Drive	663	838	A	A
US 1 and Knox Road	858	1,188	A	C
US 1 and Hartwick Road	772	908	A	A
US 1 and Calvert Road	637	943	A	A
US 1 and Guilford Drive	745	909	A	A
<b>Link Peak-Period Level of Service</b>	<b>778</b>	<b>983</b>	<b>A</b>	<b>A</b>
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the "Guidelines", delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

It is found that all critical intersections operate acceptably under total traffic in both peak hours. A trip cap consistent with the trip generation assumed for the site, 172 AM and 209 PM peak-hour vehicle trips is required.

However, more needs to be stated regarding the intersection of US 1 and Hartwick Road. The applicant used this intersection as a signalized intersection within the adjacent link of US 1.

However, the intersection currently is not signalized. The signalization was a condition of approval for PPS 4-17021 for BA/WRPR College Park, and that entity has bonded and received permit approval from the Maryland State Highway Administration.

Given that this signal has been funded, fully designed, and scheduled for construction, this applicant may use that signal as a part of his background, and a condition regarding this signal is not necessary.

**Master Plan Roads**

The site is not within, or adjacent to any master plan transportation facilities. Access and circulation are acceptable.

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

11. **Schools**—The residential development proposed with this PPS was reviewed for impact on school facilities, in accordance with Section 24-122.02 of the Subdivision Regulations and Prince George’s County Council Resolution CR-23-2001. The subject property is located within Cluster 2, as identified in the Pupil Yield Factors and Public School Clusters 2020 Update, which is within the I-495 Beltway. An analysis was conducted, and the results are as follows:

**Impact on Affected Public School Clusters by Dwelling Units**

Affected School Clusters Number	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2
Multi-family Total Dwelling Units (TDU):	282 DU	282 DU	282 DU
Multi-family Pupil Yield Factor (PYF):	0.162	0.089	0.101
TDU * PYF	45.684	25.098	28.482
Total Future Subdivision Enrollment	47	25	28
Adjusted Enrollment in 2019	22492	9262	9372
Total Future Enrollment	22539	9287	9400
State Rated Capacity	19425	7121	8494
Percent Capacity	116%	130%	111%

Section 10-192.01 establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24. The current amount is \$9,741 per dwelling if a building is located between Interstate 495 and the District of Columbia; \$9,741 per dwelling if the building is included within a Basic Plan or Conceptual Site Plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$16,698 per dwelling for all other buildings. This fee is to be paid to DPIE at the time of issuance of each building permit. Non-residential development is exempt from a review for school facilities.

12. **Public Facilities**—In accordance with Section 24-122.01 of the Subdivision Regulations, water and sewerage, police, 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 17, 2020 (Thompson to Sievers), incorporated herein by reference.
13. **Use Conversion**—This PPS was analyzed based on the proposal for a mixed-use development with 282 dwelling units and 6,671 square feet of gross floor area in the M-U-I and D-D-O Zones. If a substantial revision to the mix of uses on the subject property is proposed that affects Subtitle 24 adequacy findings, that revision of the mix of uses would require approval of a new PPS, prior to approval of any building permits.
14. **Public Utility Easement (PUE)**—Section 24-122(a) requires that, when utility easements are required by a public utility 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 Hartwick Road and Guilford Drive, and a proposed public access road to the east. The applicant requested approval of a variation from the standard requirement, in accordance with the findings outlined below.

**Variation Request**—Section 24-122(a) requires the following (in BOLD), followed by review comments:

**Section 24-122. Public Facilities Requirements.**

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

The standard requirement for PUEs is in the form of an easement, which is typically ten (10) feet wide along both sides of all public rights-of-way. The property has frontage

along two (2) public rights-of-way: Hartwick Road and Guilford Drive and a proposed public access road to the east. Requiring a 10-foot-wide PUE along each of these public rights-of-way is unnecessary and would make it very challenging for the project to implement the Development District Standards associated with the Walkable Node University (WNU).

The standard PUE is not necessary for the proposed project as there is no need to extend electric, telecommunications, and gas facilities around or through the property. Such utilities are already provided along Hartwick Road, and the petitioner will coordinate with the appropriate providers in order to underground existing electric and telecommunications services that will support the project.

The applicant requested a variation from the standard PUE requirement, in accordance with Section 24-113, 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. As previously described, the standard PUE is not necessary for the site as there is not a need to extend electric, telecommunications and gas facilities around or through the property. Utilities are currently existing in the public right-of-way and provide adequate utility service to the developed site. The petitioner is actively coordinating with the necessary wet and dry utility providers to ensure that the project remains adequately served.

- (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 property is located within the WNU character area of the sector plan. The project cannot implement the associated Development District Overlay Standards

and simultaneously accommodate the requisite ten (10) foot PUE width required by Section 24-122(a) of the Subdivision Regulations. The front build-to line requirements under the WNU (i.e. 0 feet minimum, 10 feet maximum) and dual street frontage create a condition that is unique to the property and is not generally applicable to other properties throughout the County, let alone other properties covered by the sector plan.

**(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 to 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 have opposed 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;**

The property's physical surroundings give rise to a particular hardship that can be distinguished from a mere inconvenience. As discussed above, the property is located within the WNU character area as designated by the sector plan. The WNU is defined by "small blocks with wide sidewalks and buildings set close to the frontages." In addition, the property will ultimately have frontage along both Hartwick Road and Guilford Drive. These conditions can be distinguished from a mere inconvenience, as the petitioner simply cannot accommodate a 10-foot-wide PUE and implement the applicable District Development Standards.

**(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 zoned M-U-I; therefore, this provision does not apply.

The site is unique to the surrounding properties, and the variation request is supported by the required findings. Approval of the variation will not have the effect of nullifying the intent and

purpose of the Subdivision Regulations which is to guide development according to the sector plan.

Therefore, the variation from Section 24-122(a), for omission of the required PUEs is APPROVED.

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

The existing building at 4321 Hartwick Road was built in 1965, designed by Edward Weihe and Associates, and built by the Robert Silverman Company. The buildings and cultural landscapes of the Modern Movement from the mid-twentieth century are among the most under-appreciated and vulnerable aspects of Prince George’s County’s heritage. Since the 1980s, an increasing campaign of demolition and alteration has eroded the physical fabric of the County’s recent past with little consideration of its community importance, design significance, or role in a sustainable future. Identifying these properties and exploring their architectural and cultural significance is the first step to increasing awareness of their merits and fostering advocacy for their preservation. The existing building shall be documented and a Maryland Inventory of Historic Property (MIHP) form be completed for the property prior to the approval of a grading or demolition permit.

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

Development Review Case Number	Associated Tree Conservation Plan or Natural Resources Inventory Number	Authority	Status	Action Date	Resolution Number
N/A	NRI-104-2019	Staff	Approved	10/09/2019	N/A
N/A	S-172-2019	Staff	Approved	11/19/2019	N/A
4-19047	S-172-2019	Planning Board	Pending	Pending	Pending

**Proposed Activity**

The current application is a PPS for a new subdivision for one parcel for mixed use development with 6,671 square feet of commercial and 282 multifamily dwelling units.

**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 the application is for a new PPS.



### **Master 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, the Established Communities of the General Plan Growth Policy.

### ***2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment***

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

### ***Countywide Green Infrastructure Plan***

The southern edge of the site is mapped within the designated network of the Countywide Green Infrastructure Plan of the 2017 *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan*. This area is mapped as a Regulated Area associated with an existing regulated 100-year floodplain.

The site was entirely cleared, graded and developed prior to the enactment of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO). While the proposed development will impact regulated environmental features, these features are located within the limits of previous disturbance and are not currently wooded.

While the Green Infrastructure elements mapped on the subject site will be impacted, the overall site has been graded under previous approvals and the design of the site meets the zoning requirements and the intent of the growth pattern established in Plan 2035.

### **Environmental Review**

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

The site has an approved Natural Resources Inventory Plan (NRI-104-2019), which correctly shows the existing conditions of the property. No specimen or historic trees are associated with this site. Almost the entire site is mapped within regulated environmental features, which include 100-year floodplain, and primary management area.

#### **Woodland Conservation**

The site is exempt from the provisions of the WCO because the property contains less than 10,000 square feet of woodland and has no previous Tree Conservation Plan (TCP) approvals. A standard letter of exemption from the WCO was issued for this site (S-172-2019), which expires on November 19, 2021. No additional information is required regarding woodland conservation.

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

This site contains regulated environmental features that are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5) of the Subdivision Regulations. The on-site regulated environmental features include the 100-year floodplain.

Section 24-130(b)(5) states: “Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat.”

Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property, or are those that are required by the Prince George’s County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with the County Code.

A letter of justification for the proposed impacts was date stamped as received on March 31, 2020. This property is entirely within the 100-year floodplain. This feature comprises the entire primary management area on the subject property, in accordance with the Subdivision Regulations.

The letter requested the validation of 0.67 acre (29,185 square feet) of on-site existing impacts to the primary management area for the removal of an existing parking lot and building, and for the construction of a new 10-story mixed used building. Additional off-site impacts along the surrounding rights-of-way are also proposed for utilities and road improvements.

An exhibit was submitted along with the letter showing that the proposed use is for the general redevelopment of the site including all associated infrastructure. Because the site is already developed and because the proposed redevelopment will require SWM approval with the required floodplain controls, thus improving water quality over what exists on-site, staff supports this proposed impact.

A copy of an approved floodplain waiver from DPIE dated December 13, 2019 was submitted with this application.

The regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible based on the plans submitted.

### **Soils**

The predominant soils found to occur, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Urban Land-Christiana-Downer complex (5-15 percent slopes); Urban Land-Russett-Christiana complex (0-5 percent slopes); Zekiah-Urban Land Complex, Frequently flooded; and Urban Land. Unsafe soils containing Christiana complexes have been identified on-site. No unsafe soils containing Marlboro clay have been identified on or within the immediate vicinity of this property.

As part of the referral process, this case was referred to DPIE for review to evaluate if further information is required regarding the unsafe soils on-site. In an email dated March 31, 2020, DPIE stated that no further information is required, as there are no slopes of significant concern identified within the area of this soil type and the applicant is proposing to cut and fill the site to a 1 percent grade for a buildable area. A geotechnical review was not requested with this application but may be required for review with a future development application.

No further action is needed as it relates to this application. The County may require a soils report in conformance with Prince George's County Council Bill CB-94-2004 during future phases of development.

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

In accordance with approved NRI-104-2019; no specimen, champion, or historic trees have been identified on the subject property. No further information is required regarding specimen, champion, or historic trees.

17. **Urban Design**—Conformance with the D-D-O Zone standards and the Prince George's County Zoning Ordinance are evaluated as follows:

#### **Conformance with the Requirements of the Development District Overlay (D-D-O) Zone Standards of the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment***

The subject site is governed by the D-D-O Zone standards approved with the sector plan that requires DSP review for the proposed redevelopment of the subject site. There is no previous approved DSP governing the site. In accordance with the sector plan, D-D-O standards replace comparable standards and regulations in the Zoning Ordinance. Wherever a conflict exists between the D-D-O standards and the Zoning Ordinance, or the 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 the Landscape Manual shall serve as the requirements, as stated in Section 27-548.21.

The subject site is within the Walkable Node (University) development Character Area of the D-D-O Zone as defined on page 228 of the sector plan. There are approximately 40 pages of development standards focused on 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 Walkable Node (University)

development standards that define spatial relationships within the development area, including requirements that limit lot coverage to 80 percent, and define criteria for parking, sidewalks and streetscapes.

The vertical mixed-use development concept provided in the PPS, including ground floor retail and multifamily units above in a multistory building is appropriate for the M-U-I/D-D-O Zones and this location in the Walkable Node (University) of the sector plan.

**Conformance with the Requirements of the Prince George's County Zoning Ordinance**

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

The subject site is located in College Park Airport APA 6, which is a traffic pattern area. In APA 6, development densities and intensities are the same as in the underlying zones. The uses of all APA lands may not endanger the landing, taking off or safe maneuvering of aircraft. In accordance with Section 27- 548.42(b), no building permits may be approved for any structure higher than 50 feet within APA 6, unless the applicant demonstrates compliance with FAR Part 77. Conformance to these requirements should be evaluated at the time of DSP.

**Conformance with the Requirements of the Prince George's County Landscape Manual**

Landscaping, screening, and buffering on the subject site should be provided pursuant to the provisions of the Landscape Manual, except for those modified by the D-D-O Zone standards. The site's conformance with the applicable landscaping requirements of both D-D-O Zone and the Landscape Manual will be reviewed and determined at time of DSP.

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

This application is also subject to the requirements of the Tree Canopy Coverage Ordinance. The subject site is located within the M-U-I and D-D-O Zone and is required to provide a minimum tree canopy coverage of 10 percent of the site. The 1.84-acre site will be required to provide 0.185 acre in tree canopy coverage. In a letter dated April 9, 2020, the applicant indicated intent to request a waiver from this requirement. While conformance will be determined at the time of DSP, the applicant is encouraged to provide a design that conforms to the tree canopy coverage requirement at that time.

18. **City of College Park**—By letter dated May 12, 2020 (Schum to Hewlett), the City of College Park recommended approval of this application subject to eight conditions. The conditions

recommended were considered by the Planning Board and those appropriate for inclusion have been made part of this approval.

19. **Town of University Park**—The Town of University Park provided a memorandum dated May 6, 2020 (Carey to Hewlett), which is incorporated by reference herein, outlining five items for consideration of the Planning Board. These items were discussed at the Planning Board hearing and those appropriate for inclusion have been made part of this approval.

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.

\* \* \* \* \*

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 Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Doerner, Geraldo and Hewlett voting in favor of the motion at its regular meeting held on Thursday, May 14, 2020, in Upper Marlboro, Maryland.

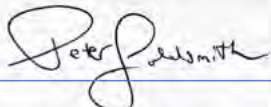
Adopted by the Prince George’s County Planning Board this 4th day of June 2020.

Elizabeth M. Hewlett  
Chairman

By Jessica Jones  
Planning Board Administrator

EMH:JJ:TS:nz

APPROVED AS TO LEGAL SUFFICIENCY



\_\_\_\_\_

M-NCPPC Legal Department  
Date: May 20, 2020



Countywide Planning Division  
Transportation Planning Section

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June 8, 2020

## **MEMORANDUM**

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

FROM:  Tom Masog, Transportation Planning Section, Countywide Planning Division

SUBJECT: **DSP-19068: Standard at College Park**

### **Proposal**

The applicant is proposing to redevelop a site with a mixed-use residential building in College Park.

### **Background**

The site is on a parcel approved pursuant to Preliminary Plan of Subdivision (PPS) 4-19047. The transportation conditions of approval that are applicable to this detailed site plan (DSP) are discussed in a later section of this memo.

The site is currently developed with 62,220 square feet of general office space. All existing structures will be razed pursuant to the approved development.

The site is within the *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* area. Within the development district overlay of the Approved Central US 1 Corridor Area Sector Plan, properties are required to demonstrate adequacy at the time of detailed site plan. This requirement is enabled by a requirement that new development within the overlay area is subject to detailed site plan review and that all detailed site plans must conform to all standards for the development district (including the transportation adequacy standard). The "Transportation Review Guidelines, Part 1" offer the following guidance: "Properties for which adequacy findings have been made within one year prior to the date of the application may utilize those findings in satisfaction of the detailed site plan requirement." By virtue of the findings made on May 14, 2020 and contained within an upcoming resolution for the site, it is determined that this DSP meets the adequacy standard contained within the sector plan.

The applicant seeks to depart from the standard parking space size. Within the development district overlay, this is handled within the DSP application and a formal departure application is not required. The request will be analyzed against the required findings for granting such a similar departure under Subtitle 27.

### **Review Comments**

The applicant proposes a mixed-use building with 951 student housing beds in 283 units, along with 6,000 square feet of retail space. The most recent submitted plans have been reviewed. Access

and circulation are acceptable. The number and locations of points of access are consistent with those reviewed and approved during the PPS.

The site is adjacent to Guilford Drive, a master plan collector facility with a planned right-of-way of 80 feet. Adequate dedication exists, and no further dedication is required of this plan.

The table below summarizes the trip generation in each peak hour that will be used to demonstrate conformance to the PPS trip cap for the site:

<b>Trip Generation Summary: DSP-19068: Standard at College Park</b>								
<b>Land Use</b>	<b>Use Quantity</b>	<b>Metric</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
			<b>In</b>	<b>Out</b>	<b>Tot</b>	<b>In</b>	<b>Out</b>	<b>Tot</b>
Retail/Restaurant	6,000	square feet	33	27	60	36	23	59
Less Pass-By (43 percent)			-14	-12	-26	-15	-10	-25
<b>Net Retail Trips</b>			<b>19</b>	<b>15</b>	<b>34</b>	<b>21</b>	<b>13</b>	<b>38</b>
<b>Student Housing</b>	<b>951</b>	<b>Beds</b>	<b>29</b>	<b>95</b>	<b>124</b>	<b>95</b>	<b>67</b>	<b>162</b>
<b>Total Trips for DSP-19068</b>			<b>48</b>	<b>110</b>	<b>158</b>	<b>116</b>	<b>80</b>	<b>196</b>
<b>Trip Cap: PPS 4-19047</b>					<b>172</b>			<b>209</b>

**Prior Approvals**

PPS 4-19047 for this site was reviewed and approved by the Planning Board on May 14, 2020 (the resolution is currently pending). The Planning Board approved the PPS with two traffic-related conditions which are applicable to the review of this DSP and warrant discussion, as follows (these conditions are as written in the technical staff report for PPS 4-19047 or as proposed for change by the applicant):

- 3. Total development within the subject property shall be limited to use that would generate no more than 172 AM and 209 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.**

This condition establishes an overall trip cap for the subject property of 172 AM and 209 PM peak-hour trips. The proposed mixed-use building with 951 beds for student housing and retail space totaling 6,000 square feet would generate 158 AM and 196 PM peak-hour trips as noted in the table above. The proposal complies with this condition.

- 1e. Dimension the width of the right-of-way to be dedicated and/or encumbered by a public use easement along the eastern boundary of the site as deemed appropriate by the City of College Park.**

The City is establishing a new street between Hartwick Road and Guilford Drive along the eastern boundary of the site. The DSP is showing a nine-foot easement; the final size and disposition of that easement shall be determined by the City of College Park.

**Departure from Design Standards**

The applicant seeks to generally reduce the size of the parking spaces employed on the site. This is necessitated by the use of garage parking within a small site. Subtitle 27 requires the dimensions of standard non-parallel parking spaces to be 9.5 feet by 19 feet and compact non-parallel parking spaces to be 8 feet by 16.5 feet. The following parking is shown on the site plan (these numbers have been counted by hand and do not match perfectly with the notes on the plans):

<b>Summary of Parking Provided: DSP-19068: Standard at College Park</b>		
Dimension	Number of Spaces	Standard per Subtitle 27
19 feet by 9 feet	135	Non-parallel standard 19 by 9.5
19 feet by 8.6 feet	62	Non-parallel standard 19 by 9.5
16 feet by 8 feet	56	Non-parallel compact 16.5 by 8
19 feet by 8.5 feet	1	Non-parallel standard 19 by 9.5
19 feet by 8 feet	3	Non-parallel standard 19 by 9.5
Total Spaces	257	257 in garage

This departure is being requested and reviewed using the findings in Section 27-139-01(b)(7)(A). There are four criteria that must be met for this variation to be approved. The criteria, with discussion, are noted below:

**(i) The purposes of this Subtitle will be equally well or better served by the applicant's proposal;**

The applicant has reviewed the departure against the purposes of the subtitle and believes that this criterion is met. In particular the applicant notes that the departure is being done to assist in providing the requisite number of spaces for the development project. The applicant has noted that most future residents of this project will be university students, and it is agreed that such residents would tend not to have larger (family-style) cars. One point that the applicant failed to make – and this is borne out by trip generation rates for student housing – is that the students’ parking will not experience a high turnover. This results in fewer maneuvers in and out of tight parking situations.

**(ii) The departure is the minimum necessary, given the specific circumstances of the request;**

It should be noted that the staff has supported similar departures for the largest of the standard spaces and the compact spaces. This is 191 (135 + 56) of the spaces shown on the plans, and so it is necessary to study the details on the architectural plans to fully understand what the impact of the request would be regarding the remaining 66 parking spaces. To that end the following are noted:



- The single 19-foot by 8.5-foot space is located at the end of a drive aisle between elevators and a stairwell and is not adjacent to other parking spaces. This space should be allowed subject to terming it a compact space.
- The three 19-foot by 8-foot spaces are handicap accessible spaces. Each space is next to a barrier-free five-foot striped walkway that allows for sufficient space to maneuver and open vehicle doors. These spaces are acceptable.
- Many of the 62 spaces measuring 19 feet by 8.6 feet are sized in that way due to encroachment by structural columns. An examination of the architectural plans indicates that approximately 34 of the 62 spaces could be striped for a functional 9-foot width. This would leave 27 of this size parking space to be deemed compact due to a width of less than 9 feet (one space was actually in the middle of structural column and should not be considered).
- With 56 compact spaces, 27 19-foot by 8.6-foot spaces deemed compact, and one 19-foot by 8.5-foot space to be designated compact, a total of 84 parking spaces would be compact. Per Section 27-559 of the Zoning Ordinance, up to one-third of parking spaces may be compact, and the 84 compact parking spaces meets this requirement.
- The compact spaces require a length departure, from 16.5 feet to 16 feet. A 6-inch departure in the length of the parking space does not pose a concern due to the expected low parking turnover within the garage (as discussed in the first finding above). Reviews of the architectural plans indicate that the applicant has used a standard compact spaces 16 feet in length; however, in many compact space locations the 16.5-foot standard can be accommodated.

**(iii) The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949; and**

In general, one must attempt to claim some uniqueness from the fact that the parking for this project is a parking garage which is part of a vertical mixed-use development. This creates a need to fit the needed parking into the structure of the entire building. The building itself is not a standard square box, and the columns that support the building are placed somewhat irregularly due to soils, environmental features, and other factors.

**(iv) The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood.;**

The transportation staff does not believe that the smaller size of the parking spaces will be perceptible from the surrounding neighborhood, and it will improve the functionality of the site by enabling the provision of much-needed parking for future residents of this site. The provision of parking for a development such as this one is a careful balance. Strict adherence to the standards could create a need for an extra level of parking, which in turn

would create a need for a taller building to maintain project viability, which in turn might not be feasible due to soils, neighborhood impacts, and conformance to zoning.

By virtue of positive findings for each of the criteria for variation approval, the Transportation Planning Section determine that a departure requested by the applicant for the size of the parking spaces within the development is supportable.

**Conclusion**

From the standpoint of transportation and in consideration of the findings contained herein, it is determined that this plan is acceptable if the application is approved with the following conditions:

1. Prior to certification, the applicant shall revise the plans as follows:
  - a. Revise Sheets A0-00 and A0-01 to provide standard parking spaces sized a minimum of 9 by 18 feet wherever possible.
  - b. Revise Sheet A0-01 to designate parking space 53 as a compact space.
  - c. Revise Sheets A0-00 and A0-01 to provide compact parking spaces sized a minimum of 8 by 16.5 feet wherever possible.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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May 26, 2020

**MEMORANDUM**

**TO:** Jeremy Hurlbutt, Development Review Division

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

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

**SUBJECT: Detailed Site Plan Review for Pedestrian and Bicycle Transportation Master Plan Compliance**

The following detailed site plan (DSP) was reviewed for conformance with the *Approved Countywide Master Plan of Transportation (MPOT)* and the *2010 Approved Central US 1 Corridor Sector Plan* and sectional map amendment to provide the appropriate pedestrian and bicycle transportation recommendations.

**Detailed Site Plan Number:** DSP-19068

**Development Case Name:** The Standard at College Park

Type of Master Plan Bikeway or Trail

Municipal R.O.W.	<input checked="" type="checkbox"/>	Public Use Trail Easement	<input type="checkbox"/>
PG Co. R.O.W.	<input type="checkbox"/>	Nature Trails	<input type="checkbox"/>
SHA R.O.W.	<input type="checkbox"/>	M-NCPPC - Parks	<input type="checkbox"/>
HOA	<input type="checkbox"/>	Bicycle Parking	<input checked="" type="checkbox"/>
Sidewalks	<input checked="" type="checkbox"/>	Trail Access	<input type="checkbox"/>

<b>Detailed Site Plan Background</b>	
Building Square Footage (non-residential)	Approximately 6,000 SF – Ground Floor Commercial
Number of Units (residential)	283 Multifamily Dwelling Units
Abutting Roadways	Hartwick Road, Guilford Drive
Abutting or Nearby Master Plan Roadways	US 1 (Baltimore Avenue, MC-200), Guilford Drive (C-203)
Abutting or Nearby Master Plan Trails	Existing Shared Roadways: College Avenue, Knox Road, Guilford Drive. Existing Sidepath: Knox Road, Lehigh Road Planned Shared Roadways: Hartwick Road Planned Bike Lanes: Baltimore Avenue

Proposed Use(s)	Commercial / Multifamily Residential
Zoning	M-U-I
Centers and/or Corridors	Central US 1 Corridor / UMD East Campus Center
Prior Approvals on Subject Site	4-19047

**Existing Conditions**

The subject property is located between Guilford Drive and Hartwick Road approximately 0.1 mile west of US 1 (Baltimore Avenue). The property has existing sidewalks along its southern frontage of Guilford Drive, which is an existing MPOT shared roadway, and along its northern frontage of Hartwick Road, which is a planned MPOT shared roadway.

**Previous Conditions of Approval**

This development case has the following conditions of approval:

4-19047 - Prior to approval of the first building permit for the subject property, the applicant and the applicant’s heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the Subdivision Regulations (“Required Off-Site Facilities”), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency’s access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

- 475 linear feet of six-foot-wide sidewalk where feasible along the north side of Hartwick Road across from the subject site.

Prior to the acceptance of any detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the Required Off-Site Facilities necessary to meet pedestrian and bicyclist adequacy, consistent with Section 24-124.01(f).

**Comment:** The applicant has provided an exhibit of the sidewalk improvements along the north side of Hartwick Road which is consistent with the conditions set forth in 4-19047.

**Proposed Pedestrian and Bicycle Infrastructure**

In addition to the previously mentioned off-site sidewalk improvements along the north side of Hartwick Road, a network of sidewalks is included in the applicant’s submission which serves the entire subject site. This includes frontage improvements along Guilford Drive and Hartwick Road, a five-foot-wide sidewalk running north-south along the eastern edge of the subject property, and a six-foot-wide sidewalk running north-south along the western edge of the subject property. The north-south sidewalks will provide a pedestrian connection between Guilford Drive and Hartwick Road on both sides of the subject property. There are currently no dedicated bike lanes, only the shared roadway markings along Guilford Drive. The submitted plans indicate a shared lane marking (sharrow) along Hartwick Road. Additionally, bicycle parking is provided on the exterior and interior of the subject site, as well as a bicycle fix-it station interior to the subject site.

**Review of Master Plan Compliance**

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

- Shared roadways along Guilford Drive and Hartwick Road

**Comment:** The submitted plans reflect the pedestrian and bicyclist facilities recommended in the MPOT. The Guilford Drive shared roadway has already been constructed. The applicant has included shared lane markings (sharrows) along Hartwick Road.

The MPOT provides policy guidance regarding multi-modal transportation and the Complete Streets element of the MPOT recommend how to accommodate infrastructure for people walking and bicycling.

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

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

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

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

**Comment:** The submitted plans reflect the relevant Complete Streets policies from the MPOT. A network of sidewalks is included in the proposed DSP and serves the subject site, as well as crosswalks crossing all vehicle entrance points per prior staff recommendations. The subject property fronts on Guilford Drive to its south, which features an existing shared roadway and sidepath. Sidewalks are currently in place along the south side of Hartwick Road and the applicant has included shared lane markings along this portion of Hartwick Road. The sidewalk network along the north side of Hartwick Road will be replaced and upgraded per the conditions of approval in Preliminary Plan 4-19047. Additionally, the submitted plans depict Americans with Disabilities (ADA) accessible curb ramps at all sidewalk crossings. Staff find that the submitted plans meet the design guidelines for safe, efficient, and convenient pedestrian access per Sections 27-283 and 27-274(a)(2) of the Zoning Ordinance.

This development is also subject to the *Approved 2010 Central US 1 Corridor Sector Plan* and sectional map amendment. The submitted plans reflect pedestrian and bicyclist facilities recommended in the Central US 1 Plan. Existing and Proposed Bikeways and Trails are displayed on Table 7 (p.141-143). Table 7 shows that both Guilford Drive and Hartwick Road are recommended as shared roadways. As previously mentioned, the Guilford Drive shared roadway has already been under construction. The submitted plans depict sharrows along Hartwick Road as well.

The area master plan also includes the following recommendations for pedestrian and bicyclist facilities:

- Facilitating Cyclists – Bicycle Parking – Policy 2 - Strategies (p.141)
  - Provide bicycle parking, including bicycle racks and lockers, to encourage and facilitate bicycle travel.
  - Encourage nonresidential and mixed-use developments to provide shower facilities and bicycle lockers as further incentives for increasing bicycle use.

**Comment:** The submitted plans reflect the pedestrian and bicyclist facilities recommended in the

May 27, 2020

## MEMORANDUM

TO: Jeremy Hurlbutt, Urban Design Review, DRD

VIA: Howard Berger, Supervisor, Historic Preservation Section, CWPD

FROM: Jennifer Stabler, Historic Preservation Section, CWPD  
Tyler Smith, Historic Preservation Section, CWPD

**SUBJECT: DSP-19068 The Standard at College Park**

### Findings

The subject property comprises 1.85 acres of land and is located at 4321 Hartwick Road, 450 feet east of the intersection of Guilford and Hartwick. The subject application proposes a nine-story, mixed-use, multifamily development with 248 multifamily dwellings and 6,000 square-feet of retail on the ground floor. Parking is provided in a two-level garage below the building. The subject property is Zoned M-U-I/D-D-O.

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

The existing building at 4321 Hartwick Road was built in 1965, designed by Edward Weihe & Associates and built by the Robert Silverman Company. The buildings and cultural landscapes of the Modern Movement from the mid-twentieth century are among the most under-appreciated and vulnerable aspects of Prince George's County's heritage. Since the 1980s, an increasing campaign of demolition and alteration has eroded the physical fabric of the County's recent past with little consideration of its community importance, design significance, or role in a sustainable future. Identifying these properties and exploring their architectural and cultural significance is the first step to increasing awareness of their merits and fostering advocacy for their preservation.

### Conclusions

Historic Preservation Section staff recommended approval of the associated Preliminary Plan, 4-19047 The Standard at College Park, with the following condition:

1. Prior to issuance of any demolition or grading permit, the applicant and the applicant's heirs, successors, and/or assignees shall submit to the Historic Preservation Section a completed Maryland Inventory of Historic Property (MIHP) form for the standing structure located at 4321 Hartwick Road. The building shall be documented by a 36 CFR qualified architectural historian and the submitted documentation shall include a chain of title, floor plans, and representative interior and exterior photos of the buildings and grounds.

The Planning Board approved Preliminary Plan 4-19047, The Standard at College Park, at its May 14, 2020 meeting. The above condition was approved as Condition 2 in the staff report. The associated resolution has not yet been adopted. When adopted, this condition will apply until satisfied.


**Recommendation**


Historic Preservation Section staff recommend approval of DSP-19068 The Standard at College Park with no additional conditions.

May 26, 2020

**MEMORANDUM**

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

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

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

**SUBJECT:** **DSP-19068, The Standard at College Park**

**FINDINGS**

Community Planning Division staff finds that, pursuant to Section 27-548.25(b) of the Zoning Ordinance this Detailed Site Plan application does not meet all applicable standards of the 2010 Approved Central US 1 Development District Overlay Zone.

Community Planning Division staff finds that, pursuant to Section 27-548.26(b)(2)(A) and (b)(5), the proposed amendment to the 2010 Central US 1 Corridor Development District Overlay Zone does not conform with the purposes and recommendations for the Development District, as stated in the 2010 Central US 1 Corridor Approved Sector Plan.

*Amendment 4: Lot Coverage.* The application's nonconformance to the lot coverage standard of the DDOZ is not reasonably justified.

**BACKGROUND**

**Application Type: Detailed Site Plan in a Development District Overlay Zone**

**Location:** Located on the south side of Hartwick road, approximately 459 feet west of Baltimore Ave.

**Size:** ± 1.8 acres

**Existing Use:** Office building

**Proposal:** Mixed-use development with 283 residential units and ±. 6,000 sf of ground-floor retail



## **GENERAL PLAN, MASTER PLAN, AND ZONING**

**General Plan:** The subject property falls within the UMD East Campus (Local) Center as identified in Plan 2035 and is a designated Employment Area. This center is a focal point for development based on its access to transit (future Purple Line stops) and major highways (Plan 2035, p. 19). The desired development for Campus Centers is mid- and low-rise apartments, condos, townhouses, and small-lot single family residential at a density of 10-15 dwelling units/acre. The desired FAR for new development is .5 – 3 (Plan 2035, Center Classification, p. 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, new business development near transit where possible, improving transportation access and connectivity, and creating opportunities for synergies (Plan 2035, p. 19).

The proposed application 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.

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

The subject property is in Downtown College Park and within the Walkable Node University 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.” (p. 53).

The Central US 1 Corridor Development District Overlay Zone further observes that Walkable Nodes “consist of higher-density mixed-use buildings that accommodate retail, offices, row houses, and apartments, with emphasis on nonresidential land uses, particularly on the ground level. It has fairly small blocks with wide sidewalks and buildings set close to the frontages” (p. 228).

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, p. 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)

**Planning Area:** 66

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

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

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

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

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

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

### **REQUESTED AMENDMENTS TO DEVELOPMENT DISTRICT STANDARDS**

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

1. Structured Parking – *Structures shall be setback a minimum of 50' from the propertyline.*

This Development District Standard assumes that a parking garage structure will be constructed independently, and that the primary use will “wrap” the garage. The proposed building uses podium construction that locates the parking structure at the base of the building and the primary (residential) use above. Because the garage is integrated within the design of the building, it will be a practical difficulty to setback the parking structure 50' from all adjacent thoroughfares.

Community Planning supports the proposed parking garage design as an alternative Development District Standard. The amendment to the DDO is a reasonable request.

2. Signage – *Blade signs shall not exceed 9 sf.*

The development includes a blade sign that is 34.61 sf. The blade sign is designed to be affixed to the north façade of the building (primary frontage), between the third and fourth levels. This sign identifies the building and is of an appropriate scale and location for adequate visibility to vehicular traffic.

Community Planning supports the proposed sign as an alternative Development District Standard. The amendment to the DDO is a reasonable request.

3. Parking Placement: *Covered parking shall be provided within the third layer (a minimum of 20' from the build-to-line of the building) (p.233).*

Community planning does not interpret the proposed design to be in nonconformance to this development standard. Along the principle frontage, the parking is located within the third layer (parking is setback more than 20' from the build-to-line).

Community Planning Division staff finds that, pursuant to Section 27-548.26(b)(2)(A) and (b)(5), the proposed amendment to the 2010 *Approved Central US 1 Corridor Development District Overlay Zone* does not conform with the purposes and recommendations for the Development District, as stated in the 2010 *Approved Central US 1 Corridor Sector Plan*.

4. Lot Coverage – *Maximum lot coverage is 80% (p. 235).*

This development is designed at 87% lot coverage.

Community Planning Response: The applicant provides no justification for the excessive lot coverage and does not detail how the increase in lot coverage will be beneficial to the goals and intent of the Development District. To approve this alternative Development District Standard, the “Planning Board shall find that the [Standard] will benefit the development and the Development District and will not substantially impair implementation of the ... Sector Plan” (p. 226).

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

c: Long-range Agenda Notebook

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

Countywide Planning Division  
Environmental Planning Section

301-952-3650

May 27, 2020

**MEMORANDUM**

**TO:** Jeremy Hurlbutt, Master Planner, Urban Design Section, DRD

**VIA:** Megan Reiser, Supervisor, Environmental Planning Section, DRD

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

**SUBJECT: The Standard at College Park; DSP-19068**

The Environmental Planning Section has reviewed the Detailed Site Plan (DSP) submitted for The Standard at College Park, DSP-19068 electronically stamped as received on April 21, 2020. Comments were delivered to the applicant at the Subdivision, Development, Review Committee (SDRC) meeting on May 15, 2020. Revised plans were submitted in response to these comments by the applicant and logged in for review on May 20, 2020. The Environmental Planning Section recommends approval subject to the finding at the end of this memorandum.

**Background**

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

Development Review Case #	Associated Tree Conservation Plan or Natural Resources Inventory #	Authority	Status	Action Date	Resolution Number
N/A	NRI-104-2019	Staff	Approved	10/09/2019	N/A
N/A	S-172-2019	Staff	Approved	11/19/2019	N/A
4-19047	S-172-2019	Planning Board	Approved	5/14/2020	N/A
DSP-19068	S-172-2019	Planning Board	Pending	Pending	Pending

**Proposed Activity**

The current application is a Detailed Site Plan for a mixed use residential and retail development.

**Grandfathering**

The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010 because the project is subject to Preliminary Plan 4-19047.

### **Conditions of Previous Approval**

No previous conditions of approval are directly related to the subject application.

### **Environmental Review**

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

The site has an approved Natural Resources Inventory Plan (NRI-104-2019), which correctly shows the existing conditions of the property. No specimen or historic trees are associated with this site. Almost the entire site is mapped within Regulated Environmental Features (REF), which include 100-year floodplain, and the Primary Management Area (PMA).

#### **Woodland Conservation**

The site is exempt from the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property contains less than 10,000 square feet of woodland and has no previous Tree Conservation Plan (TCP) approvals. A standard letter of exemption from the WCO was issued for this site (S-172-2019), which expires on November 19, 2021. No additional information is required regarding woodland conservation.

#### **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)."

A statement of justification was reviewed and approved as part of the Preliminary Plan of Subdivision, 4-19047. No new impacts are being proposed with the current application; therefore, no new statement of justification is needed.

#### **Soils**

The predominant soils found to occur, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Urban Land-Christiana-Downer complex (5-15% slopes); Urban Land-Russett-Christiana complex (0-5% slopes); Zekiah-Urban Land Complex, Frequently flooded; and Urban Land. Unsafe soils containing Christiana complexes have been identified on-site. No unsafe soils containing Marlboro clay have been identified on or within the immediate vicinity of this property.

As part of the referral process, this case was referred to the Department of Permitting, Inspections and Enforcement (DPIE) for review to evaluate if further information is required regarding the unsafe soils on-site. In an email dated March 31, 2020 DPIE stated that no further information is required, as there are no slopes of significant concern identified within the area of this soil type and the applicant is proposing to cut and fill the site to a 1 percent grade for a buildable area. A geotechnical review was not requested with this application but may be required for review with a future development application.

No further action is needed as it relates to this application. The County may require a soils report in conformance with CB-94-2004 during future phases of development.

**Specimen, Champion, or Historic Trees**

In accordance with approved NRI-104-2019; no specimen, champion, or historic trees have been identified on the subject property. No further information is required regarding specimen, champion, or historic trees.

**Stormwater Management**

An approved stormwater management (SWM) Concept Plan and associated letter (Case No. 32294-2019-00) was submitted with this application.

The approved SWM concept plan shows the use of one sand filter. DPIE has granted a floodplain waiver for construction within the 100-year floodplain since almost the entire site is currently located within it.

**Summary of Recommended Findings and Conditions**

The Environmental Planning Section has completed the review of DSP-19068 and recommends approval subject to the following finding:

**Required Finding**

1. The Regulated Environmental Features (REF) on the subject property have been preserved and/or restored to the fullest extent possible based on the evaluation provided with Preliminary Plan 4-19047.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
[www.pgplanning.org](http://www.pgplanning.org)

April 29, 2020

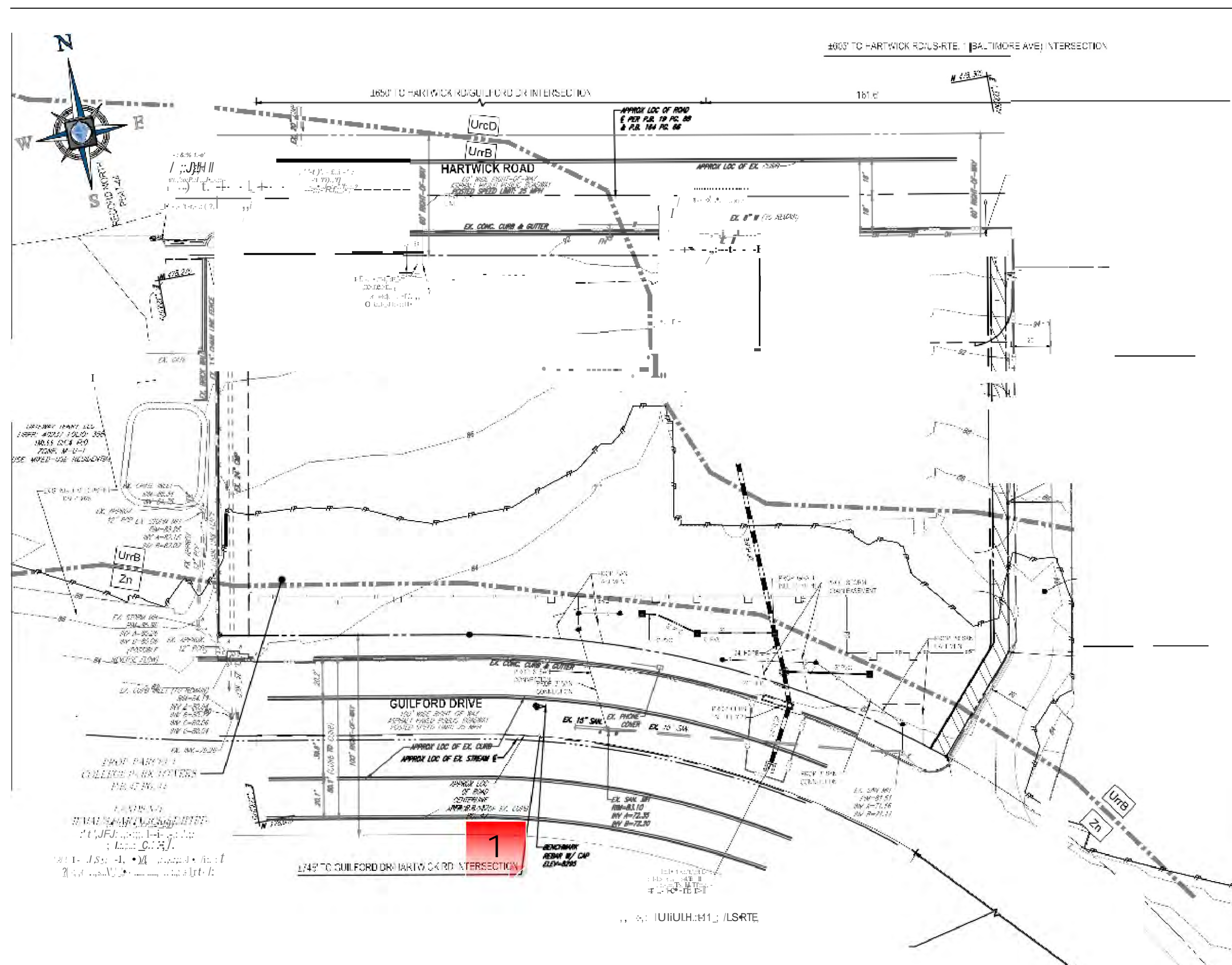
**MEMORANDUM**

TO: Jeremy Hurlbutt, Master Planner, Development Review Division

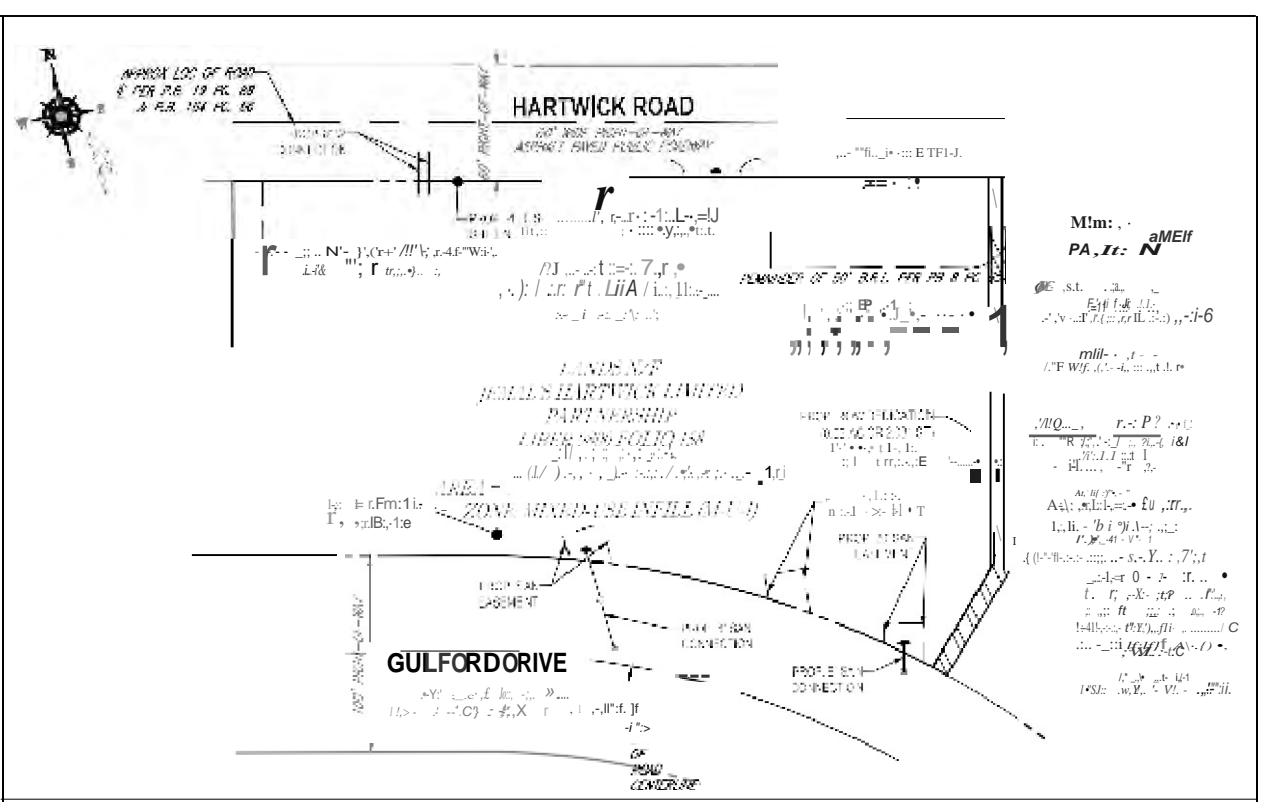
FROM: Michelle Hughes, Permit Review Section, Development Review Division

SUBJECT: Referral Comments for DSP-19068, The Standard At College Park

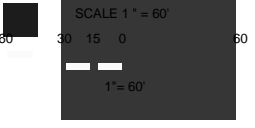
1. The statement of justification for Impacts to Regulated Environmental Features should be corrected to indicate 283 dwelling units.
2. All development plans should be updated to indicate proposed 9- story mixed use building.
3. A note shall be added to the site plan indicating proof of compliance with Federal Aviation Regulation (FAR) Part 77 shall be provided prior to issuance of building permit.
4. A note shall be added to Sheet C-102 indicating requesting departure from 1 required loading space.
5. The proposed entrance on Hardwick Rd does not meet the minimum entrance widths per the Sector Plan Provisions.



OVERALL PROPOSED PLAN



PROPOSED PROPERTY MAP



LEGEND

- PROP. HEAVY DUTY CONCRETE
- PROP. CONCRETE SIDEWALK
- PROP. DEDICATION
- SOIL DIVIDE
- STREAM CENTERLINE
- ROAD CENTERLINE
- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE

SITE/CIVIL/CONSULTING ENGINEERING  
 LAND SURVEYING  
 PROGRAM MANAGEMENT  
 LEASING  
 SUSTAINABLE DESIGN  
 PERMITTING SERVICES  
 TRANSPORTATION

REV	DATE	COMMENT	LAM	ECH
1	12/20/19	MNCPPC COMMENTS	JD	JD
2	2/20/20	MNCPPC COMMENTS		

THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.



NOT APPROVED FOR CONSTRUCTION

PROJECT No:	MB192036
DRAWN BY:	LAM
CHECKED BY:	JD
DATE:	11/08/19
CAD I.D.:	SS2

PRELIMINARY PLAN (4-19047) FOR THE STANDARD AT COLLEGE PARK, LLC

PROPOSED DEVELOPMENT  
 4321 HARTWICK RD.  
 PRINCE GEORGE'S COUNTY  
 COLLEGE PARK, MARYLAND 20740  
 TM:33 G.C4 P.00

**BOHLER**  
 P. E. T. K. F. F. P. E. I. C.  
 16701 MELFORD BLVD., SUITE 310  
 BOWIE, MARYLAND 20715  
 Phone: (301)809-4500  
 Fax: (301)809-4501  
 MD@BohlerEng.com

**J. DIMARCO**  
 PROFESSIONAL ENGINEER  
 LICENSE NO. 103086, EXP. 03/31/2020  
 LICENSE NO. 103086, EXP. 03/31/2020

PRELIMINARY PLAN  
 SHEET NUMBER:  
**3**  
 OF 3  
 REVISION 0 - 1



**1 - Ex. 60" PCCP water main**

Created by: Bryan Hall  
On: 04/01/2020 09:26 AM

Show and label the existing 60" PCCP Water main on the south side of Guildford Drive.

..... 0 Replies .....

**2 - Water**

Created by: Bryan Hall  
On: 04/01/2020 09:40 AM

1. This site is currently being served by existing and active water connection(s).
2. Existing water mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.
3. There is a 60" - inch diameter water main located on the south side of Guilford Drive near this property. WSSC records indicate that the pipe material is Prestressed Concrete Cylinder Pipe (PCCP). Prior to submittal of Phase 2 System Integrity review, it is the applicant's responsibility to test pit the line and determine its exact horizontal and vertical location as well as to verify the type of pipe material. The applicant's engineer is responsible for coordinating with WSSC for monitoring and inspecting test pits for this project.
4. For 36-inch and larger PCCP or Cast Iron (CI) water lines, engineering considerations of the possible short-term and long-term loading impacts on these water mains and loading concerns related to construction activity over and around these lines must be addressed prior to approval of the design.
5. Some construction activities may require the shutdown of these larger diameter PCCP water Mains. The shutdown schedule will be determined solely by WSSC and is dependent on the time of year and the coordination of the shutdown with other repairs and maintenance. The Applicant is encouraged to coordinate the timing of the shutdown with WSSC as early as possible and plan accordingly.
6. Notes for Special Construction Requirements shall be added to all design plans. See WSSC 2017 Pipeline Design Manual, Part Three, Section 3.i. – Working in the Vicinity of Existing PCCP 30-inch and Larger Water Mains. (add note for all PCCP mains not just 30" and larger)
7. In accordance with State law, the Commission shall require individual metering of residential units within a multi-unit condominium or cooperative ownership property located in Prince George's County. For all other multi-unit properties, WSSC shall allow either "Master Metering" or individual unit metering. Where individual metering is optioned, design and installation shall meet the provisions set forth in Sections 111.5.8.2 and 111.5.8.3 Where required solely by the owner, unit (private) water meters shall be furnished, installed, and maintained by the property owner. WSSC 2019 Plumbing & Fuel Gas Code 111.5.8

..... 0 Replies .....

**3 - Sewer**

Created by: Bryan Hall  
On: 04/01/2020 09:55 AM

1. This site is currently being served by existing and active sewer connection(s).
2. Existing sewer mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.
3. Existing sewer mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.
4. Service connections to WSSC sewer mains 15-inch up to 27-inch require special review and approval. Contact the WSSC Permit Services Unit at (301) 206-4003 for application procedures. Service connections to WSSC sewer mains 30-inch or larger are not allowed.

..... 0 Replies .....

#### 4 - General

Created by: Bryan Hall  
On: 04/01/2020 10:04 AM

1. An Environmental Site Assessment report may/will be required for the proposed site.
2. Submit an Excavation Support System Plan (ESS) to WSSC for review if your project involves subsurface features such as an underground parking garage or a deep excavation which will require tiebacks in the area of existing or proposed WSSC mains. This ESS Plan submission should be made at the time of Design Plan Submission. If, however, the excavation support work will be done before the Design Plan Submission, it will be necessary to submit the plan as a Non-DR Plan to WSSC. No work should be done in the vicinity of WSSC mains until the ESS Plans have been reviewed by WSSC. If no ESS Plans are required for the project, the engineer should provide a letter from the Project Structural Engineer certifying that the building does not require it.
3. Follow WSSC Demolition/Abandonment procedures to obtain a County Raze Permit. Note: Failure to obtain an SDC fixture credit permit inspection prior to the removal of existing fixtures will result in the issuance of Basic Credit Only. To obtain System Development Charge (SDC) credits for existing plumbing fixtures, an SDC Fixture Count Inspection MUST be completed by a WSSC Regulatory Inspector BEFORE REMOVAL OF FIXTURES OR DEMOLITION of the structure. The inspection requires a permit which can only be obtained through a WSSC Registered Master Plumber. SDC Fixture Credit Procedures are available at the WSSC Permit Services website.
4. A proposed site development project was previously submitted to WSSC (DA6793Z19) and is a conceptually approved project. Contact Bryan Hall at (301) 206-8769 or Bryan.Hall@wsscwater.com for information.
5. Show and label all existing nearby water and/or sewer service connections that may be impacted by the proposed development.

..... 0 Replies .....



# CITY OF COLLEGE PARK

## DEPARTMENT OF PLANNING, COMMUNITY & ECONOMIC DEVELOPMENT

8400 BALTIMORE AVENUE SUITE 375 COLLEGE PARK, MD 20740 | 240.487.3538 | COLLEGE PARKMD.GOV

June 10, 2020

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

RE: Detailed Site Plan-19068, The Standard at College Park

Dear Chair Hewlett,

The City of College Park City Council, at their meeting on June 9, 2020, voted 8-0-0 to recommend approval of Detailed Site Plan-19068 with conditions, and approval of the requested departures (parking space design, transformer screening, and loading space) as follows:

1. SUPPORT the following alternative development district standards as noted below:  
(Note: The page numbers referenced are from the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment).
  - a. **Building Form, Character Area 5b, Walkable Nodes (University)** (page 235)- To allow parking within 20 feet of the property line.
  - b. **Building Form, Character Area 5b, Walkable Nodes (University)** (page 235)-To allow a reduction in the building frontage buildout from 80% minimum at the build-to-line to 77% along Guilford Drive.
  - c. **Building Form, Character Area 5b, Walkable Nodes (University)** (page 235) – To allow lot coverage to be 87.86% exceeding the 80% maximum.
  - d. **Building Form, Parking Spaces** (page 239) - To allow a reduction of 3 parking spaces from the 251 spaces required.
  - e. **Building Form, Parking Lots, Loading and Service Areas (page 241)**- To allow Hartwick Road, a primary frontage street, to be used as a primary source of access to off-street parking.
  - f. **Architectural Elements** (page 245) - To not provide a continuous expression line above the second story on the east, south and west facades of the building.
  - g. **Architectural Elements** (page 254) - To exceed the maximum area of any single sign mounted perpendicular to a given façade (blade sign) from 9 square feet to 35 square feet.
  - h. **Sustainability and the Environment** (page 256) – To allow the use of an equivalent alternative rating system to the required LEED silver certification.



# CITY OF COLLEGE PARK

## DEPARTMENT OF PLANNING, COMMUNITY & ECONOMIC DEVELOPMENT

8400 BALTIMORE AVENUE SUITE 375 COLLEGE PARK, MD 20740 | 240.487.3538 | COLLEGEPARKMD.GOV

2. Prior to certification of the Detailed Site Plan, the Applicant shall:
  - a. Submit clear documentation that the alternative rating system proposed is equal to or better than LEED Silver certification.
  - b. Correct Sheet C-102, Lot Coverage from 78.3% to 87.86%.
  - c. Revise the Tree Canopy Coverage Schedule for Section 25-128 to reflect that a minimum of 8,059 square feet of landscape trees (10%) is being provided.
3. Prior to certification of the Detailed Site Plan, the Applicant shall revise the Architectural Plans to:
  - a. Provide at least 4 electric car-charging stations in the parking garage.
  - b. Provide at least 1 car sharing parking space.
  - c. Provide a continuous expression line above the second floor along the Hartwick Road façade and extend the balconies on this façade to meet the expression line.
  - d. Rearrange the colored acrylic panels along the Hartwick Road facade to enhance the verticality and mitigate the massing of the building.
  - e. Provide a detail of the proposed decorative panels to screen the parking garage along Guilford Drive.
4. Prior to certification of the Detailed Site Plan, the Applicant shall revise the Landscape Plans to:
  - a. Provide a detail of the artistic treatment proposed for the mechanical equipment (transformers) along the new street for review by City staff.
  - b. Provide the location and type of trees and pedestrian lighting for the streetscapes along Hartwick Road, Guilford Drive and the new access road. These details should be consistent with the streetscapes provided to the east and west of the subject site.
  - c. Revise the landscape and hardscape plans for Guilford Road Pocket Park to enhance accessibility by the public and improve the pedestrian experience. The following should be considered:
    - 1) Replace as much of the metal railing along the sidewalk as possible with concrete steps into the below-grade space.
    - 2) Create a more open plaza area at the intersection of Guilford Drive and the new street.
    - 3) Where feasible, show trees planted along the sidewalk edge on Applicant's property to align with streetscape trees for more effect.
5. Prior to certification of the Sign Plan, the Applicant shall revise the Sign Plan to clarify sign construction details to ensure that panelized back lighting and box lighting fixtures are not provided.



# CITY OF COLLEGE PARK

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## DEPARTMENT OF PLANNING, COMMUNITY & ECONOMIC DEVELOPMENT

8400 BALTIMORE AVENUE SUITE 375 COLLEGE PARK, MD 20740 | 240.487.3538 | COLLEGEPAKMD.GOV

6. Execution of a Declaration of Covenants Agreement between the Applicant and City of College Park.

Sincerely,

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

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



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
[www.pgplanning.org](http://www.pgplanning.org)

April 29, 2020

**MEMORANDUM**

TO: Jeremy Hurlbutt, Master Planner, Development Review Division

FROM: Michelle Hughes, Permit Review Section, Development Review Division

SUBJECT: Referral Comments for DSP-19068, The Standard At College Park

1. The statement of justification for Impacts to Regulated Environmental Features should be corrected to indicate 283 dwelling units.
2. All development plans should be updated to indicate proposed 9- story mixed use building.
3. A note shall be added to the site plan indicating proof of compliance with Federal Aviation Regulation (FAR) Part 77 shall be provided prior to issuance of building permit.
4. A note shall be added to Sheet C-102 indicating requesting departure from 1 required loading space.
5. The proposed entrance on Hardwick Rd does not meet the minimum entrance widths per the Sector Plan Provisions.

**From:** [Hatcher, Christopher L.](#)  
**To:** [Hurlbutt, Jeremy](#)  
**Cc:** [Eric Leath](#)  
**Subject:** RE: DSP-19068 - Additional Information  
**Date:** Wednesday, June 10, 2020 10:25:51 AM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)  
[image008.png](#)  
[image009.png](#)  
[DSP-12034-04.pdf](#)  
[DSP-14022.pdf](#)  
[Illustrative Plan.pdf](#)  
[TCC Schedule - College Park Amenities.xls](#)  
[Street Tree Exhibit.pdf](#)

---

Jeremy – I want to take this opportunity to provide clarity on the lot coverage issue and a few other items. Please see below.

- Illustrative Plan: Attached please find the requested rendered landscape plan.
- Additional TCC Request: The acceptance package for DSP-19068 included a TCC waiver request. The need for this waiver was based on the Applicant’s understanding that the street trees in the ROW along Hartwick, Guilford, and the New Road could not be counted in the TCC calculation. Section 25-129(a) states “Existing trees to be preserved, proposed on-site woodland conservation, trees planted throughout the site, and street trees located within the right-of-way along the property frontage may be counted toward meeting this requirement.” Upon review of 25-129(a), it is clear that the street trees located within the right-of-way along the property frontage can be counted towards the TCC calculation. As back-up information, attached please find the Applicant’s (1) Street Tree Exhibit and (2) TCC Schedule.
- Parking Width Justification: Below please find information necessary to support the requested parking width reduction (departure).
  - **Mixed-Use Urban Environment** – The Sector Plan vision for this area is a pedestrian friendly, concentrated, mixed-use development where residents will park the car and walk to the University of Maryland. The vast majority of people who will utilize the parking in this development will have, or will develop, the necessary expectations of parking a car in a more urban environment (which almost universally have parking space widths narrower than 9’).
  - **Low Parking Turnover** – Student housing facilities have low parking turnover. This is not a high trip generation use (ie. Low parking turnover). Generally, students park and walk to the University and/or adjacent areas. Low turnover supports a narrower parking stall given that there is less activity.
  - **Precedent**
    - DSP-14022 – Approved a parking garage with 885 parking spaces with a width of 8.5’. Justification for the narrower width in this application is consistent with the Mixed-Use Urban Environment justification provided above.

- DSP-12034 – Approved a parking garage with 272 parking spaces with a width of 8.5’. This staff report also recommends approval of 11 compact spaces with a width of 8’.
  - **Experience Implementing Narrower Parking Space Width** – Landmark has successfully implemented parking spaces widths narrower than 9’ for similar mixed-use student oriented development in other municipalities throughout the United States. These locations include (1) Tallahassee, Florida, (2) Tucson, Arizona, (3) Ann Arbor, Michigan, (4) Seattle, Washington, (5) Athens, Georgia, (6) Coral Gables, Florida (7) Berkeley, California, (8) Atlanta, Georgia, (9) Atlanta, Georgia and (10) State College Pennsylvania.
  - **Loss of Parking** – If wider parking spaces are required, then the proposed development will lose, at a minimum 10 parking spaces. This loss of additional parking spaces will require the Applicant to (1) request a greater departure/alternative development district standard for the number of parking spaces and (2) provide less parking in an area where a lot of new residents will be living.
- Additional Development District Standard Request –Building Form, Parking Lots, Loading and Service Areas (Page 241): The Applicant is proposing to use Hartwick as one of the primary access points for off-street parking. The only access to the commercial parking spaces is along Hartwick. Locating this access point is justified in several ways. First, it allows for the proximate and clear access to the commercial area for the commercial parking. This proximate parking is critical for the success of commercial area. Second, it allows the Applicant to provide additional parking by not directly connecting (internally) the 2 levels of the parking garage. Third, safety measures will be incorporated to ensure no conflicts between pedestrians and cars.
- Lot Coverage Justification: Below please find additional justification for the request to exceed the 80% maximum lot coverage required by the Development District Standards (Central U.S. 1 Sector Plan p.235). The proposed lot coverage is 87.86%, calculated according to the Central U.S. 1 Sector Plan (“Sector Plan”) definition of lot coverage (p.271). The requested amendment for lot coverage is not substantial (7.86%) and will benefit the development.

○ **Were the pocket park along Guilford Drive counted in the lot coverage calculation, lot coverage would be below the 80% maximum.**

The proposed pocket park along Guilford Drive cannot be counted in the lot coverage calculation because it will be dedicated to public use and is partially under the building overhang. If the pocket park along Guilford Road were included in the lot coverage calculation, lot coverage would be below the maximum 80%. This public-private space, although partially under the proposed building overhang, provides an amenitized and landscaped open space substantially enhancing the Guilford Drive experience meeting the recreational and safety needs of future residents and the public alike. Thus,



providing the pocket park meets the intent the maximum lot coverage requirement.

○ **Were the proposed podium deck courtyards excluded from lot coverage, lot coverage would be below the maximum 80%.**

The proposed building includes three (3) landscaped courtyards above the podium deck. Because these courtyards are located above the podium deck of the proposed building (more than 12 feet above ground), they are not excluded from lot coverage. Were the landscaped courtyards not considered part of the proposed building foot print, the maximum 80% lot coverage would be met. These landscaped courtyards will provide outdoor recreation opportunities and a green contemplative respite for future residents. Thus, as with the pocket park, these courtyards help meet the intent of the maximum lot coverage requirement.

○ **Significant dedications for travelways, sidewalk, and utility easements reduce the size of the lot contributing to lot coverage exceeding 80%.**

The Applicant will dedicate land from the property for: 1) the new road along the eastern property line, including the travelway, sidewalk PUE, and landscape strip; 2) the sidewalk along the west side of the Property; and 3) a sidewalk within an existing storm drain easement for the City of College Park on the west side of the property. These necessary pedestrian and vehicular connections and dedications reduce the size or useable area of the lot thereby contributing to the lot coverage exceeding 80%.

○ **The proposed building is designed to an urban condition. In most urban areas, lot coverage exceeds 80%.**

The project is designed to an urban condition, as intended by the Sector Plan. In urban areas, greater than 80% lot coverage is the norm. Even within the Sector Plan area, other buildings exceed 80% lot coverage, including the neighboring BA/WRPR project. Neighboring jurisdictions recognize that a maximum 80% lot coverage is not desirable in an urban area. For example in Montgomery County, the CR zone, which has been applied in urbanized areas (e.g. Silver Spring and Bethesda), does not cap lot coverage for most building types, including apartments, multi-use, and general buildings. (In lieu of a maximum lot coverage, 10% open space is required for larger properties.) Of course, the 10% Tree Canopy Coverage has been met in this instance.

Building design in urban areas encourages the use of build-to lines to help define the edge of the public streetscape and enhance the pedestrian experience along main frontage streets. The subject property fronts on two main streets, Hartwick Road and Guilford Drive, that run the length of the

parcel and encompass more than 63% of the site perimeter. The extended perimeter length where build-to lines and minimum building setbacks are required on the Property is in conflict with the maximum lot coverage (80% max.) component in this site. Further, the build-to lines of proposed building are placed similarly to the adjacent Terrapin Row and BA/WRPR project buildings, contributing to the creation of an urban condition. Meeting the maximum lot coverage conflicts with this standard.

- **The Applicant elected to expand the building horizontally , increasing lot coverage, because the proposed building is vertically constrained due to the requirements of Aviation Policy Area 6 and the 100-year floodplain.**

Within the WNU Character Area of the Sector Plan, where the property is located, the maximum building height is 10 stories (151 feet); however, due to the requirements of the Aviation Policy Area 6, the height of the proposed building has been reduced to nine stories (106 feet). Furthermore, as the Property is located within the 100-year floodplain, the proposed building cannot be placed below grade. To compensate for these vertical constraints, the proposed building has been expanded horizontally. Thus, the vertical site constraints attributable to the Aviation Policy Area and the 100-year floodplain contribute to the development exceeding the maximum 80% lot coverage.

- **Providing 80% lot coverage or less would negatively impact the proposed building.**

The impact on the building from reducing lot coverage would be significant:

Option 1 (cut 1 swath running E to W)\* = 5360sf of footprint reduced:

- Courtyard SF lost (2<sup>nd</sup> Floor): 1950sf
- Rooftop Courtyard SF Lost: 1080sf
- Bedrooms Lost: 84 Bedrooms
- Units Lost: 16 units
- Parking Lost: 63 spaces

\*This Option would eliminate the alignment of the building line with the adjacent BA/WRPR project

Option 2 (cut 2 swaths running N to S) = 5440sf of footprint reduced:

- Courtyard SF lost (2<sup>nd</sup> Floor): 2250sf\*
- Level 1 Amenity SF Lost: 660sf

- Retail SF Lost: 1197 sf retail
- Bedrooms Lost: 95 Bedrooms
- Parking Lost: 30 spaces

\* Courtyards widths would decrease from a minimum width of 38'-6" in one courtyard and 48'-10" in another to both at a minimum width of 28'-0"

Thank you for the opportunity to provide further justification on all of the above issues. Please to not hesitate to contact us should you need any further information.

Chris

---

**Christopher L. Hatcher**, Attorney

Lerch, Early and Brewer, Chtd. rising to every challenge for 70 years  
 7600 Wisconsin Ave | Suite 700 | Bethesda, MD 20814  
 T 301-657-0153 | F 301-347-3751 | Main 301-986-1300  
[chatcher@lercheearly.com](mailto:chatcher@lercheearly.com) | Bio

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**From:** Hatcher, Christopher L.  
**Sent:** Wednesday, June 3, 2020 10:44 AM  
**To:** Hurlbutt, Jeremy <Jeremy.Hurlbutt@ppd.mncppc.org>  
**Subject:** RE: DSp-19068, Rendered Site plan

Thank you for the follow-up questions. Below please find the requested clarifications.

1. Lot Coverage: If the Applicant could include the open area that the pocket park occupies in the lot coverage calculation, then the application would not exceed the 80% lot coverage development district standard. Since that area cannot be contained in the lot coverage calculation, the Applicant requested relief from this development district standard. The Applicant believes that the pocket park will be a spectacular community amenity and a great way to active Guildord Drive.
2. Decorative Panel (in the Guilford Park?): The decorative panels in the Guilford Park (reflected in the renderings) are intended to be placeholders. Ultimately, they are intended to be some type of art or possibility some landscaping/vines that will be placed up against the wall.

I think it would be helpful to meet to discuss the staff report (prior to when it is released) and any other clarifications that may be helpful for the review. Please let me know when you can talk.

Chris

---

**From:** Hurlbutt, Jeremy <[Jeremy.Hurlbutt@ppd.mncppc.org](mailto:Jeremy.Hurlbutt@ppd.mncppc.org)>  
**Sent:** Wednesday, June 3, 2020 10:13 AM  
**To:** Hatcher, Christopher L. <[clhatcher@lercheary.com](mailto:clhatcher@lercheary.com)>  
**Subject:** RE: DSp-19068, Rendered Site plan

Chris:

I could use clarification on your justification for lot coverage your state that the pocket park is not included, but if you removed the pocket park you would meet lot coverage? Those two things seem to contradict each other. Also we will need a better understanding of the decorative panel along Guilford Drive. The report is mostly written and under review. We can meet but need these two things addressed first.

---

**From:** Hatcher, Christopher L. <[clhatcher@lercheary.com](mailto:clhatcher@lercheary.com)>  
**Sent:** Wednesday, June 3, 2020 8:57 AM  
**To:** Hurlbutt, Jeremy <[Jeremy.Hurlbutt@ppd.mncppc.org](mailto:Jeremy.Hurlbutt@ppd.mncppc.org)>  
**Subject:** RE: DSp-19068, Rendered Site plan

Received. We will send you a rendered site plan. How is your review going? Do you see value in having a meeting so that we can discuss outstanding questions or issues you may have with the materials?

---

**Christopher L. Hatcher**, Attorney  
Lerch, Early and Brewer, Chtd. rise to every challenge  
7600 Wisconsin Ave | Suite 700 | Bethesda, MD 20814  
T [301-657-0153](tel:301-657-0153) | F [301-347-3751](tel:301-347-3751) | Main 301-986-1300  
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**From:** Hurlbutt, Jeremy <[Jeremy.Hurlbutt@ppd.mncppc.org](mailto:Jeremy.Hurlbutt@ppd.mncppc.org)>  
**Sent:** Tuesday, June 2, 2020 9:13 AM  
**To:** Hatcher, Christopher L. <[clhatcher@lercheary.com](mailto:clhatcher@lercheary.com)>  
**Subject:** DSp-19068, Rendered Site plan

Chris:

Can you get us rendered site plan. Thank you

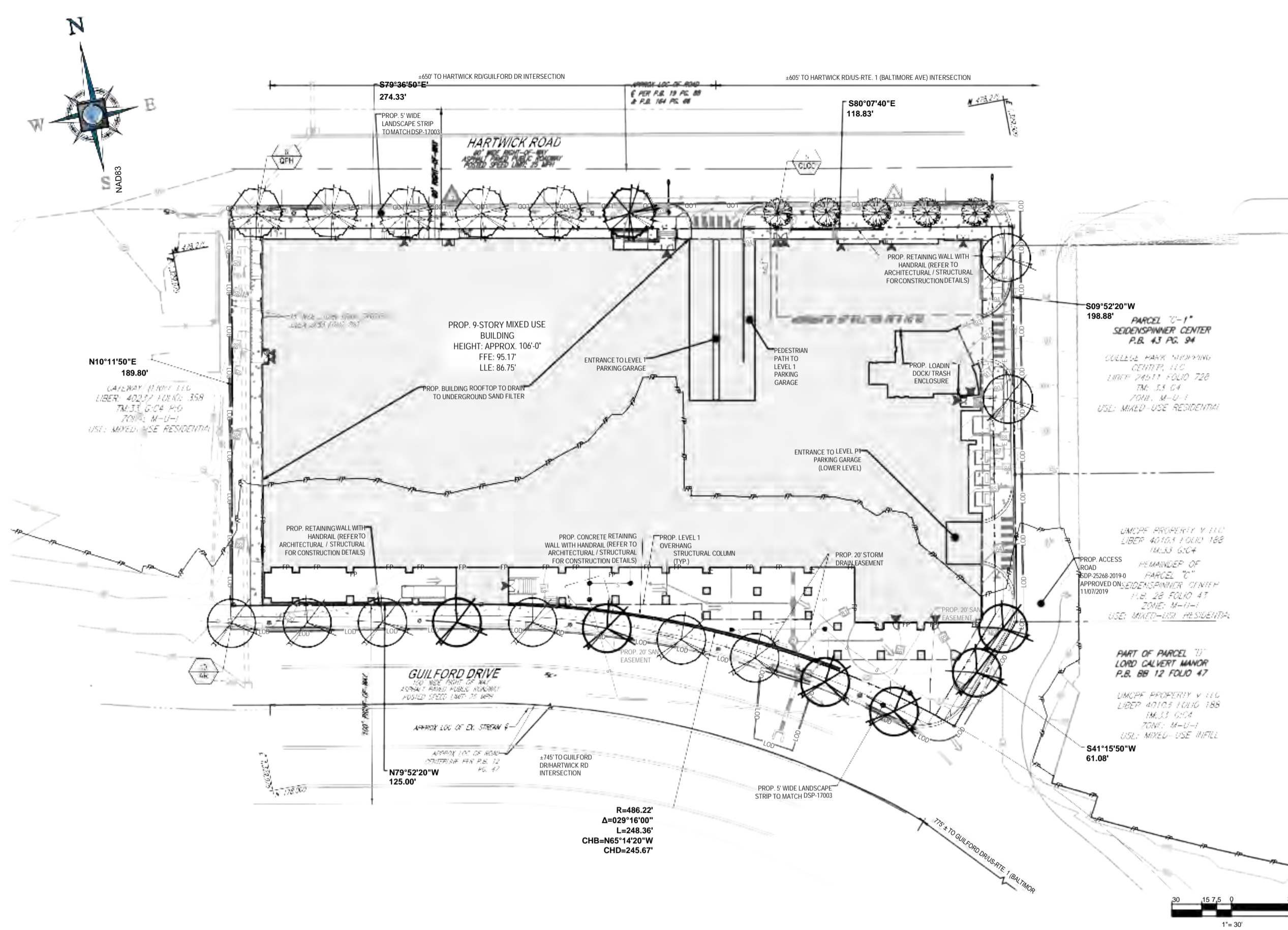
## Jeremy Hurlbutt

Master Planner | Urban Design Division



14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772  
301-952-4277 | [jeremy.hurlbutt@ppd.mncppc.org](mailto:jeremy.hurlbutt@ppd.mncppc.org)





STREET TREE CHART		
STREET NAME	REQUIRED	PROVIDED
GUILFORD DRIVE (PUBLIC) (374 LF / 40)	10 TREES	10 TREES
HARTWICK ROAD (PUBLIC) (237 LF / 40)	6 TREES	6 TREES
HARTWICK ROAD (PUBLIC) (156 LF - 27 LF (ENTRANCE) / 30)	5 ORNAMENTAL TREES	5 ORNAMENTAL TREES
NEW ROAD (PUBLIC) (260 LF - 44 LF (ENTRANCES) / 40)	6 TREES	4 TREES
<b>TOTAL TREES</b>	<b>27 TREES</b>	<b>25 TREES</b>

LANDSCAPE SCHEDULE					
KEY	QTY.	BOTANICAL NAME	COMMON NAME	CAL. / HT.	CONT.
<b>SHADE TREES</b>					
AR	14	ACER RUBRUM	RED MAPLE	2 1/2" CAL. / 12-14'	B+B
QPH	6	QUERCUS PHELLOS	WILLOW OAK	2 1/2" CAL. / 12-14'	B+B
<b>SUBTOTAL: 20</b>					
<b>ORNAMENTAL TREES</b>					
CLCC	5	CRATAEGUS LAEVIGATA 'CRIMSON CLOUD'	CRIMSON CLOUD HAWTHORN	1-1 1/2" CAL. / 8-10'	B+B
<b>SUBTOTAL: 5</b>					

NOTE: IF ANY DISCREPANCIES OCCUR BETWEEN AMOUNTS SHOWN IN THE PLAN AND THE PLANT LIST, THE PLAN SHALL DICTATE.

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 LAND SURVEYING  
 PROJECT MANAGEMENT  
 LANDSCAPE ARCHITECTURE  
 SUSTAINABLE DESIGN  
 PERMITTING SERVICES  
 TRANSPORTATION SERVICES

REVISIONS				
REV.	DATE	COMMENT	BY	CHK.
1	1/27/2020	PER COMMENTS	JD	JD
2	5/20/2020	PER COMMENTS	JD	JD

THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION DOCUMENT FOR SPECIFIC CONTRACTS.

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PROJECT No: MB192036  
 DRAWN BY: LAM  
 CHECKED BY: JD  
 DATE: 11/08/19  
 CAD I.D.: LPI

PROJECT:  
**DETAILED SITE PLAN (DSP-19068)**  
 FOR  
**THE STANDARD AT COLLEGE PARK, LLC**  
 PROPOSED DEVELOPMENT  
 HARTWICK RD.  
 PRINCE GEORGE'S COUNTY  
 COLLEGE PARK, MARYLAND 20740  
 TM:33 G:C4 P:00

**BOHLER ENGINEERING**  
 16701 MELFORD BLVD., SUITE 310  
 BOWIE, MARYLAND 20715  
 Phone: (301) 809-4500  
 Fax: (301) 809-4501  
 MD@BohlerEng.com

REGISTERED PROFESSIONAL ARCHITECT  
 I, JESSIE M. BOHLER, HEREBY CERTIFY THAT THESE DRAWINGS WERE PREPARED OR I AM RESPONSIBLE FOR THE PREPARATION AND I AM A LICENSED PROFESSIONAL ARCHITECT IN THE STATE OF MARYLAND AND THAT I AM NOT PROVIDING THESE DRAWINGS TO ANY OTHER PARTY WITHOUT THE WRITTEN CONSENT OF BOHLER ENGINEERING. LICENSE NO. 043396 EXPIRATION DATE: 06/28/2020

SHEET TITLE:  
**PUBLIC STREET TREE PLAN EXHIBIT**

SHEET NUMBER:  
**C-701**

REVISION 0 - 0

H:\19\MB192036\DRAWINGS\EXHIBITS\STREET TREE EXHIBIT\MB192036E0.DWG PRINTED BY: EHEIMSOH 6.04.20 @ 2:52 PM LAST SAVED BY: EHEIMSOH

### Tree Canopy Coverage Schedule for Sec. 25-128

<b>Project Name:</b>	<b>TCP2#:</b>	<b>DRD Case #:</b>	<b>Area (acres)</b>
The Standard at College Park			
<b>Site Calculations:</b>	<b>Zone 1:</b>		1.85
	<b>Zone 2:</b>		
	<b>Zone 3:</b>		
	<b>Zone 4:</b>		
	<b>Total Acres:</b>		1.85
<b>Total Acres (gross acres)</b>	<b>% of TCC required</b>	<b>TCC Required (Acres)</b>	<b>TCC Required in (SF)</b>
1.85	10.0%	0.19	8059
A. TOTAL ON-SITE WC PROVIDED (acres) =		acres	0
B. TOTAL AREA EXISTING TREES (non-WC acres) =	0.00	acres	0
C. TOTAL SQUARE FOOTAGE IN LANDSCAPE TREES =			9505
D. TOTAL TREE CANOPY COVERAGE PROVIDED =			9505
E. TOTAL SQUARE FOOTAGE REQUIRED =			8059
			<b>Requirement Satisfied</b>

Credit Categories for Landscape Trees	TCC Credit per Tree Based on Size at Planting (SF)	Number of Trees	TCC Credit (SF)
Deciduous - <b>columnar</b> shade tree (50' or less height)	2 - 1/2 - 3" = 65		0
	3 - 3 1/2" = 75		0
Deciduous - <b>ornamental</b> tree (20' or less height with equal spread). Minimum planting size 7 - 9' in height	1-1/2 - 1-3/4" = 75	5	375
	2 - 2 1/2" = 100		0
	2 - 1/2 - 3" = 110	33	3630
Deciduous - <b>minor shade</b> tree (25-50' height with equal spread or greater). Minimum planting size 8-10' in height	2 - 1/2 - 3" = 160		0
	3 - 3 1/2" = 175		0
Deciduous - <b>major shade</b> tree (50' and greater ht. with spread equal to or greater than ht) Minimum planting size 12 to 14' in height	2 - 1/2 - 3" = 225	16	3600
	3 - 3 1/2" = 250	4	1000
Evergreen - <b>columnar</b> tree (less than 30' height with spread less than 15')	6 - 8' = 40		0
	8 - 10' = 50		0
	10 - 12' = 75		0
Evergreen - <b>small tree</b> (30-40' height with spread of 15-20')	6 - 8' = 75		0
	8 - 10' = 100	9	900
	10 - 12' = 125		0
Evergreen - <b>medium tree</b> (40-50' height with spread of 20-30')	6 - 8' = 125		0
	8 - 10' = 150		0
	10 - 12' = 175		0
Evergreen - <b>large tree</b> (50' height or greater with spread of over 30')	6 - 8' = 150		0
	8 - 10' = 200		0
	10 - 12' = 250		0
TOTAL NUMBER OF TREES/TCC CREDIT (SF) (Manually enter information/figures into shaded areas)		67	9505

Humphreys and Partners Landscape Architecture  
Prepared by \_\_\_\_\_

2/11/2020  
Date \_\_\_\_\_

**Additional Back-up**

**For**

**DSP-19068**

**The Standard At College Park**



PGCPB Agenda: 06/25/20  
 PGCPB Item #: 6  
 Application: DSP-19068, The Standard at College Park  
 Reviewer Name: Jeremy Hurlbutt

**APPLICANT’S EXHIBIT**  
**PROPOSED REVISIONS TO STAFF REPORT**

The Applicant proposes all new language **bold underlined in blue** and all deleted language *~~italicized stricken-through in red.~~*

**FINDINGS**

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

**2. Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone(s)	M-U-I/D-D-O	M-U-I/D-D-O
Use(s)	Commercial	Multifamily Residential/ Commercial Retail
Acreage	1.84	1.84
Lots	0	0
Parcels	1	1
Square Footage/GFA	62,220 (to be razed)	577,184
Dwelling Units	0	283

**Other Development Data**

**Parking Requirements per the Sector Plan**

<b>Uses</b>			<b>Spaces Required</b>
Walkable Node University	283 dwelling units	1 space per dwelling unit	283
	6,000 sq. ft. retail (including eating or drinking establishments)	3 spaces per 1,000 sq. ft.	18
<b>Total Parking Required</b>			<b>301</b>
Total with Shared Parking		Shared Parking Factor=1.2*	251
<b>Total Parking Provided</b>			<b>248**</b>
	Standard spaces (9 x 19 feet)***		126
	Alternative Standard spaces (8.5 x19 feet)***		61
	Compact spaces (8 x 16 feet)***		48
	Handicap-Accessible		3
	Handicap Van-accessible		2

Handicap Electric Vehicular		1
Electric Vehicular (8 x 19 feet)		7

**Notes:** \*Mixed-use developments may use a shared parking factor to determine a reduction in the number of required parking spaces. The applicant has chosen to utilize the shared parking factor to reduce the parking requirement from 301 spaces to 251 spaces.

\*\*The 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* has a specific parking requirement. Therefore, the applicant is requesting an amendment to this standard, as discussed in Finding 7 below.

\*\*\* The applicant is requesting a departure from the size of standard and compact parking spaces, as discussed in Finding 8 below.

**\*\*\*\* The Applicant will provide at least one car sharing parking spaces. This space is included within the total 248 parking spaces provided.**

### Bicycle Spaces per the Sector Plan

Required (1 space per 3 parking spaces)	84
Provided	156
Interior	146
Exterior	10

**Loading Spaces** (per Section 27-546.18(b)\* of the Prince George’s County Zoning Ordinance)

Residential / Retail	1 space (interior)
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**Note:** \*The 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* does not have a standard for required loading spaces. Therefore, per the M-U-I 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 ~~four~~ one loading spaces, internal to the building, which is recommended as sufficient.

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**6. Design Features:** The applicant proposes to raze the existing site development to construct a mixed-use building with 283 multifamily dwelling units and 6,000 square feet of commercial retail uses on the site. The applicant has indicated that the dwelling units will be marketed to the student population. The proposed 9-story building will have frontage on Hartwick Road, Guilford Drive, and a new public street that will be constructed on the abutting property to the east, as shown on the approved DSP-17003-01, BA/WRPR College Park. The new road will provide access to the bottom level of structured parking and to an enclosed loading and trash area. A second level of structured parking will be accessed from Hartwick Road, through an opening in the center of the building.

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**Green Building Techniques**—The 2010 *Approved Central US 1 Corridor Sector Plan and*

*Sectional Map Amendment* (Central US 1 Corridor Sector Plan and SMA) requires the project to be Leadership in Energy and Environmental Design (LEED) certified at a minimum of the “Silver” level. The applicant has requested an amendment to allow them to use National Green Building Standard (NGBS) “~~Bronze~~ Silver” level. The applicant has not provided a LEED, or NGBS score card demonstrating that green building techniques may be utilized in the project to qualify it for NGBS certification. A condition has been added to the Recommendation section of this report, requiring that a matrix be provided demonstrating the ~~Bronze~~ Silver level of NGBS, and that it is equivalent to LEED Silver.

## COMPLIANCE WITH EVALUATION CRITERIA

7. **2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone:** The Central US 1 Corridor Sector Plan and SMA defines long-range land use and development policies, detailed zoning changes, design standards, and a D-D-O Zone for the US 1 Corridor area. The land use concept for the sector plan divides the corridor into four interrelated areas, walkable nodes, corridor infill, existing neighborhoods, and natural areas, for the purpose of examining issues and opportunities and formulating recommendations. Detailed recommendations are provided for six distinct areas within the sector plan: Downtown

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### Requests to Amend Development District Standards

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- f. **Page 256—Sustainability and the Environment/Leadership in Energy and Environmental Design (LEED) Certification:** Within Walkable Nodes, all development shall obtain a minimum of silver certification in one of the applicable LEED rating systems. The applicant indicated that they do not intend to pursue LEED certification, and instead proposes to meet the certification criteria of the National Green Building Standard (NGBS) at the ~~bronze~~ silver level, but a scorecard was not provided. In general, both NGBS and LEED are green building rating systems that set standards and scoring criteria for evaluating energy performance measures associated with the construction and operation of new, or renovated buildings. While there are some differences, both ranking programs require evaluation of similar building systems and design features to determine efficiency levels and apply a score. Staff believes that this amendment will benefit the development and the development district by providing green design techniques and will not substantially impair implementation of the sector plan. Therefore, staff recommends **approval** of this amendment request with a condition to provide a NGBS matrix and documentation that it is equal to the LEED silver certification.

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## RECOMMENDATION

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

- A. APPROVAL of the alternative development district standards for:

1. **Page 235—Building Form/Character Area 5b/ Walkable Nodes (University):** To allow covered parking within a minimum setback of 20 feet from the build-to-line of the building and to reduce the amount of the building at the build-to line along Guilford Drive to 77 percent.
2. **Page 235—Building Form/Character Area 5b/ Walkable Nodes (University):** To exceed the maximum lot coverage of 80 percent, by providing 87 percent lot coverage.
3. **Page 239—Building Form/Parking:** To reduce the amount of required parking by three parking spaces.
4. **Page 243—Building Form/Structured Parking:** To allow the parking structure to be setback less than 50 feet from the adjacent thoroughfares.
5. **Page 245—Architectural Elements/Facades and Shopfronts:** To not provide a continuous expression line.
6. **Page 254—Architectural Elements/Signage/Commercial Signage:** To allow a 34.61-square-foot blade sign, exceeding the 9 square feet maximum.
7. **Page 256—Sustainability and the Environment/Leadership in Energy and Environmental Design (LEED) Certification:** To allow for National Green Building Standard ~~bronze~~ silver certification.
- 8. Page 226 - Section 4.4 Landscape Manual – Screening Requirements: To allow the transformers located on the east side of the building to be wrapped with an artistic covering or painted in an artistic manner.**

B. APPROVAL of Detailed Site Plan DSP-19068 for The Standard at College Park, including departures from the required parking space size for 8.5-foot by 19-foot standard spaces and 8-foot by 16-foot compact spaces, subject to the following conditions:

1. Prior to certification, the applicant shall revise the plans as follows or provide the specified documentation:
  - a. Provide a detail of the decorative treatment proposed for the Guilford Drive frontage **(consistent with Applicant’s Exhibit # 2)**, to be reviewed by the Urban Design Section as designee of the Planning Board, with referral to the City of College Park staff.
  - b. Revise the landscape plan and schedule to demonstrate conformance with Prince George’s County Tree Canopy Coverage Ordinance.
  - c. Provide the on-site recreational facilities costs and calculation, in accordance with the Park and Recreation Facilities Guidelines.
  - d. Provide details of how the transformers on the east side of the building will be wrapped with an artistic covering: **or painted in an artistic manner**

(consistent with Applicant's Exhibit #3), or will conform to Section 4.4, Screening Requirements, of the Prince George's County Landscape Manual.

- e. Correct parking tables to be consistent with this approval.
- f. Correct lot coverage on the development table.
- g. Provide proof of compliance with Federal Aviation Regulations, Part 77.
- h. Provide a matrix demonstrating National Green Building Standard (NGBS) ~~Bronze~~ **Silver** Level is equivalent to LEED Silver, and how it will be achieved for the proposed development.
- i. Show all public use easements required by the approval of Preliminary Plan of Subdivision 4-19047 on the site plan.
- j. Revise Sheet A0-01 to designate parking space #53 as a compact space.
- k. Revise Sheets A0-00 and A0-01 to provide compact parking spaces sized a minimum of 8 feet by 16.5 feet, wherever ~~possible~~ **feasible**.
- l. Revise Sheets A0-00 and A0-01 to provide standard parking spaces sized a minimum of 9 feet by 19 feet wherever ~~possible~~ **feasible**.
- m. Provide at least one car sharing parking space.
- n. Provide a continuous expression line above the second floor along the Hartwick Road façade and extend the balconies on this façade to meet the expression line.
- o. Rearrange the colored acrylic panels along the Hartwick Road facade to enhance the verticality and mitigate the massing of the building.
- p. Provide a detail of the proposed decorative panels to screen the parking garage along Guilford Drive.
- q. Provide the location and type of trees and pedestrian lighting for the streetscapes along Hartwick Road, Guilford Drive and the new access road. These details should be consistent with the streetscapes provided to the east and west of the subject site.
- r. Revise the landscape and hardscape plans for Guilford Road pocket park to enhance accessibility by the public and improve the pedestrian experience. The following should be considered:
  - (1) Replace as much of the metal railing along the sidewalk as ~~possible~~ **feasible** with steps into the below-grade space.
  - (2) Create a more open plaza area at the intersection of Guilford Drive and the new street.
  - (3) Where feasible, show trees planted along the sidewalk

edge on applicant's property to align with street trees for more effect.

- s. Revise the sign plan to clarify sign construction details to ensure that panelized back lighting and box lighting fixtures are not provided.
2. Prior to issuance of the final certificate of occupancy of the building, the applicant shall demonstrate that all on-site recreational facilities have been fully constructed



METAL PANELS ATTACHED TO FACADE

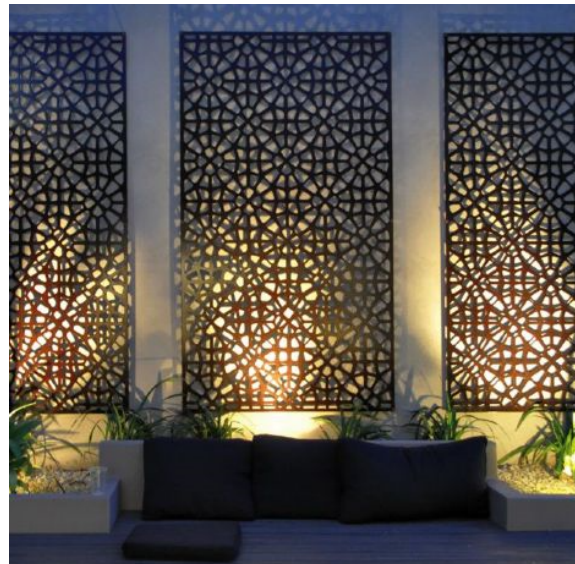


PROPOSED PERIWINKLE VEGETATION



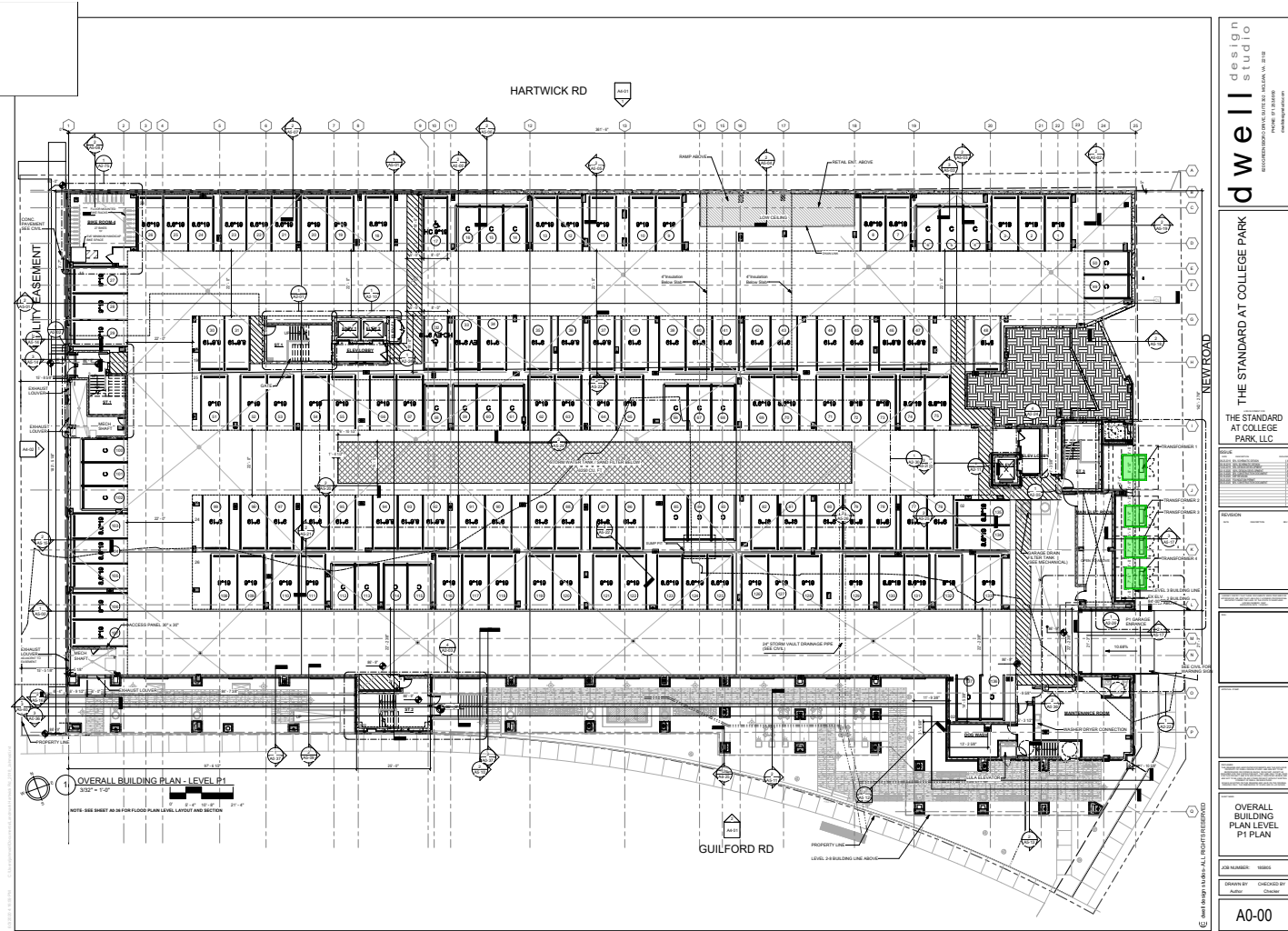
GUILFORD STREET EXTERIOR ELEVATION

DECORATIVE METAL PANEL, TYP.



BACKLIT METAL PANELS

Example 1 - Wall Panels Attached to Exterior Wall	Example 2 - Pattern	Example 3 - Pattern
	<p>Example 4 - Pattern</p>	<p>Example 5 - Pattern</p>



WRAP: GEOMETRIC VIGNETTE



WRAP: ORGANIC FORMS



PAINTED: RETRO CONCEPT



PAINTED: GEOMETRIC PATTERN



PAINT: CUSTOM DESIGN

# STANDARD COLLEGE PARK TRANSFORMER DECORATIVE CONCEPTS

2020.06.23