

R E S O L U T I O N

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

WHEREAS, in consideration of evidence presented at a public hearing on June 13, 2019, regarding Detailed Site Plan DSP-17007 for College Park Metro Apartments, Expedited Transit-Oriented Development, the Planning Board finds:

1. **Request:** This detailed site plan (DSP) proposes to construct a five-story, vertical, mixed-use building with 451 dwelling units and approximately 4,998 square feet of ground-floor commercial/retail space.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	M-U-I/T-D-O	M-U-I/T-D-O
Use(s)	Parking	Multifamily Residential and Commercial/Retail
Gross tract area (acres)	5.58	5.58
Parcel	1	1

Dwelling Unit Composition

Multifamily Dwelling Units

Studio	28
JBR (Junior Bedroom)	52
1 Bedroom	167
1 Bedroom with Den	42
2 Bedroom	112
2 Bedroom with Den	33
3 Bedroom	17
Total Units	451
Commercial/Retail Space (Ground floor)	4,998 square feet

OVERALL PARKING AND LOADING DEVELOPMENT DATA

Parking Spaces	Max. Allowed by TDOZ	Approved
Residential (451 Units @ 1.25 spaces/Unit*)	564	324 (garage)
Retail (4,998 sq. ft @ 2.25 space/1000 sq. ft.*)	12	79
Total	576**	403
Handicap-Accessible	9***	9

Loading Spaces

Residential (451 MFDs)	1 space per 100–300 dwelling units and 1 space per additional 200 dwelling units	2 spaces
Commercial/Retail (4,998 sq. ft.)	1 space per 2,000–10,000 sq. ft.	1 space
Total		3 spaces****

Notes

- * Parking ratio for this project is based on the site location within one-quarter mile of College Park/UMD Metro Station, in accordance with T-D-O Zone Standards of Parking Requirements and Transportation Adequacy (page 208).
- ** The T-D-O Zone parking requirements stipulate the maximum number that cannot exceed 576 for this development. There is no minimum parking requirement.
- *** Minimum required by the Zoning Ordinance. Of the nine required, two spaces should be van-accessible. A condition has been included in this resolution requiring the applicant to provide these prior to certification.
- **** Loading spaces are provided in accordance with Section 27-582 (a) of the Prince George’s County Zoning Ordinance. The Transit District Development Plan for the College Park-Riverdale Transit District Overlay (T-D-O) Zone does not have specific requirements for the number of loading spaces.

Bicycle Parking Spaces

Parking Spaces	Required by TDOZ	Approved
Residential (451 Units @ 1 space/20 Units)	23	55 (in garage)
Commercial/Retail (4,998 sq. ft @ 1 space/10,000 sq. ft.*)	1	8
Total	24	63

3. **Location:** The subject site is located on the west side of River Road, immediately south of the College Park Metro Station, approximately 530 feet south of the intersection of River Road and Campus Drive. The subject property is also located in the Metro Core Area of the 2015 *Approved College Park-Riverdale Transit District Development Plan* (College Park-Riverdale TDDP). The property is currently used as a Washington Metropolitan Area Transit Authority (WMATA) surface parking lot, in Planning Area 66 and Council District 3.
4. **Surrounding Uses:** Development surrounding this site is within the Transit District Overlay (T-D-O) Zone and includes the neighboring properties to the north and west that are zoned M-U-I and T-D-O and are developed with the Metro Station, access road, parking, and rail lines (including the future Purple Line); the neighboring property to the south is vacant, and to the east is the right-of-way of River Road. To the east, across River Road, is the research campus of the University of Maryland, where several federal agencies are located, in the M-U-I and T-D-O Zones. To the west, across Metro rail tracks, are existing single-family subdivisions in the One-Family Detached Residential Zone, within the municipal boundary of the City of College Park. The subject site and the vicinity are also within the Aviation Policy Area (APA) 6 of the College Park Airport.
5. **Previous Approvals:** The subject site, which is currently used as a WMATA surface parking lot serving College Park Metro Station, was previously in the Mixed Use-Transportation Oriented Zone. The College Park-Riverdale TDDP rezoned the property to the M-U-I/T-D-O Zones. On October 19, 2017, the Prince George's County Planning Board approved Preliminary Plan of Subdivision 4-17009 (PGCPB Resolution 17-136) for 1 parcel for the subject site, subject to 15 conditions.

The site also has a Stormwater Management (SWM) Concept Plan, 17197-2017-00, which was approved on September 1, 2017, and is valid through September 1, 2020.

6. **Design Features:** The subject site is rectangular in shape, with the long side fronting on River Road and the other side backing to the WMATA Metro train tracks, where the future Purple Line will also be located. The proposed building occupies the entire site, with a looped roadway connecting to River Road on the north and south sides. The subject application proposes a vertical mixed-use development project to construct a five-story building with 451 multifamily dwelling units and ground-floor commercial/retail uses on the northern side of the building, fronting the proposed pedestrian plaza on the Brooks Parcel, which is owned by WMATA and is concurrently reviewed under Mandatory Referral MR-1804A. The building includes a wrapped parking garage in the middle for the majority of the parking spaces, and two enclosed courtyards at either end to serve as recreational space.

Architecture

The building complex is designed in a contemporary style using a flat roof that is very common in the area. The building has two fully enclosed courtyards, which are finished predominantly with cementitious panels and a limited brick water table. Brick is also used as accent material on the

eastern elevation fronting River Road and concentrated on the northernmost third of that elevation. Brick is the main finish material on the northern elevation that is fronting on the Brooks Parcel, which will be developed as a pedestrian plaza in front of the College Park Metro Station platform. The western and southern elevations are finished with cementitious panels of yellow and grey colors. The western elevation is predominantly in grey and accented with yellow, whereas the southern elevation is designed mainly in yellow. The applicant has requested an amendment to the T-D-O Zone standards for building materials, which is discussed in Finding 7 below.

The elevation design breaks a very large building block (approximately 230 feet by 650 feet) into smaller parts with varying architecture that reflects the change in context from one side of the building to the next. Along the west façade, the building uses a “floating boxcar” concept to evoke the Metro Rail and Marc Train lines that run parallel to the site. The tubular ends at the north and south give three-dimensional depth to the “boxcar” masses, while turning the corners to more traditional, pedestrian-scaled façades. This is particularly true at the northern end, which houses retail and residential amenity functions in close proximity to the College Park Metro Station. The northern façade is distinctive in that it is predominately masonry and features large expanses of glass to help create an animated environment adjacent to the Brooks Parcel and the College Park Metro Station. An aluminum storefront window system is used on the northern elevation, where ground-floor commercial/retail space is proposed. Standard low-E glass doors and sash windows are used on all elevations. The building design, in general, is acceptable.

Of the proposed 451 multifamily units, 7 unit-types have been proposed. One- and two-bedroom units with a den account for more than 78 percent of the total units. Studio, junior-bedroom, and three-bedroom units account for 22 percent of the total units. Since the T-D-O Zone standards modified the regulations in the Prince George’s County Zoning Ordinance, the requirements of bedroom percentages are not applicable to this DSP.

Lighting

A lighting plan with photometric study has been provided with this DSP application. Two types of light fixtures are proposed. The details and specifications of the pole lights are included on the lighting plan. However, the site plan details do not clearly indicate if the light fixtures are full cut-off type. A condition has been included in this resolution requiring the applicant to provide a site plan note stating that all site lighting fixtures use full cut-off optics.

Signage

The application includes two types of signage: blade signs and building-mounted signs. The two blade signs on the northern and western elevations at the northwest corner of the building are close to the College Park Metro Station platform. The sign face area of each blade sign is measured at 88 square feet, which is larger than the allowed 50 square feet. An amendment to the T-D-O Zone sign standards has been requested for the two blade signs and is discussed in the Finding 7 below.

The other sign type is building-mounted signage, which is located on each elevation. On the northern elevation, where the storefront is located, three signs are proposed with a total sign face area of 302 square feet. On the southern elevation, two signs are proposed with a total sign face

area of 296 square feet. On the western elevation, five signs are proposed with a total sign face area of 824 square feet. On the eastern elevation, four signs are proposed with a total sign face area of 429 square feet.

In accordance with T-D-O Zone signage standards, the total signage area allowed for each building should be calculated on the basis of two square feet of signage area for each one linear foot of building frontage at the ground level. Where a building has multiple frontages, the allowed sign area should be distributed proportionally along each building frontage. The proposed building-mounted signage is consistent with the T-D-O Zone signage standards and is within the maximum allowed limits on each elevation. The sign face area for each type of sign is acceptable.

Loading and Trash Facilities

Loading and trash facilities are proposed interior to the multifamily building, in the middle of the site, to the rear of the building fronting on the WMATA Metro train tracks. The loading and trash facilities are properly located and screened from the public views.

Recreational Facilities and Amenities

This application is required to provide on-site private recreational facilities, in accordance with the previously approved PPS 4-17009. Specifically, there are two courtyards proposed where all recreational facilities will be located. Additional amenities such as a meeting place and gymnasium will be located within the lounge area of the building in the northwest corner fronting the proposed pedestrian plaza on the Brooks Parcel. In accordance with the formula for recreational facilities, for a multifamily development of 451 dwelling units, a recreational facility package worth approximately \$408,000.00 is required. The applicant proposes the following facilities, which have a value of approximately \$400,000.00, which is not met at this time because the bike racks are not considered recreational facilities. A condition has been included in this resolution requiring supplemental facilities.

North Courtyard

Outdoor Kitchen	\$25,000.00
Pool	\$125,000.00
Trellis	\$40,000.00
Site Furniture	\$25,000.00

South Courtyard

Outdoor Kitchen	\$50,000.00
Water Features	\$10,000.00
Site Furniture	\$15,000.00
Fire Pit	\$10,000.00

Fitness Area

Fitness Equipment	\$100,000.00
-------------------	--------------

Other

Bike Racks (55 X \$400.00) \$22,000.00

*As stated, the bike racks are not considered recreational facilities, but will be provided on-site.

Green Building Techniques

The applicant has submitted a score card that shows possible scores to achieve a “Two Globes” rating under the rating system of Green Globes® Multifamily New Construction grading system. Green Globes® is a nationally recognized green rating assessment, guidance, and certification program consisting of factors under seven categories including Project Management, Site, Energy, Water, Materials, Emissions, and Indoor Environment. Green Globes® is a science-based building rating system that supports a wide range of new construction and existing building project types. Designed to allow building owners and managers to select which sustainability features best fit their building and occupants, Green Globes® recognizes projects that meet at least 35 percent of the 1,000 available points, while two globes mean that the project will provide 55–69 percent of the available points.

COMPLIANCE WITH EVALUATION CRITERIA

7. **The 2015 Approved College Park-Riverdale Transit District Development Plan:** The application is within the Metro Core Neighborhood of the College Park-Riverdale TDDP that is one of the four neighborhoods making up the transit district. The remaining neighborhoods are College Park Aviation Village, Research Core, and Riverdale Park Transit Village. The Metro Core is the area that is generally within a quarter-mile radius of the College Park Metro Station. The TDDP envisions the Metro Core as a vibrant, high-density, pedestrian-friendly, transit-oriented, mixed-use gateway into the transit district. The Metro Core area should have convenient pedestrian access to the station and surrounding mixed-use development and community amenities, such as the Anacostia River Stream Valley Park. The subject DSP has been reviewed for conformance with the transit district standards of the Metro Core and has been found to meet all applicable T-D-O Zone standards, except for fourteen standards from which the applicant has requested amendments.

The following discussion relates to the T-D-O Zone standards, specifically those requirements from which the applicant has requested amendments, in accordance with Section 27-548.08(c)(3) of the Zoning Ordinance, as follows:

- (3) **The applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan, unless the plan provides otherwise. The Board may amend any mandatory requirements except building height restrictions and parking standards, requirements which may be amended by the District Council under procedures in Part 10A, Division 1. The Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.**

In approving the Transit District Site Plan, the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan, and the Board shall then find that the site plan meets all mandatory requirements which apply.

The applicant has provided a statement of justification (SOJ) to discuss the reasons for amending the specific T-D-O Zone standards, as follows:

MODIFICATION 1: Building Form, Block Lengths (page 197)

No block length shall exceed 650 feet unless a public access easement and/or pedestrian passage is incorporated along the block length to provide pedestrian and bicyclist through access to another street or public open space. Smaller block lengths are encouraged, particularly in the College Park Aviation Village and Riverdale Park Urban Village, to promote connectivity.

The subject property is rectangular in shape with the longer side fronting River Road with a proposed block length of 833 feet. The other side of the property is bounded by the WMATA rail tracks where the future Purple Line is also located. The site is proposed to be developed with a single building that will occupy most of the site. Public access through this lot would not lead to anywhere; therefore, a modification is requested. Given the shape of the site and constraint of the train tracks, the requested modification will benefit the proposed development and transit district, and will not substantially impair the implementation of the TDDP. The Planning Board approved this amendment request.

MODIFICATION 2: Building Form, Metro Core, Lot Occupation (page 201)

The frontage buildout shall be a minimum of 90 percent at the build-to line.

The building is 645.5 feet in length along the River Road frontage. This represents approximately 77.5 percent of the approximately 833 feet of property frontage. Two vehicular accesses are shown off of River Road that provides a streamlined circulation. Given the shape of the property, the site design is acceptable, and the 78 percent of lot occupation is the maximum that can be achieved under this circumstance. The requested modification will benefit the proposed development and transit district and will not substantially impair the implementation of the TDDP. The Planning Board approved this amendment request.

MODIFICATION 3: Building Form, Massing and Transitions (page 206)

Buildings should be designed to ensure new development is responsive to issues of scale, natural lighting, pedestrian comfort, and compatibility with neighboring communities.

An expression line is required above the base section of individual buildings, and horizontal band lines shall be used on elevations where there are changes in primary materials.

An expression line running the length of the building above the first floor is shown on the architectural elevations. Window articulations are also grouped from the second- to the fourth-stories to further distinguish the upper floors from the base. The horizontal expression line runs along the northern and central portions of the building but does not extend to the southern section.

The intent for varying the expression line on the southern section by using two distinctive masses is to provide additional visual interest to convey a different elevation. Similar design has been applied on the western elevation that imitates a metro train. The requested modification will benefit the proposed development and transit district and will not substantially impair the implementation of the TDDP. The Planning Board approved this amendment request.

MODIFICATION 4: **Parking, Parking Requirements and Transportation Adequacy, Other Requirements (page 209)**

An appropriate number of reserved/dedicated car-share spaces should be provided for any development meeting or exceeding 150 residential units, 300,000 square feet of office space, or 50 parking spaces. The minimum number of car-share spaces shall be based on the lesser of:

Residential Uses: Number of dwelling units x .10 (based on the statistic that 1 shared car replaces approximately 10 to 15 private vehicles; as of 2013, seven percent of households in the region are potential or likely car share users).

Non-residential Uses (Hotel exempted):

- ▶ **50 to 149 parking spaces constructed: Provide at least one car-share space**
- ▶ **150 to 249 parking spaces constructed: Provide at least two car-share spaces**
- ▶ **250 or more parking spaces constructed: Provide at least three car-share spaces plus one car-share space for each additional 100 spaces.**

With 451 residential units and 84 surface parking spaces, a total of 46 car-share spaces are required $[(451 \times 0.1) + 1]$. The applicant proposes a total of 21 car-share spaces. A modification is requested. The College Park-Riverdale TDDP was adopted before Uber and Lyft become very popular transportation options. Today, car-share service is not as popular as it used to be. The required 45 spaces, which are around 11 percent of the total parking provided, is too high given current transportation trends. A minimum 5 percent of the provided parking spaces has been provided for car-share spaces that can also be used for other transportation options. The requested modification will benefit the proposed development and transit district and will not substantially impair the implementation of the TDDP. The Planning Board approved this amendment request.

MODIFICATION 5: Parking, Parking Requirements and Transportation Adequacy, Other Requirements (page 209)

Carpool and vanpool parking spaces shall be required at a minimum ratio of one reserved high-occupancy vehicle space per every 100 regular parking spaces for any development including in excess of 50,000 square feet of office use. Free or reduced parking costs for authorized carpools and vanpools are encouraged.

Five carpool/vanpool parking spaces are required, and only one is proposed. A modification is requested. The subject site has been used as a surface parking lot for the College Park Metro Station and is immediately south of the Metro Station. There is a public parking garage at the intersection of River Road and Campus Drive that serves patrons of the Metro. Given the close vicinity of the development to the Metro Station and many transportation options available to serve the residents, carpool and vanpool parking is not as critical as it was before. However, given 451 units have been proposed, there is a need sometimes for this type of parking space, and additional parking options are always welcomed. The DSP provides one space for similar parking purposes. The requested modification will benefit the proposed development and transit district and will not substantially impair the implementation of the TDDP. The Planning Board approved this amendment request.

MODIFICATION 6: Parking, Surface Parking Lots, Structured Parking Garages, and Loading and Service Areas (page 211)

Any new surface parking lots that may be required to serve new development or redevelopment shall be set back a minimum of 30 feet from the build-to lines along streets. Surface parking lots should be located mid-block to the extent practicable.

<u>Surface Parking Setback from Street</u>	
Required:	30 feet from build-to line
Proposed:	15.2 feet from build-to line

The surface parking in front of the retail operations on the north side of the property are located 15.2 feet from the build-to line, to accommodate environmental and WSSC easement constraints. A modification is requested.

Due to the shape of the site, the circulation must be provided on both ends of the building connecting to River Road. A small amount of surface parking has been provided on both sides of the loop road. The location and siting of the surface parking is appropriate. The requested modification will benefit the proposed development and transit district and will not substantially impair the implementation of the TDDP. The Planning Board approved this amendment request.

MODIFICATION 7: Parking, Surface Parking Lots, Structured Parking Garages, and Loading and Service Areas (page 212)

Loading and service areas should be hidden from public view by street screens, fences, or street walls.

Residential loading is interior to the building and hidden from public view. To a large extent, the retail loading area is shielded from view by landscaping. However, it cannot be completely screened due to the drive aisle. Therefore, the applicant requests a modification to this requirement for the retail loading space.

The loading space serving the proposed retail is located on the northern access drive to the site. Given the location of the retail uses and its small scale, the loading space will be unused for most of the time. The proposed loading space is appropriate, will benefit the proposed development and transit district, and will not substantially impair the implementation of the TDDP. The Planning Board approved this amendment request.

MODIFICATION 8: Architectural Elements, General and Fenestration, General Requirements (page 213)

For commercial and non-residential uses, the ground level shall have an interior clear height (floor to ceiling) of at least 14 feet contiguous to the build-to line frontage to a minimum depth of 20 feet. The maximum ground-level story height for commercial and non-residential uses is 22 feet.

Commercial uses are proposed in the eastern portion of the northern façade. Here, the ceiling height meets the 14-foot requirement. Amenities, including a fitness center and lobby, to serve the residents in the multifamily building are proposed in the western portion of the northern façade. The property rises five feet from east to west along this façade. To maintain the architectural lines of the building, the first floor does not have an elevation change at the ceiling level resulting in a ceiling height of 13 feet on the western portion of the northern façade. If the building were to accommodate the interior ceiling height requirement, the building would also need to rise to the west, disrupting the architectural integrity of the façade, including the expression line at the top of the first floor. Further, as proposed, the uses in this area are accessory to the residential uses and not subject to this provision. If in the future, the market for retail becomes such that this area would be ripe for conversion to retail use, the slight modification to the ceiling height will be visually unnoticeable and the integrity of the expression line will be maintained. The requested modification will benefit the proposed development and transit district and will not substantially impair the implementation of the TDDP. The Planning Board approved this amendment request.

MODIFICATION 9: **Architectural Elements, General and Fenestration, Fenestration**
(page 214)

Table 20: Percentage of Fenestration (Windows and Doors) for Each Elevation (applicable to the proposal)

<u>Use</u>	<u>Percentage of Fenestration</u>
Ground floor retail	60–95
Ground floor residential	25–40
Upper floor residential	25–60

Proposed fenestration percentages satisfy these requirements, with the exception of fenestration for ground floor retail, which is provided as follows:

Ground floor retail	52.2 percent
Ground floor residential	25.7 percent
Upper floor residential	29.5 percent

The amount of the retail provided is less than what was previously envisioned based on the applicant’s market study and the proposed residential uses and pedestrian traffic in the vicinity of the building. The requested modification will benefit the proposed development and transit district and will not substantially impair the implementation of the TDDP. The Planning Board approved this amendment request.

MODIFICATION 10: **Architectural Elements, Storefronts** (page 215)

Façades identified as part of the storefront frontages by Map 8 on page 45 shall be designed as storefronts/shopfronts. If the storefront frontage is not viable as retail at initial occupancy, the design shall be flexible enough to accommodate a future transition to retail uses while serving as an additional building amenity or lobby space; a temporary “pop-up” shop, market, gallery, co-op office, or meeting space; and/or a similar permitted use otherwise allowed on the subject property over the short term and should be considered.

Map 8 on page 45 of the TDDP identifies façades intended to be storefront frontages. As depicted on Map 8, the entire length of the northern façade is identified as “retail frontage.” A modification of this standard is requested.

The northern façade, as proposed, includes approximately 5,000 square feet of retail space. The remainder of the northern façade is occupied by amenity and lobby space of the proposed multifamily building. However, the TDDP anticipates that the market may not support retail frontages in all locations identified on Map 8 and states that if the storefront frontage is not viable as retail at initial occupancy, the design should be flexible enough to accommodate a future transition to retail uses, while serving as an additional building amenity or lobby space. Per the applicant, demand does not exist for more than the retail storefront proposed in this DSP, and to

activate this space facing the metro station, amenity and lobby areas are proposed in the western portion of the northern façade. The requested modification will benefit the proposed development and transit district and will not substantially impair the implementation of the TDDP. The Planning Board approved this amendment request.

MODIFICATION 11: Architectural Elements, Storefronts (page 215)

Storefronts shall remain unshuttered at night and shall provide clear views of interior spaces lit from within. Metal bars and security gates (including rolling doors) are prohibited on all storefronts.

Storefronts will remain unshuttered at night, and bars and security gates are not proposed. In the retail portion of the storefront area, lights will be turned off in the middle of the night to conserve energy. Limited lighting will remain on in the lobby and amenity portion of the storefront area depending on hours of operation. A modification is requested.

The retail space proposed is limited to the basic and convenient service category and is not a 24/7 operation. Storefront window lighting will turn off during the time of least activity, resulting in additional energy saving. The requested modification will benefit the proposed development and transit district and will not substantially impair the implementation of the TDDP. The Planning Board approved this amendment request to light the use only part of the night.

MODIFICATION 12: Architectural Elements, Building Materials and Elements, Exterior Walls (page 216)

Primarily residential buildings or vertically mixed-use buildings with residential uses above the ground floor may also include cementitious siding or panels in a smooth or stucco finish at the fourth floor and higher.

Cementitious panels and siding are used strategically throughout the building at all levels. A modification is requested.

The elevations of the proposed building have been designed with different emphases and themes in mind. The northern section of the building is what Metro users see first; it is the most visible to pedestrians and visitors to the retail and residential areas. Use of brick masonry establishes hierarchy indicating that the northern section is the public front face of the building. The various combinations of cementitious panels and siding on the southern two-thirds of the building provide contrast to the brick and reinforces that hierarchy. The requested modification will benefit the proposed development and transit district and will not substantially impair the implementation of the TDDP. The Planning Board approved this amendment request.

MODIFICATION 13: Architectural Elements, Signage, General Requirements (page 218)

The maximum area of any single blade sign or sign mounted beneath a canopy shall not exceed 50 square feet.

The DSP shows two blade signs are proposed on the northeast and northwest corners of the building. Both signs are 88 square feet, though neither projects more than 48 inches from the wall of the building. A modification to allow blade signs larger than 50 square feet is requested.

At 50 square feet in size, the signs are not in scale with the front of the building facing the Metro station. These small signs would be difficult to see from the Metro station, approximately 330 feet to the north, and not easily read from riders on Metro trains. These permanent signs identify the main entrance to the building and the leasing office. They rely on easy readability and are meant to be read at a distance. At 22 feet high, the signs will be properly scaled with the 59-foot tall building façade. One sign will be generally visible from River Road and the Metro station, and one will be generally only visible from the Metro station and the rail tracks. Specifically, the westernmost sign is oriented toward the rail tracks, and the easternmost sign is more than 200 feet from the River Road right-of-way. Because of these orientations, neither sign will overwhelm the property or the area at large; both are in scale with the building they identify. The requested modification will benefit the proposed development and transit district and will not substantially impair the implementation of the TDDP. The Planning Board approved this amendment request.

MODIFICATION 14: Sustainability and the Environment, Landscaping (page 220)

Potable water use should not be permitted in permanent irrigation systems.

Proper maintenance of the plantings in the two courtyards is critical. These plantings not only condition and ornament the spaces they shape, but also function as part of the SWM system. The Washington, DC Metro area receives plenty of rainwater to sustain ornamental plantings; however, the rainwater is not evenly distributed throughout the growing season.

At the ground level, water is stored in soil and stays available for ground-level plantings. However, the project will also introduce a drip irrigation system to provide a reliable system, equipped with a rain sensor to automatically trigger irrigation during periods of low rainfall. This ensures that water is used only where and when it is necessary, minimizing the total amount of water used and eliminating wasted water.

Using captured rainwater as the sole source of courtyard irrigation is not practical for this project given the small site. Stick-built upper floors and extensive parking requirements limiting garage space complicate the location of a cistern. Roof runoff, that would normally be captured in a cistern and reused, is proposed to be treated by biofilters at ground level. As such, the requested modification will benefit the proposed development and transit district and will not substantially impair the implementation of the TDDP. The Planning Board approved this amendment request.

8. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-U-I and T-D-O Zones, Part 10B Airport Compatibility, and the requirements of the Expedited Transit-Oriented Development (ETOD) Projects of the Zoning Ordinance, as follows:

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

(c) A Detailed Site Plan may not be approved unless the 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 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 and meets the development standards of the College Park-Riverdale TDDP, except for those alternative standards 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 mix of 451 multifamily dwelling units and commercial/retail uses in a vertical mixed-use format on a single lot that is adjacent to the College Park Metro Station. The proposed building complex is the first building within the Metro Core neighborhood of the College Park-Riverdale TDDP, on the west side of River Road. The proposed uses on the subject property will be compatible with each other and will be compatible with the surrounding properties that are predominantly vacant, but planned to be developed with a mix of uses.

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;**

- (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;**
- (C) Site design should minimize glare, light, and other visual intrusions into and impacts on yards, open areas, and building façades on adjacent properties;**
- (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;**
- (E) Outdoor storage areas and mechanical equipment should be located and screened to minimize visibility from adjacent properties and public streets;**
- (F) Signs should conform to applicable Development District Standards or to those in Part 12, unless the owner shows that its proposed signage program meets goals and objectives in applicable plans; and**
- (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;**
 - (ii) Location of activities with potential adverse impacts;**
 - (iii) Location and use of trash receptacles;**
 - (iv) Location of loading and delivery spaces;**
 - (v) Light intensity and hours of illumination; and**
 - (vi) Location and use of outdoor vending machines.**

The applicable T-D-O Zone has multiple compatibility standards and guidelines regarding building placement, orientation, design, lighting, outdoor storage and signage. The proposed development is consistent with all applicable T-D-O Zone standards, except for those amended as discussed in Finding 7 above. The subject site is currently used as a surface parking lot for WMATA. The proposed building

is the first vertical mix-used building west of River Road and is designed to meet the vision of the Metro Core neighborhood. The main building façades fronting the pedestrian plaza to the north and River Road to the east have been greatly articulated with a combination of building materials and architectural features. The southern and western elevations are secondary, but with different design themes and sufficient variations in terms of design, materials, and colors. The proposed vertical building complex will set a high-quality standard for the adjacent area. The building represents a reasonable design solution for the site and the associated open space and amenities are appropriate to sufficiently serve the proposed uses.

- c. The subject site is also located within APA 6 of College Park Airport. In accordance with Section 27-548.42, Height requirements, of the Zoning Ordinance, 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, Part 77. The applicant has provided a letter, issued on September 11, 2017, from the Federal Aviation Administration, indicating that the proposed development does not pose any hazard to air navigation.

Section 27-548.43, Notification of airport environment, requires that the General Aviation Airport Environment Disclosure Notice, in a form approved by the Planning Board, shall be included as an addendum to the contract for sale of any residential property. Specifically, the requirements differentiate between a development with or without a homeowners association. Since the proposed development will be a rental property, the General Aviation Airport Environment Disclosure Notice should be included in the provisions of the lease agreement. The applicant must show conformance with the requirements at time of final plat in accordance with Condition 15 of PPS 4-17009.

- d. In accordance with Section 27-107.01(a) (242.2) (B) of the Zoning Ordinance, the DSP is an eligible ETOD project as follows:

(242.2) Transit Oriented Development Project, Expedited: A development proposal, designated for expedited review in accordance with Section 27-290.01 of this Subtitle, where:

- (A) The subject property is located entirely within a Transit District Overlay Zone.**

The subject site is located entirely within a T-D-O Zone. Section 27-290.01 of the Zoning Ordinance sets out the requirements for reviewing ETOD projects, including submittal requirements, use restrictions, review procedures, the roles of the Planning Board and District Council, and the time limit for both Planning Board and District Council actions. Specifically, Section 27-290.01(b) provides the requirements for the uses and design of ETOD projects, as follows:

(b) As a condition of site plan approval, an Expedited Transit-Oriented Development Site Plan shall:

(1) Use the best urban design practices and standards, including:

- (A) Encouraging a mix of moderate and high-density development within walking distance of a transit station to increase transit ridership, with generally the most intense density and highest building heights in closest proximity to the transit station and gradual transition to the adjacent areas;**

The subject application is located immediately to the south of the College Park Metro Station. This development proposes approximately 80 dwelling units per acre, which is a high-density development within walking distance of the transit station.

(B) Reducing auto dependency and roadway congestion by:

- (i) Locating multiple destinations and trip purposes within walking distance of one another;**
- (ii) Creating a high quality, active streetscape to encourage walking and transit use;**
- (iii) Minimizing on-site and surface parking; and**
- (iv) Providing facilities to encourage alternative transportation options to single-occupancy vehicles, like walking, bicycling, or public transportation use;**

(C) Minimizing building setbacks from the street;

The subject site is within approximately 150 feet of the College Park Metro Station. A pedestrian plaza known as the Brooks Parcel is located between the subject site and the Metro Station. Multiple paths have been included in the Brooks Parcel site layout, which is currently under review with MR-1804A. Numerous amenities including sitting areas and a bikeshare station, along with landscaping, have been shown in the pedestrian plaza that create a high-quality, attractive built environment for pedestrians.

The maximum on-site parking requirement is 576 spaces, and the DSP provides 403 spaces, of which 324 are in the parking garage enclosed in the middle of the building. Only 79 surface spaces are provided, which is consistent with this requirement. In addition, 63 parking spaces for bicycles are also included. Specifically identified parking spaces for car-share, car-pool and van-pool spaces are also included to provide multiple transportation options for the residents, helping to reduce auto-dependency.

(D) Utilizing pedestrian scale blocks and street grids;

The DSP has one building and is located adjacent to the College Park Metro platform. Sufficient pedestrian paths have been designed and included in the plan.

(E) Creating pedestrian-friendly public spaces; and

This DSP proposes a building complex on an existing surface parking lot that is adjacent to the College Park Metro Station. A comprehensive pedestrian path and public open space system have been envisioned and provided on both the subject DSP and a concurrently reviewed MR-1804A for the Brooks Parcel that will provide the residents and workers easy access to the College Park Metro Station.

(F) Considering the design standards of Section 27A-209.

Section 27A-209 includes general design principles of urban centers as stated below:

Section 27A-209. – General Design Principles of Urban Centers and Corridor Nodes.

- (a) Building Façades should be aligned and close to the Street. Buildings form the space of the Street.**
- (b) The Street is a coherent space, with consistent building forms on both sides. Buildings facing across the Street-Space contribute to a clear public space and Street-Space identity.**
- (c) Multimodal, complete Streets incorporating well-designed pedestrian, bicycle, transit, and auto facilities are essential elements of the Urban Centers and Corridor Nodes.**

- (d) Consideration of the natural environment is paramount in the Urban Centers and Corridor Nodes. All new development should be designed in accordance with best practices of environmentally-sensitive site design and sustainability. Development within the Urban Centers and Corridor Nodes shall demonstrate consideration of the natural environment through several means, including the environmental infrastructure Functional Overlay, Regulating Plan, and Permit Site Plan application.**
- (e) Regulated Environmental Features shall be preserved, protected, and restored to a natural state to the fullest extent possible.**
- (f) Buildings oversee the Street-Space with active fronts. This overview of the Street-Space contributes to safe and vital public spaces.**
- (g) In an urban environment, property lines are generally physically defined by buildings, walls or fences. Land should be clearly public or private—in public view and under surveillance or private and protected from view.**
- (h) Buildings are designed for neighborhoods, towns, and cities. Rather than being simply pushed closer together, buildings should be designed for the urban situation within towns and cities. Views are directed to the Street-Space and interior gardens or courtyards to highlight these key amenities for the community and reinforce visual surveillance and sense of communal ownership of these spaces.**
- (i) Vehicle storage and parking (excluding on-Street parking), garbage and recycling storage, and mechanical equipment are kept away from the Street-Space.**

The DSP is consistent with the applicable design principle of Section 27A-209 of the Zoning Ordinance regarding all of the following: building façades, complete streets, multimodal

transportation options, active street fronts, well-defined street walls, parking arrangements, and attractive streetscapes.

(2) Provide a mix of uses, unless a mix of uses exists or is approved for development in the adjacent areas,

The plans propose both multifamily residential and retail uses, and a parking garage. On the parcel immediately to the north is the Brooks Parcel, which will be developed by WMATA, as a pedestrian plaza linking the subject site to the College Park Metro Station platform.

(3) Not include the following uses, as defined in Section 27A-106 or, if not defined in Section 27A-106, as otherwise defined in this Subtitle (or otherwise, the normal dictionary meaning):

- (A) Adult entertainment;**
- (B) Check cashing business;**
- (C) Liquor store;**
- (D) Pawnshop or Pawn Dealer;**
- (E) Cemetery;**
- (F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);**
- (G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);**
- (H) Industrial;**
- (I) Amusement park;**
- (J) Strip commercial development (in this Section, “Strip commercial development” means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);**

- (K) Sale, rental, or repair of industrial or heavy equipment;**
- (L) Any automobile drive-through or drive-up service;**
- (M) Secondhand business (in this Section, a “Secondhand business” is an establishment whose regular business includes the sale or rental of tangible personal property (excluding motor vehicles) previously used, rented, owned or leased);**
- (N) Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;**
- (O) Beauty supply and accessories store (in this Section, a “Beauty supply and accessories store” is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or**
- (P) Banquet halls, unless accessory to a restaurant, tavern, hotel, or convention center.**

None of the above prohibited uses are included in this DSP. A site plan note should be added to the plan. A condition has been included in this resolution requiring the applicant to add a site plan note.

- (4) Comply with the use restrictions of Section 27A-802(c), and**

Section 27A-802(c) states the following:

- (c) Public utility uses or structures including underground pipelines, electric power facilities or equipment, or telephone facilities or equipment; and railroad tracks or passenger stations, but not railroad yards, shall be permitted in all frontages (Building Envelope Standards), subject to the design regulations of this Subtitle. These uses or structures shall be designed to be harmonious to the overall design and character of the Urban Center District. Other public utility uses or structures including major transmission and overhead distribution lines and structures are prohibited within the Urban Centers and Corridor Nodes Districts.**

This section of the Zoning Ordinance speaks about the installation of public utility structures around the perimeter of the development and creating a harmonious design around these necessary elements and the proposed development. The DSP proposes several transformers that are located along the western boundary of the site, close to the WMATA Metro train tracks, which is appropriate.

- (5) Be compatible with any site design practices or standards delineated in any Master Plan, Sector Plan or Overlay Zone applicable to the area of development. To the extent there is a conflict between the site design practices or standards of subsection (b)(1), above, and those of a Master Plan, Sector Plan or Overlay Zone applicable to the area that is proposed for development under this Section, the site design practices and standards of the Master Plan, Sector Plan or Overlay Zone shall apply.**

The application is generally compatible with the governing TDDP requirements, and where the application deviates from the TDOZ standards, the applicant has filed amendment requests in accordance with the requirements of the T-D-O Zone. The DSP conforms to all of the applicable standards, except for 14 standards for which the applicant has requested amendments. The Planning Board approved the amendments because the alternative standards benefit the development and the transit district, and will not substantially impair implementation of the TDDP. See Finding 7 above for a detailed discussion of each amendment.

- (6) Nothing in this Section shall be interpreted to preclude projects that include the uses described in subsection (b)(3), above, from proceeding without the use of expedited review prescribed in this Section.**

This requirement is not applicable to this DSP because none of the uses listed in (b)(3) are proposed within this DSP.

9. **Preliminary Plan of Subdivision 4-17007:** The Planning Board approved PPS 4-17009 on October 19, 2017 (PGCPB Resolution 17-136), for one parcel, subject to 15 conditions. The conditions that are pertinent to the review of this DSP are discussed, as follows:
2. **Total development on the subject site shall be limited to the mix of uses that will generate no more than 251 AM peak hour trips and 341 PM peak hour trips. Any development that is determined to generate more peak-hour vehicle trips than identified herein shall require a new preliminary plan of subdivision with a new determination of adequacy for transportation facilities.**

Based on a memorandum dated May 13, 2019, incorporated herein by reference, the Planning Board found that the proposed 451 multifamily dwelling units and 4,998 square feet of commercial/retail uses are still within the trip caps established by this condition of PPS 4-17009.

The trip generation analysis included with this plan is based upon a new use in the tenth edition of *Trip Generation* (Institute of Transportation Engineers) – Mid-Rise Residential with First-Floor Commercial. While the Planning Board agrees that the use is a proper recognition of the travel synergy of vertical mixed use, it is also likely that the trip generation for this use as described is not appropriate for this location. This use is described as “typically found in dense multi-use urban and center city core settings.” While the area of the College Park Metrorail Station aspires to become a denser and more multi-use urban area in the future, it does not have that character yet, and this site should be reviewed using more conventional trip generation methods. The Planning Board’s analysis of trip generation is described in the following table:

Trip Generation Summary: DSP-17007: College Park Metro Apartments								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Trip Cap from PPS 4-17009			--	--	251	--	--	341
Current Proposal								
Retail/Commercial Space	4,998	square feet	15	10	25	38	42	80
Less Pass-By (60 percent of AM/PM)			-9	-6	-15	-23	-25	-48
Net Trips for Retail/Commercial Space			6	4	10	15	17	32
Mid-Rise Residential	451	units	45	189	234	176	95	271
Total Proposed Trips			51	193	244	191	112	303

As evidenced in the above table, the uses proposed are within the trip cap established by PPS 4-17009.

- A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require approval of a new preliminary plan of subdivision prior to approval of any building permits.**

The proposed development differs slightly from what was approved with the PPS. The proposed development does not represent a substantial revision, and is therefore in conformance with the approved PPS as it is within the established trip cap.

4. **Development of this site shall be in conformance with approved Stormwater Management Concept Plan 17197-2017-00 and any subsequent revisions.**

The DSP satisfies this condition.

5. **At the time of detailed site plan (DSP):**

- a. **A Phase II noise report shall be submitted to demonstrate that the interior of all multifamily residential units will be mitigated to 45 dB DNL or less based on the architecture proposed for the site. In addition, an assessment from an acoustic consultant shall be provided to determine if there will be a perceptible impact to residents living on the west side of the railroad and Metro tracks due to reflective noise from the proposed project.**

The applicant submitted both a Phase II noise report and a color-coded utility plan with this DSP demonstrating conformance with both sub-conditions. However, for the noise requirements, since this DSP review does not include building structural elements, a condition requiring certification of interior noise level reductions at time of building permit review has been included in this resolution.

- b. **The applicant shall provide a color-coded utility plan. The location of the public utility easements shall be shown on the DSP. The utility plan shall be approved by the affected utility companies prior to certification of the DSP.**

A color-coded utility plan was submitted with the DSP. A variation to Section 24-122(a) was approved with PPS 4-17009 to allow the PUE in a location other than along the public street after review for adequate location and approval by the affected utility companies. The provided SOJ states that the applicant is working with the public utility companies to accommodate the easement, which is required to be approved prior to certification of the DSP, as conditioned herein.

9. **At the time of detailed site plan (DSP) review, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate, private, on-site recreational facilities pursuant to Section 24-135(b) of the Subdivision Regulations, subject to the following:**

- a. **The private on-site recreational facilities shall be designed in accordance with the standards as outlined in the *Park and Recreation Facilities Guidelines*.**
- b. **The details of the private on-site recreational facilities, including adequacy, siting, and the establishment of triggers for construction, shall be reviewed and approved with the DSP.**

A recreational facility list has been provided with this DSP to satisfy this condition. Given the site constraints and the specific vertical mixed-use design of the building complex, the proposed facilities are located in two courtyards enclosed by the building or interior to the building. The proposed recreational facilities are adequate and appropriate to serve the proposed development. The proposed facilities should be complete and open to the residents prior to issuance of the final certificate of occupancy. A condition has been included in this resolution requiring that those facilities be complete and open to the residents prior to issuance of the final certificate of occupancy.

13. **At the time of detailed site plan (DSP), provide an exhibit that illustrates the location and limits of all off-site improvements for the review of the operating agencies. This exhibit shall show the location, limits, and details of all off-site improvements, including the transit plaza, bike share station, and improvements to the tunnel, consistent with Section 24-124.01(f) of the Subdivision Regulations. The bike share station shall be placed further north on the Brooks Parcel and facilities shall be coordinated with future Purple Line and Bike improvements. If it is determined at the time of DSP that alternative off-site improvements are appropriate, the applicant shall demonstrate that the substitute improvements shall comply with the facility types contained in Section(d), be within one-half mile walking or bike distance of the subject site, within the public right-of-way, and within the limits of the cost cap contained in Section(c). The Planning Board shall find that the substitute off-site improvements are consistent with the bicycle and pedestrian impact statement adequacy finding made at the time of preliminary plan of subdivision.**

The required exhibit has been submitted with the DSP that illustrates the locations, limits, and details of all off-site improvements, as required by this condition. Based on a memorandum dated May 16, 2019, incorporated herein by reference, the Planning Board found that the illustrated improvements are consistent with the adequacy finding made at the time of PPS 4-17009. However, additional details are required for some of the improvements, prior to certification of the DSP. A condition has been included in this resolution requiring that this be provided.

14. **In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2015 *Approved College Park-Riverdale Park Transit District Development Plan*, the applicant and the applicant's heirs, successors, and/or assigns shall provide the following:**
 - a. **Both short and long-term bicycle parking shall be provided in conformance with Pedestrian and Bicyclist Strategy 5.2. The location, type, and number of bicycle parking spaces will be determined at the time of detailed site plan.**
 - b. **Crosswalks shall be provided at the site's ingress/egress points off River Road.**

Bike racks are included on the submitted plans. A condition requiring long-term bicycle parking is included in this resolution, per Condition 14a. The surface of the sidewalk (concrete) is carried across the ingress/egress point along River Road, consistent with Condition 14b.

10. **2010 Prince George’s County Landscape Manual:** The College Park-Riverdale TDDP states that, except as modified or referenced by the transit district standards, the provisions of the Landscape Manual regarding alternative compliance and buffering incompatible uses do not apply within the transit district (page 191). All other standards and regulations of the Landscape Manual apply as necessary. The proposed mixed-use development project is subject to Section 4.1, Residential Requirements; Section 4.3, Interior Planting for Parking Lots; and Section 4.9, Sustainable Landscaping Requirements of the Landscape Manual. The landscape plan provided with this DSP shows conformance with all applicable requirements.

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 on-site, and has no previous tree conservation plan approvals. A standard letter of exemption from the WCO was issued for this site (S-136-17), which expires on August 14, 2019.

An approved Natural Resources Inventory Equivalency Letter (NRI-109-2017) was submitted with the review package, which expires on May 24, 2022. This equivalency letter was issued as the site improvements shown at the time did not indicate any impacts to regulated environmental features, such as stream buffers or 100-year floodplain, and the site contained no existing woodlands. However, the site improvements set forth in this application include impacts to regulated features. Pursuant to a submitted NRI exhibit, a small area in the northeastern corner of the site contains regulated environmental features such as 100-year floodplain, a stream buffer, and primary management areas (PMA).

12. **Prince George’s County Tree Canopy Coverage Ordinance:** A 10 percent tree canopy coverage (TCC) requirement applies to this M-U-I-zoned site, in accordance with the Tree Canopy Coverage Ordinance. The subject site measures 5.58 acres and the required TCC amounts to approximately 0.56 acre (24,306 square feet). The subject application provides a schedule showing that 24,355 square feet of TCC will be provided in proposed on-site tree plantings in conformance with this requirement.

13. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are incorporated herein by reference, and major findings are summarized, as follows:

a. **Community Planning**—The Planning Board reviewed a memorandum dated May 7, 2019, (Dodgshon to Zhang), which discussed that this DSP application includes requests for amendments to the mandatory requirements of the College Park-Riverdale

Park TDDP that benefit the proposed development and the transit district, and do not substantially impair the TDDP, as discussed in Finding 7 above.

- b. **Subdivision Review**—The Planning Board reviewed a memorandum dated May 3, 2019, (Turnquest to Zhang), which provided comments related to the applicable prior conditions of approval of PPS 4-17009 that have been incorporated into the findings of this resolution. The Planning Board concluded that the DSP has been found to be in substantial conformance with PPS 4-17009 and approved this DSP, with one subdivision-related condition that has been included in this resolution.
- c. **Environmental Planning**—The Planning Board reviewed a memorandum dated May 2, 2019 (Juba to Zhang), which provided the following summarized comments:

Regulated Environmental Features

The site contains regulated environmental features, specifically 100-year floodplain within the PMA. An SOJ for these impacts was previously reviewed and approved by the Planning Board in conjunction the approval of 4-17009 for 0.035 acre of impacts to the PMA for the removal of existing pavement and for the grading and installation of a micro-bioretenion facility. No additional on-site impacts are proposed, and no additional information is required.

Stormwater Management

The site has an approved SWM Concept Letter (17197-2017-00) and plan that is in conformance with the current code, which is valid until September 1, 2020. The approved SWM concept plan indicates that the Department of Permits, Inspections and Enforcement (DPIE) will require a fee payment of \$96,444.00 in lieu of providing on-site attenuation/quality control measures. DPIE is also requiring a floodplain waiver approval, as well as green roof and grass swale water quality controls. The plan includes five micro-bioretenion areas, one grass swale, and two green roofs.

- d. **Transportation Planning**—The Planning Board reviewed a memorandum dated May 13, 2019, (Masog to Zhang), which provided an analysis of the trip generation with the proposed DSP and a discussion of the issues, such as applicable previous conditions of approval and parking, as summarized below:

Regarding parking, the College Park-Riverdale Park TDDP establishes parking requirements within the T-D-O Zone. There is no minimum number of required off-street parking spaces for any development within the transit district. There are, however, minimum standards for car share spaces and for carpool/vanpool spaces. The applicant proposes 403 parking spaces (a parking ratio of 0.9138) along with significant modifications to TDDP standards for car share and carpool/vanpool standards. The Planning Board supports the parking and the proposed modifications to the TDDP standards.

River Road is a master plan collector roadway with a proposed right-of-way of 82 feet. The current right-of-way is adequate, and no additional dedication will be required from this plan.

The *Approved Countywide Master Plan of Transportation* shows a proposed transit line parallel to River Road in this area. This line represents the Maryland Transit Administration (MTA) Purple Line, which is under construction. Adjacent to this site, the Purple Line is proposed to pass between the site and the existing Metrorail alignment. This is acceptable and does not affect access to the site or potential buildings on the site.

The Planning Board concludes that, from the standpoint of transportation, this plan is acceptable and meets the findings required for a DSP, as described in the Zoning Ordinance.

- e. **Trails**—The Planning Board reviewed a memorandum dated May 16, 2019 (Shaffer to Zhang), which provided an analysis of the DSP application referenced above for conformance with the applicable conditions attached to PPS 4-17009, in order to implement planned trails, bikeways, and pedestrian improvements. The relevant findings have been included in the findings of this resolution. The Planning Board approved this DSP, with four trails-related conditions that have been included in this resolution.

During the public hearing for this DSP on June 13, 2019, the Planning Board agreed with the applicant's request to remove the original condition B.1.g recommended by the staff, regarding 8-foot-wide concrete sidewalks on the Brooks Parcel that was reviewed separately under the Mandatory Referral process, MR-1804A. Since the Brooks Parcel is outside of the boundary of this DSP, the condition is not appropriate to be included in this DSP.

- f. **Historic Preservation Commission (HPC)**—In a memorandum dated May 22, 2019, the Historic Preservation Commission stated that the application was reviewed at its May 21, 2019 public meeting and provided findings and recommendation, as follows:

The subject application is adjacent to, and substantially visible from, the Old Town College Park Historic District and the Calvert Hills National Register Historic District. As is typically the case, the Historic Preservation Commission analysis and recommendations address the scale, massing, architecture, lighting, and landscaping of the project adjacent to and visible from, in this case, a designated historic district.

The subject DSP application is consistent with the type of development envisioned in the TDDP and *Plan Prince George's 2035 Approved General Plan*. However, the overall scale of the building and the monolithic nature of the building's western elevation visible from the Old Town College Park Historic District (and the Calvert Hills National Register Historic District) should be mitigated with the use of the design elements, materials, colors, and varied setbacks used on the primary east elevation, facing River Road. The

currently bifurcated scheme of different elevations from the “front” and “rear” of the building is inappropriate here, as both elevations are fully visible and should be considered to be “primary.”

The landscaping and lighting as currently proposed do not adversely impact the adjacent historic districts. However, the signage proposed for the western elevation appears to be more than necessary. In particular, the placement of large building-mounted signs at the extreme south and north ends of this elevation will serve to unnecessarily highlight the length of the building, especially when viewed from Old Town College Park and Calvert Hills. A building of this size and character will effectively become a visual landmark, which should obviate the need for excessive signage.

As designed, the project represents current aesthetic and construction trends in the vicinity and across the region. The materials and their use will identify the building as a product of its time. The proposed treatment of the more formal northern and eastern elevations establishes a hierarchy of physical access from the nearby Metro station as well as the fronting street. Nevertheless, this site will produce a building fully visible from all compass points, and the treatment of the “rear” western elevation as secondary does not address the context in which the building will be experienced, either from the Metro or from the adjacent communities. To mitigate the length of the western elevation’s monolithic character defined by few details and limited materials, the applicant should revise this elevation to provide for more varied setbacks, materials, and colors in order to lessen the wall-like effect of a building elevation that is more than 600 feet long when viewed from the low rise residential and historic neighborhoods to the west.

The applicant’s presentation included a viewshed analysis from two points associated with the Old Town College Park Historic District and the Calvert Hills Historic District. Through sight-line drawings and photographs, it was determined that only limited elements of the proposed building would be visible from the historic districts at certain times of year. The applicant stated that the project site was approximately 650 feet away from the edges of the historic districts. The applicant provided the HPC with colored renderings of the building elevations that included a revised signage scheme that eliminated one of the proposed building-mounted signs at the south end of the east elevation and reduced the sign at the north end of that elevation to a circular emblem rather than a rectangular sign. After considerable discussion, the HPC voted 7-0-1 (the Chair voted “present”) to recommend the approval of the application with a condition that addressed the architectural character of the west elevation facing the historic districts, and the proposed signage scheme as originally submitted, while acknowledging that the applicant had made revisions to that element of the proposed project.

The Historic Preservation Commission recommends approval of DSP-17007, with one condition, as follows:

“The applicant shall revise the western elevation of the proposed building in order to break down the overwhelming length of the composition with more varied setbacks, materials, and colors designed to mitigate the monolithic character of this elevation. Further, the applicant shall revise the proposed scale, location, and number of signs for the building’s western elevation in order to deemphasize the length of this elevation when viewed from the Old Town College Park Historic District to the west.”

The applicant has submitted a sight-line analysis with the DSP package, which confirms that only a limited top portion of the western elevation and most of the northern elevation will be visible from the College Park Historic District. Most of the western elevation is not visible from the historic district due to visual obstacles consisting of existing trees, Metro train tracks, and structures. The Planning Board determined that the western elevation and the proposed building-mounted signage on the western elevation, as included in this DSP, are acceptable and no revision is needed. As such, the above condition has not been included in this resolution.

- g. **Prince George’s County Health Department**—No comments were received from the Health Department.
- h. **Prince George’s County Department of Parks and Recreation (DPR)**—In a memorandum dated May 9, 2019 (Zyla to Zhang), DPR stated that PPS 4-17009 was approved by the Planning Board on October 19, 2017, requiring on-site private recreational facilities to be reviewed, as discussed herein.
- i. **Prince George’s County Fire/EMS Department**—No comments were received from the Fire/EMS Department.
- j. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated May 13, 2019 (Giles to Zhang), DPIE stated that the proposed DSP is consistent with approved Site Development Concept Plan 17197-2017-00 dated September 1, 2017. In addition, Site Development Fine Grade Technical Approval 11720-2019 was approved on May 2, 2019. Based on approved Flood Plain Study 201713, the proposed site improvements are not in the County or Federal Emergency Management Agency floodplain. DPIE has no objection to the proposed DSP.
- k. **Prince George’s County Police Department**—No comments were received from the Police Department.
- l. **Washington Metropolitan Transit Authority (WMATA)**—WMATA did not offer any comments on the subject application.
- m. **Maryland State Highway Administration (SHA)**—In an email dated April 22, 2019 (Woodroffe to Zhang), SHA offered no comments or objections to this application.

- n. **Washington Suburban Sanitary Commission (WSSC)**—In an email response dated May 1, 2019 (Djourshari to Zhang), WSSC provided standard comments on the subject DSP that have been transmitted to the applicant. WSSC’s requirements will be enforced through their separate permitting process.
- o. **City of College Park**—The representative of the City presented the decision of the City Council during the public hearing for this DSP on June 13, 2019. The City approved this DSP with two conditions consisting of 10 sub-conditions. At the hearing, the applicant submitted revised conditions, Applicant’s Exhibit 1, in response to the City’s approval and proffered new conditions B.1.h through 1.n and B.2.c, as well as minor edits of other conditions previously recommended by the staff. The Planning Board approved the applicant’s proffer and included those conditions in this resolution.
- p. **City of University Park, Greenbelt, Riverdale Park, and Berwyn Height**—No comments were received from the above municipalities.

14. Based upon the foregoing analysis and as required by Section 27-548.08(c), the following findings may be made:

(A) The Transit District Site Plan is in strict conformance with any mandatory requirements of the Transit District Development Plan;

The subject DSP consists of a mix of multifamily residential and retail uses and is consistent with the land use vision of the Metro Core Neighborhood, which is to create a compact, high-density, pedestrian-friendly, mixed-use center around the College Park Metro Station to provide significant residential opportunities and appropriate retail space. The DSP includes one, five-story, multifamily building, with first floor of retail space on the northern side close to the plaza area, adjacent to the Metro Station and the existing parking garage. The DSP conforms to most of the mandatory requirements of the TDDP, except for 14 standards for which the applicant has requested that the Planning Board apply transit district development standards that are different from the mandatory requirements in the TDDP, in order to achieve a superior development in accordance with the prescribed procedure allowed by the Zoning Ordinance in Section 27-548.08(c)(3). As discussed in Finding 7 above, the requested modifications will benefit the proposed development and the transit district and will not substantially impair the implementation of the College Park-Riverdale TDDP.

(B) The Transit District Site Plan is consistent with, and reflects the guidelines and criteria for development contained in, the Transit District Development Plan;

The subject site is within the Metro Core Area of the College Park-Riverdale TDDP and the development proposal is consistent with the development standards and guidelines of the Metro Core.

(C) The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone, and applicable regulations of the underlying zones;

The subject DSP has been reviewed for conformance with all the requirements and applicable regulations of the underlying zone, which is the M-U-I Zone, and applicable T-D-O Zone standards, except for 14 amendments that the Planning Board has approved. The Planning Board concludes that the DSP meets the requirements of the T-D-O and M-U-I Zones.

(D) The location, size, and design of buildings, signs, other structures, open spaces, landscaping, pedestrian and vehicular circulation systems, and parking and loading areas maximize safety and efficiency, and are adequate to meet the purposes of the Transit District Overlay Zone;

The multifamily building is oriented toward River Road with various design focuses on each elevation. The first floor of the northern elevation will be occupied by the proposed retail space and amenities of the multifamily building. The main elevation along River Road expresses a strong residential character and is articulated as important elevation. The west elevation fronting the WMATA train tracks tries to imitate a Metro train in terms of material and massing. The southern elevation employs different massing of two distinctive parts. The structured parking is behind the residential units fronting River Road and is accessed from the back of the site. The façade design of the building incorporates many contemporary, multifamily, residential, architectural design elements. The two courtyards, where all outdoor amenities are located, are surrounded by the residential units. The entire site design maximizes safety and efficiency and adequately meets the purposes of the T-D-O Zone.

(E) Each structure and use, in the manner proposed, is compatible with other structures and uses in the Transit District, and with existing and proposed adjacent development.

The subject DSP for a multifamily building on the existing WMATA surface parking lot is the first building in the Metro Core neighborhood. This high-quality development will improve the appearance of the area significantly and establish a standard for all future adjacent developments to be compatible with.

(F) Requests for reductions from the total minimum required parking spaces for Transit District Overlay Zones pursuant to Section 27-548.09.02 meet the stated location criteria and are accompanied by a signed Memorandum of Understanding between a car sharing corporation or company and the applicant.

This requirement does not apply to the subject application because there are no total minimum required parking spaces.

15. Section 27-285(b)(4) provides the following required finding for approval of a DSP:

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

The Planning Board found that the regulated environmental features on the subject property have been preserved to the fullest extent possible, as the proposed impacts are in conformance with those approved with PPS 4-17009.

16. **Additional Planning Board Finding:** The governing Preliminary Plan of Subdivision 4-17009 (PGCPB Resolution No.17-136) approved specific offsite pedestrian improvements required by BPIS, as stated in Condition 12. Most of the required improvements have been defined by an agreement between the applicant and the City of College Park. The conditions proffered by the applicant that have been included in this resolution, acknowledge the agreement.

A representative from the University of Maryland, in a letter dated June 7, 2019 (Colella to Wojahn) and at the Planning Board hearing, raised concerns about the pedestrian improvements for the pedestrian tunnel close to this site, creating a safety issue. However, with respect to pedestrian improvements, this project presents two unusual factors. The first is that there are two public entities (WMATA and the City of College Park) which have ownership and/or control of the pedestrian right-of-way/frontage between the project and the Brooks Parcel owned by WMATA. The second factor is that there is currently on-going construction on the WMATA property related to the Purple Line, which will prevent implementation of the proposed pedestrian improvements for an indeterminate period of time. These two factors required a degree of flexibility to allow the City of College Park to implement the improvements, in accordance with its stated preference, so that the City can ensure that the pedestrian improvements will actually be implemented at such time as construction of the Purple Line will allow. The City will need to continue to coordinate the improvements with the appropriate operating agencies regarding safety.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and:

A. APPROVED Amendments to the Transit District Overlay Zone standards, as follows:

1. **Building Form, Block Length** (page 197): To allow a block length of 833 feet along River Road.
2. **Building Form, Metro Core, Lot Occupation** (page 201): To allow the frontage buildout at 78 percent along River Road.

3. **Building Form, Massing and Transitions** (page 206): To allow the proposed southern elevation not to have a unified expression line.
 4. **Parking, Parking Requirements and Transportation Adequacy, Other Requirements** (page 209): To allow the provision of 21 car-share spaces.
 5. **Parking, Parking Requirements and Transportation Adequacy, Other Requirements** (page 209): To allow provision of one carpool and vanpool parking space.
 6. **Parking, Surface Parking Lots, Structured Parking Garages, and Loading and Service Areas** (page 211): To allow the surface parking spaces to be located less than 30 feet from the build-to-lines along River Road as shown on the DSP.
 7. **Parking, Surface Parking Lots, Structured Parking Garages, and Loading and Service Areas** (page 212): To allow for the loading space serving the retail spaces on the northern side of the building to be located as proposed, without being fully screened from public view.
 8. **Architectural Elements, General and Fenestration, General Requirements** (page 213): To allow a minimum of 13-foot ceiling height for commercial and non-residential uses on the western portion of the northern end of the building.
 9. **Architectural Elements, General and Fenestration, Fenestration** (page 214): To allow the percentage of the fenestration on each elevation as proposed.
 10. **Architectural Elements, Storefronts** (page 215): To allow the northern façade, identified by Map 8 as a retail frontage, to be a combination of storefront/shopfront and building amenity and lobby space.
 11. **Architectural Elements, Storefronts** (page 215): To allow the retail uses to be lit only part of the night.
 12. **Architectural Elements, Building Materials and Elements, Exterior Walls** (page 216): To allow cementitious panels to be used on all elevations as proposed.
 13. **Architectural Elements, Signage, General Requirements** (page 218): To allow each blade sign to include 88 square feet of sign face area.
 14. **Sustainability and the Environment, Landscaping** (page 220): To allow the use of portable water in the irrigation system.
- B. APPROVED Detailed Site Plan DSP-17007 for College Park Metro Apartments, Expedited Transit-Oriented Development, subject to the following conditions:

1. Prior to certification of this detailed site plan, the following revisions shall be made, or information provided:
 - a. Revise parking calculation table to provide the required number of van-accessible spaces for the physically handicapped.
 - b. Provide site plan notes as follows:

“The subject site plan does not include any prohibited uses as stated in Section 27-290.01(b) (3) for an ETOD project”

“All site lighting fixtures shall use full cut-off optics.”
 - c. Submit a utility plan, approved by the major utility companies (electric, gas and water and sewer).
 - d. Provide details and specifications for the signage, light fixtures and enhancements to the exterior of the tunnel, unless the improvements are made by the City of College Park, in accordance with the agreement referenced in Condition 1.n below.
 - e. Provide cost estimates for all off-site bicycle and pedestrian impact statement improvements consistent with Section 24-124.01(c).
 - f. Include the location and details of the long-term bicycle parking.
 - g. Provide an additional \$8,000 worth of recreational facilities to meet the recreational facility requirements for this project.
 - h. Revise the site plan to include spaces for two - four electric vehicle charging stations.
 - i. Coordinate with the SHA on the placement of street trees within the River Road right-of-way.
 - j. Submit a proposal for pedestrian-scaled street lighting along River Road outside of the right-of-way, or in the right-of-way subject to SHA approval.
 - k. Amend the photometric plan to show illumination levels at the property lines and throughout the site, not just in the parking lot.

- l. Provide a separate exhibit that shows the proposed location of the Purple Line platform in relation to the location of the proposed building and site circulation. Note on the site plan that the location of the Purple Line platform is shown for illustrative purposes only, as it is subject to change by the governing authorities.
 - m. Remove the placeholder building sign location in the southwestern corner and submit a revised sign plan that shows the redesign of the building sign at the northwest corner as a building logo (the letter “A”) per the perspective submitted as Applicant’s Exhibit 2.
 - n. Execute an Agreement with the City of College Park to satisfy Condition 12(c) of PGCPB Resolution No. 17-136 regarding pedestrian improvements. A copy of the executed agreement shall be provided to the Planning Board.
2. Prior to approval of the first building permit, the applicant shall:
- a. Provide a final building shell analysis regarding interior and reflective exterior noise levels prepared by a professional engineer, with competency in acoustical analysis, and include the analysis in the permit, based on the final building design.
 - b. Provide a noise certification prepared by a professional engineer, with competency in acoustical analysis, and include it in the permit stating that the interior noise levels have been reduced to 45 dBA Ldn or less through the proposed building materials as identified in the final building shell analysis and reflective noise not to increase by more than 3 dBA (not perceptible to the nearest homes located west of Bowdoin Lane).
 - c. Pay the City of College Park the sum provided in the agreement with the City of College Park for pedestrian improvements to satisfy Condition 12(c) of PGCPB Resolution No. 17-136.
3. Prior to issuance of the final certificate of occupancy for the multifamily building, all on-site recreational facilities shall be completed and verified by the Maryland-National Capital Park and Planning Commission.

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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, and Hewlett voting in favor of the motion, and with Commissioners Doerner and Geraldo absent at its regular meeting held on Thursday, June 13, 2019, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 20th day of June 2019.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:HZ:gh