AGENDA ITEM: 11
AGENDA DATE: 7/18/13

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

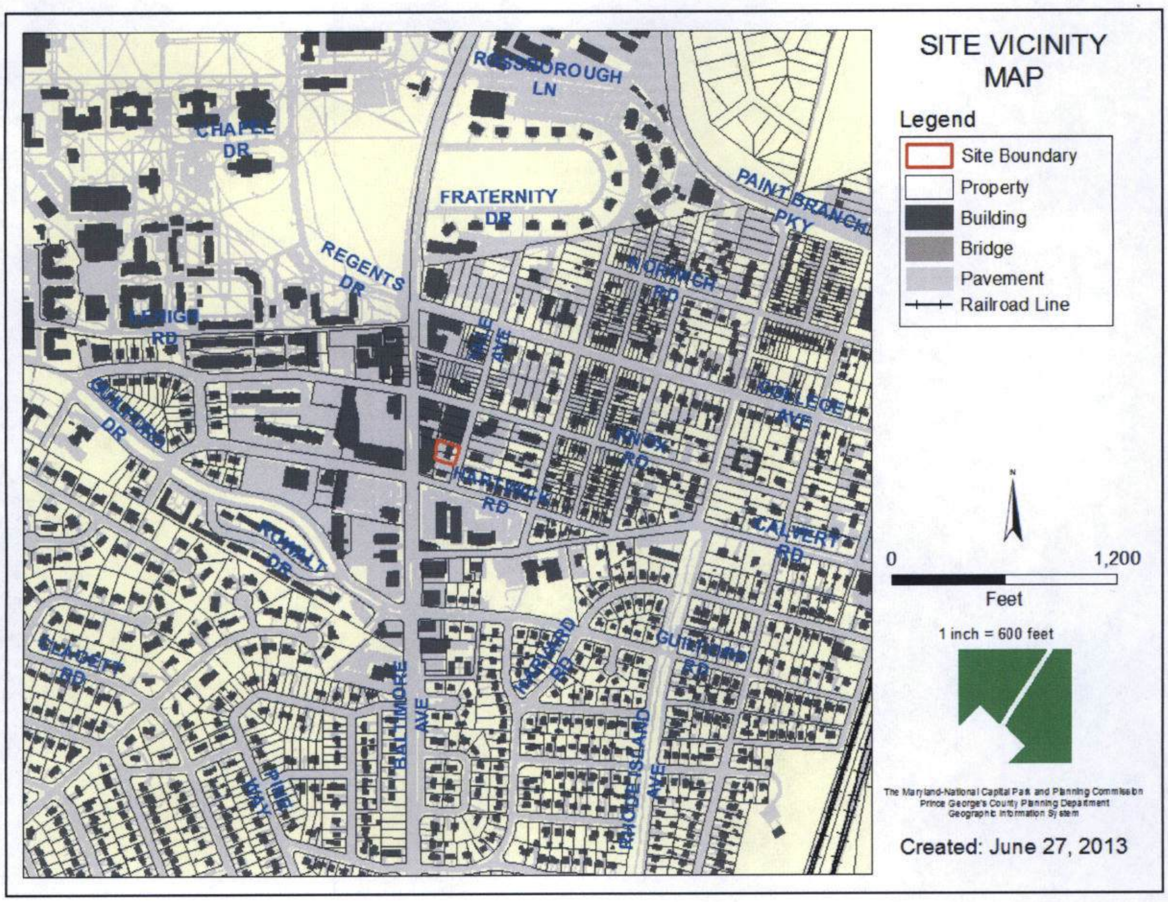
Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.

Detailed Site Plan DSP-11005

Application	General Data	
Project Name: Yale House	Planning Board Hearing Date:	07/18/13
	Staff Report Date:	07/02/13
Location: Approximately 200 feet south of the intersection of Yale Avenue and Knox Road, within the City of College Park	Date Accepted:	12/09/11
	Planning Board Action Limit:	Waived
	Plan Acreage:	0.25
	Zone:	R-18, DDOZ
Applicant/Address: College Park Investments, LLC. 8600 Snowden River Parkway, Suite #207 Columbia, MD 21045	Dwelling Units:	10
	Planning Area:	66
	Tier:	Developed
	Council District:	03
	Election District	21
	Municipality:	College Park
	200-Scale Base Map:	209NE04

Purpose of Application	Notice Dates	
For approval of rezoning of the site from the Multifamily Medium-Density Residential (R-18) Zone to the Mixed-Use-Infill (M-U-I) Zone and adding four dwelling units to the existing building.	Informational Mailing:	10/26/11
	Acceptance Mailing:	12/08/11
	Sign Posting Deadline:	06/18/13

Staff Recommendation			Staff Reviewer: H. Zhang, AICP Phone Number: 301-952-4151 E-mail: henry.zhang@ppd.mncppc.org
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		


SITE VICINITY MAP
Legend
Site Boundary
Property
Building
Bridge
Pavement
Railroad Line
0
1,200
Feet
1 inch = 600 feet
The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Geographic Information System
Created: June 27, 2013
ROSSBOROUGH LN
CHAPEL DR
FRATERNITY DR
PAINT BRANCH PKY
REGENTS DR
YALE AVE
COLLEGE AVE
KNOX RD
HARTWICK RD
CALVERT RD
BALTIMORE AVE
GUILFORD RD
RHODE ISLAND AVE

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan, DSP-11005
Yale House

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

EVALUATION

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* and the standards of the Development District Overlay Zone (DDOZ);

b. The requirements of the Zoning Ordinance in the DDOZ and Mixed Use-Infill (M-U-I) Zones;

c. The requirements of the 2010 *Prince George's County Landscape Manual;*

d. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance and Tree Canopy Coverage Ordinance;

e. Referrals.

FINDINGS

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

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

2. **Development Data Summary:**

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

OTHER DEVELOPMENT DATA

Parking Requirements Per DDOZ Building Form- Parking

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

Parking Provided	**12 spaces ***
Of which existing surface parking spaces	12 spaces
Handicapped spaces required	**1 space**
Handicapped spaces provided	**2 spaces**
Of which Van accessible space	1 space
Standard space	1 space

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

3. **Location:** This 0.25-acre site is located on the western side of Yale Avenue, approximately 200 feet south of the intersection of Yale Avenue and Knox Road within the City of College Park, in Planning Area 66 and Council District 1. The site is also located in the Downtown College Park Walkable Node Area of the June 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* where detailed site plan review is required for conformance with the Development District Overlay Zone (DDOZ) standards.

4. **Surrounding Uses:** The site is bounded on the east side by Yale Avenue; and across Yale Avenue further east are existing developments in the R-18 and the M-U-I Zones; on the west side

by the properties in the M-U-I Zone, and further west is the right-of-way of Baltimore Avenue (also known as US 1); on the south by property in the R-55 (One-family Detached Residential) Zone; and on the north by a mixed-use development known as the City of College Park Public Parking Garage in the M-U-I Zone. The subject site and the properties in the immediate surroundings are also within the Central US 1 Corridor DDOZ designated by the June 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* and are subject to DDOZ development standards.

5. **Previous Approvals:** The site was zoned R-18 and was improved with a three-story, six-unit multifamily apartment building. The 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*, which was approved by the District Council on June 1, 2010 (CR-50-2010), retained the site in the R-18 Zone. The site also has an approved Stormwater Management Concept Plan 9883-2011-00, which will be valid through June 10, 2014.

6. **Design Features:** The subject site is a roughly rectangular property with one side fronting Yale Avenue. There are two existing entrances to the site from Yale Avenue. Currently the site is improved with a three-story, six-unit multifamily residential apartment building.

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

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

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

Basement (to be developed concurrently with attic)
The two units in the basement are to be located below grade and are considered new and major renovation work and include:

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

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

The DDOZ standards under Sustainability and Environment in the Central US 1 Sector Plan recommend integrating Leadership in Energy and Environmental Design (LEED) standards for buildings into the design and construction process for all new development and renovation projects. The standards also require that all development within the Walkable Nodes shall obtain a minimum of silver certification in one of the applicable LEED rating systems including rating systems for new construction and major renovation. The applicant submitted a LEED score card under the LEED 2009 rating system for New Construction and Major Renovations. The project will achieve 56 points in five categories including Sustainable Sites, Water Efficiency, Energy and Atmosphere, Materials and Resources and Indoor Environmental Quality. The proposed 56 LEED points are within the Silver Certification range of 50 to 59 points. However, the LEED certification process is lengthy and extends beyond the regular review time frame. Some points such as points for HVAC system commissioning cannot be earned until one year after the building is occupied and on-site commissioning is complete. In addition, the certification is a third-party process that is completely beyond the control of the Planning Board. Based on the above considerations, the Urban Design Section does not recommend any conditions regarding when the LEED certification should be completed and would rely on the applicant to voluntarily follow through the certification process.

No signage of any kind is included in this DSP.

COMPLIANCE WITH EVALUATION CRITERIA

7. **The 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment and the Standards of the Development District Overlay Zone (DDOZ):** The June 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* defines long-range land use and development policies, detailed zoning changes, design standards and a DDOZ for the US 1 Corridor area. The land use concept of the sector plan divides the corridor into five areas for the purpose of examining issues and opportunities and formulating recommendations. Each area has been tied to unique development standards that include building form, architectural elements, sustainability and the environment, and street and open space regulations of the DDOZ. The subject site is located in the Downtown College Park Walkable Node area (see Map 8 on page 60 of the 2010 Approved Central US 1 Corridor Sector Plan). The overall vision for the Central US 1 Corridor is a vibrant hub of activity highlighted by walkable concentrations of pedestrian- and transit-oriented mixed-use development, the integration of the natural and built environments, extensive use of sustainable design techniques, thriving residential communities, a complete and balanced transportation network, and a world-class educational institution.
Walkable nodes are intended for pedestrian-friendly, transit-oriented, mixed-use development at appropriate locations along the Central US 1 Corridor. Development should be medium- to high-intensity with an emphasis on vertical mixing of uses. Development within a walkable node should generally be between two and six stories in building height. The land use recommendation for the subject property is residential medium density use. The proposed use as multifamily residential in this DSP is consistent with the Sector Plan's land use recommendation.

The application as proposed in the subject DSP includes expansion of the existing building and addition of four units in the attic and basement areas without altering the exterior elevations or the height of the building, and therefore, is in general compliance with the land use vision and recommendations for a Walkable Node. However, in addition to the previously stated rezoning request in order to be consistent with the density requirement, the application also requests amendments to six DDOZ standards in order to make the development in this application a reality.

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

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

BUILDING FORM
Character Area 5a: Walkable Nodes (page 234)

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

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

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

BUILDING FORM
Parking (page 239)

DDOZ parking standards supersede the off-street parking requirements as included in Section 27-568(a) of the Zoning Ordinance. Specifically, DDOZ standards require one

parking space for each dwelling unit. Any deviation from the exact number as required by the sector plan needs a modification of the DDOZ standards.

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

BUILDING FORM
Parking Access (page 241)

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

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

ARCHITECTURAL ELEMENTS
Façade and Shopfronts (page 245)

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

Comment: The addition of four new units to this existing building does not require any change to the exterior building elevations. Therefore no modification of the building elevation has been included in this application. In addition, the DDOZ requires that ground-floor residential units have a raised finish floor at least 24 inches above the

sidewalk grade to provide sufficient privacy. The current first floor elevation is at 506.6 feet and the sidewalk grade, in front of the house, ranges from 504 feet down to 501 feet which meets the 24-inch requirement. The applicant is not proposing any awnings, galleries, arcades, marquees, balconies or porches in conjunction with this development. There is an existing stoop, four feet deep by eight feet wide, which matches the architectural style of the building and meets the minimum size requirements set forth in the DDOZ (which is 4 feet by 4 feet).

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

STREET AND OPEN SPACE
Streetscape (pages 262–263)

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

Comment: The applicant should provide a wider planting strip and, if feasible, a wider sidewalk. The 12 to 18-foot space along streets may be inclusive of both public right-of-way and private space, and it is the intent of the development district standards to provide for a pleasant walking experience including sufficient space for landscaping to buffer pedestrians from street traffic and for plants to survive. Since this DSP does not involve any yard improvements, the applicant intends to maintain the existing frontage improvements. However, at time the City of College Park approved the DSP, the applicant offered to install a new sidewalk that is consistent with the sidewalk installed on the property immediately north of the subject site. The Urban Design Section believes the proffer is acceptable. As a result of this proffer, the above amendment request is no longer accurate. The applicant should revise the amendment request so that the existing space between the curb and the existing building may be allowed to remain. The total width between the curb and the existing building remains at 41 feet including an eight-foot sidewalk. A condition has been included in the Recommendation Section to require the applicant to revise the amendment request prior to certification.

STREET AND OPEN SPACE
Streetscape, Amenities and Adequate Public Facilities (page 264)

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

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

Improving walkability is the top priority in the Downtown College Park Walkable Node area. The existing sidewalk on the subject site is only four feet wide and is in need of improvement. Adjacent property to the north of the site has been recently improved with an eight-foot sidewalk. The existing sidewalk should be improved with the same type of the sidewalk as the adjacent property. During the review process, the applicant proffered upgrading the existing sidewalk in order to match that on the adjacent property. A condition to require the installation of the sidewalk has been included in this report. The alternative standards will not significantly impair implementation of the sector plan given that this site only has 100 feet of frontage on Yale Avenue.

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

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

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

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

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

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

The Central US 1 Corridor sector plan also divides the entire corridor into seven key areas for further growth. Together, these areas form a cohesive vision that will guide the complete growth and development of College Park. The site is within the Downtown College Park subarea which is one of the seven key growth areas. The vision for the downtown includes the reestablishment of its role as the focus of community activity. The area's tradition of multistory, multiuse buildings with retail on the first floor and either offices or residences on the upper floors should be reinstated. The range of hotel, dinning, and entertainment uses that serve the university should be increased. Parking garages should accommodate new development.

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

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

The applicant has provided a justification statement that outlines how the proposed development plan meets the above requirements. In general, the goals and recommendations of the sector plan have been met by providing a high density residential

development serving students attending the University of Maryland on a site that has previously been developed. The existing three-story residential building has its main elevation fronting Yale Avenue. The proposal includes interior alteration without any outdoor improvements.

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

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

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

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

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

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

a. Section 4.1 Residential Requirements prescribe a minimum number of shade trees to be planted in accordance with the size of the green area on the site. Since the site is located within the Developed Tier, one shade tree per 1,000 square feet or fraction of green area is required. The site has approximately 2,675 square feet of green area; a total of three shade trees is required. The Landscape Plan shows two shade trees and seven existing trees that meet the requirements.

b. Section 4.3(c), Interior Planting, requires a certain percentage of the parking lot, according to the size of the lot, to be interior planting area and to be planted with one shade tree for each 300 square feet of interior landscaped area provided. The DSP does not have enough parking lot area to trigger the interior planting requirement.

c. Section 4.4, Screening Requirements of the Landscape Manual, requires that all dumpsters and loading spaces be screened from all adjacent public roads. The subject DSP is not required to have a loading space due to the small scale of the development. The site has an existing trash dumpster that has been enclosed. No changes have been proposed to the existing dumpster with this DSP.

d. DDOZ standards-Building Form regarding the transition and buffering between developments within the corridor infill and walkable node areas specifically require buffering between proposed developments and existing sites. The site to the north of the subject site is a mixed-use project and has been reviewed for conformance with the applicable landscaping requirements. A reduced bufferyard had been installed at the time the property was developed. The site to the west of the subject site is a commercial development fronting on Baltimore Avenue (US 1) that was also reviewed for conformance with the applicable landscaping requirements at the time of development review and approval. Since the subject site is maintaining the existing residential use, which is a low-impact use compared to the existing adjacent uses, the required bufferyards have been provided on the adjacent properties. The use to the south of the site is the same residential use as the subject site, therefore, no bufferyard is required between the two properties.

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

a. This site has a signed NRI equivalency letter (NRI-EL-005). There are no regulated environmental features or woodland on the site. The site also has a Standard Exemption from the requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance. The Letter of Exemption was issued on March 1, 2011 and was valid only through March 1, 2013. A valid letter is required.

b. The Tree Canopy Coverage Ordinance (TCC) came into effect on September 1, 2010. All activities that require a grading permit after September 1, 2010, must provide the tree canopy coverage percentages required by Section 25-128 of the Prince George's County Woodland and Wildlife Habitat Conservation and Tree Canopy Coverage Ordinance. This DSP involves no exterior improvements and does not require a grading permit and is therefore exempt from the Tree Canopy Coverage requirement.

11. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

a. **Community Planning Division**—In a memorandum dated December 10, 2012, the Community Planning Division offered the following major determinations:

- **Conformance with the 2002 Prince George's County Approved General Plan:** This application is consistent with the 2002 *Prince George's County Approved General Plan* Development Pattern policies for Corridor Nodes in the Developed Tier and does not violate the General Plan's growth goals for the year

2025 based upon a review of the Prince George's County's current General Plan Growth Policy Update.

- **Conformance with the June 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment:** This DSP does not conform to the residential medium-density land uses in a walkable node recommendation of the June 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*. However, the Community Planning Division recognizes that if the proposed rezoning application receives approval, the proposed addition of four units to the existing three-story building will be within the maximum density limit of the M-U-I Zone. The Community Planning Division also states that this application requires a number of amendments to the DDOZ standards. Since the proposed development is primarily interior to an existing structure, these amendments should not constitute significant barriers to the proposed development.

b. **Subdivision Review Section**—In a memorandum dated January 10, 2013, the Subdivision Review Section noted that the property has a record plat in Plat Book A @50. The site is exempt from the requirement of filing a preliminary plan of subdivision under Section 24-111(c)(4). The Subdivision Review Section concluded that Detailed Site Plan DSP-11005 is in substantial conformance with the plat. The applicant should make one technical revision to the plan to reference the correct plat number. The recommended revision has been included as a condition of approval for this DSP prior to certification.

c. **Transportation Planning Section**—In a memorandum dated August 15, 2012, the Transportation Planning Section stated no objection to the zoning change and has no comments on this DSP.

Trails—In a memorandum dated June 11, 2013, the trails planner indicated that Yale Avenue is recommended for a shared lane bikeway in the June 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (page 108). There are no county or state funded capital improvement projects that would affect the subject application. The bikeway may be implemented by the City of College Park in the future.

d. **Environmental Planning Section**—In an e-mail dated December 9, 2011 (Shoulars to Kosack), the Environmental Planning Section indicated that there are no regulated environmental features or woodland on the site; the site is exempt from the requirements of the Woodland and Wildlife Habitat Conservation Ordinance; the site is not subject to the Tree Canopy Coverage requirement. A standard letter of exemption was issued on March 1, 2011 for this site.

e. **Historic Preservation Section**—In a memorandum dated June 4, 2012, the Historic Preservation Section of the Countywide Planning Division stated that the subject DSP will have no effect on identified Historic Sites, Resources, or Districts.

f. **Department of Public Works and Transportation (DPW&T)**—In a memorandum dated October 5, 2012, DPW&T stated that the DSP is consistent with the approved Stormwater Management Concept Plan 9883-2011-00 for the site.

g. **The City of Hyattsville**—The City of Hyattsville in an e-mail (Chandler to Kosack) dated December 16, 2011, indicated that the City of Hyattsville does not anticipate submitting any comments regarding this application.

h. **The City of College Park**—The City Council of the City of College Park approved this DSP on June 18, 2013 with two conditions as follows:

1. *Prior to signature approval of the Detailed Site Plan:*

   A. *Provide drawings to scale of all building floor plans including the placement of beds and other furniture.*
   B. *Provide a table that indicates compliance with City Code 125-9.A and B of the Housing Regulations or reduce the number of beds accordingly.*
   C. *Provide a parking lot circulation plan indicating the use of white reflective arrows.*
   D. *Revise the site plan to show a 7-foot wide concrete sidewalk with brick pavers along the property frontage to match the width and design of the sidewalk to the north.*

2. *The Applicant shall make every effort to document LEED credit compliance which shall amount to the equivalent of LEED-Silver Certification. In addition, the appropriate regulating agency may issue a temporary use and occupancy permit to the Applicant until such time as LEED-Silver credits are documented. If it is determined that a temporary use and occupancy permit cannot be issued, a permanent use and occupancy permit may be issued by the appropriate regulating agency once an escrow or letter of credit in the amount of $10,000 is established with an agent that is acceptable to the City of College Park. Said escrow agent shall hold the funds subject to the terms of this Agreement. The escrow (or letter of credit) shall be released to Applicant upon final LEED – Silver or higher documentation of credits by a LEED-accredited professional. In the event that the Applicant fails to provide, within 180 days of issuance of the permanent use and occupancy permit for the Project, documentation to the City demonstrating attainment of LEED-Silver or higher credits, the entirety of the escrow will be released upon demand to the City and will be posted to a fund within the City budget supporting implementation of environmental initiatives.*

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

Condition 2 attached to the City's approval requires that the applicant establish a financial mechanism to ensure the project obtains green building certification. As discussed previously in this report, the LEED certification process is lengthy and outlasts the DSP review and approval timeframe. The condition requires additional enforcement steps that are difficult to incorporate into the current County enforcement process. However, since the applicant proffered to provide additional funds to financially guarantee the LEED certification, a new condition has been included in the Recommendation Section to make sure the escrow account is set up and paid prior to issuance of the use and occupancy permit.

i. **The Maryland Aviation Administration (MAA)**—In a memorandum dated May 30, 2012, the MAA had no concerns with this application.

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

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report, and forward a recommendation of APPROVAL of the application including three parts to the District Council as follows:

A. Recommends APPROVAL of the rezoning request to rezone the subject site from the Multifamily Medium Density Residential (R-18) Zone to the M-U-I Zone.

B. Recommends APPROVAL of the alternative development district standards for:

1. BUILDING FORM—Character Area 5(a): Walkable Nodes (to allow the application to occupy only 60 percent frontage build-out at the build-to-line, and to have a 34-foot front yard setback, and side yard setbacks up to 14 and 22 feet).

2. BUILDING FORM—Parking (to allow 1.2 parking spaces per unit and a total of 12 parking spaces on the site).

3. BUILDING FORM—Parking Access (to allow two existing accesses to the site directly off the primary frontage of the site that fronts on Yale Avenue).

4. ARCHITECTURAL ELEMENTS—Façade and Shopfronts (to allow no changes to the exterior elevations and to retain approximately ten percent of the area of the existing building façade to be covered by windows).

5. STREET AND OPEN SPACE—Streetscape (to allow a 41-foot-wide space between the curb and the existing building façade including an eight-foot-wide sidewalk adjacent to the curb).

6. STREET AND OPEN SPACE—Streetscape, Amenities and Adequate Public Facilities (to allow the applicant to provide no pedestrian and streetscape amenities in the public right-of-way).

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

1. Prior to certificate approval of this detailed site plan, the applicant shall:

   a. Provide a list of regulations in the R-18 Zone and demonstrate the site's conformance to them on the site plan.

   b. Provide a standard bicycle rack in the front yard of the site.

   c. Revise the amendment request to the Street and Open-Space Streetscape standards to keep the existing space between the building façade and the curb.

   d. Revise the plat reference on the drawing from "A-1237" to "A-50."

   e. Provide a new Letter of Exemption from the requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO).

   f. Revise the site plan to use reflective white arrows to clearly mark the on-site vehicular circulation pattern.

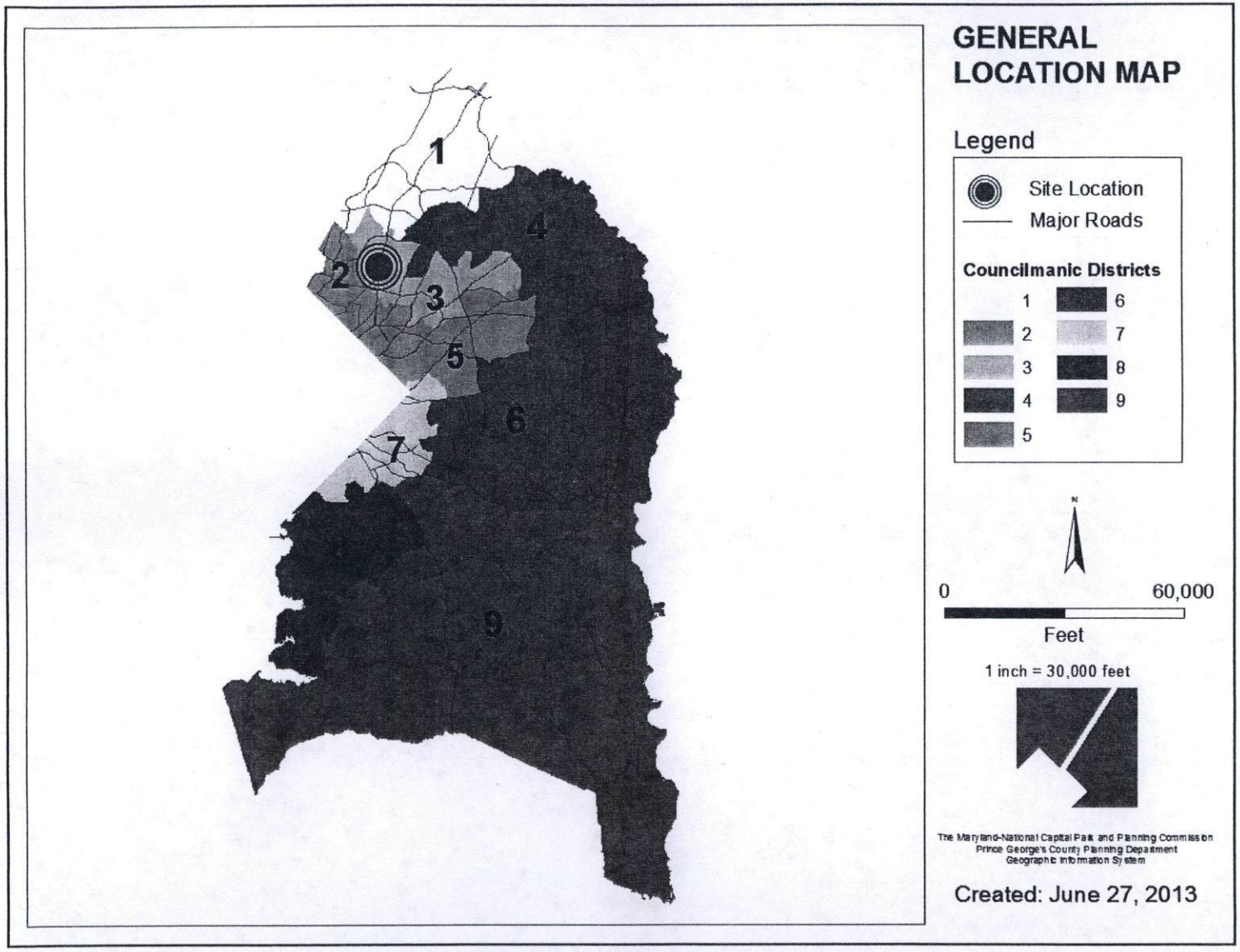
   g. Provide evidence that the DSP has satisfied the concerns of the City of College Park regarding floor plans and number and location of beds.

2. Prior to the issuance of use and occupancy permit, in accordance with the applicant's proffer, the applicant shall:

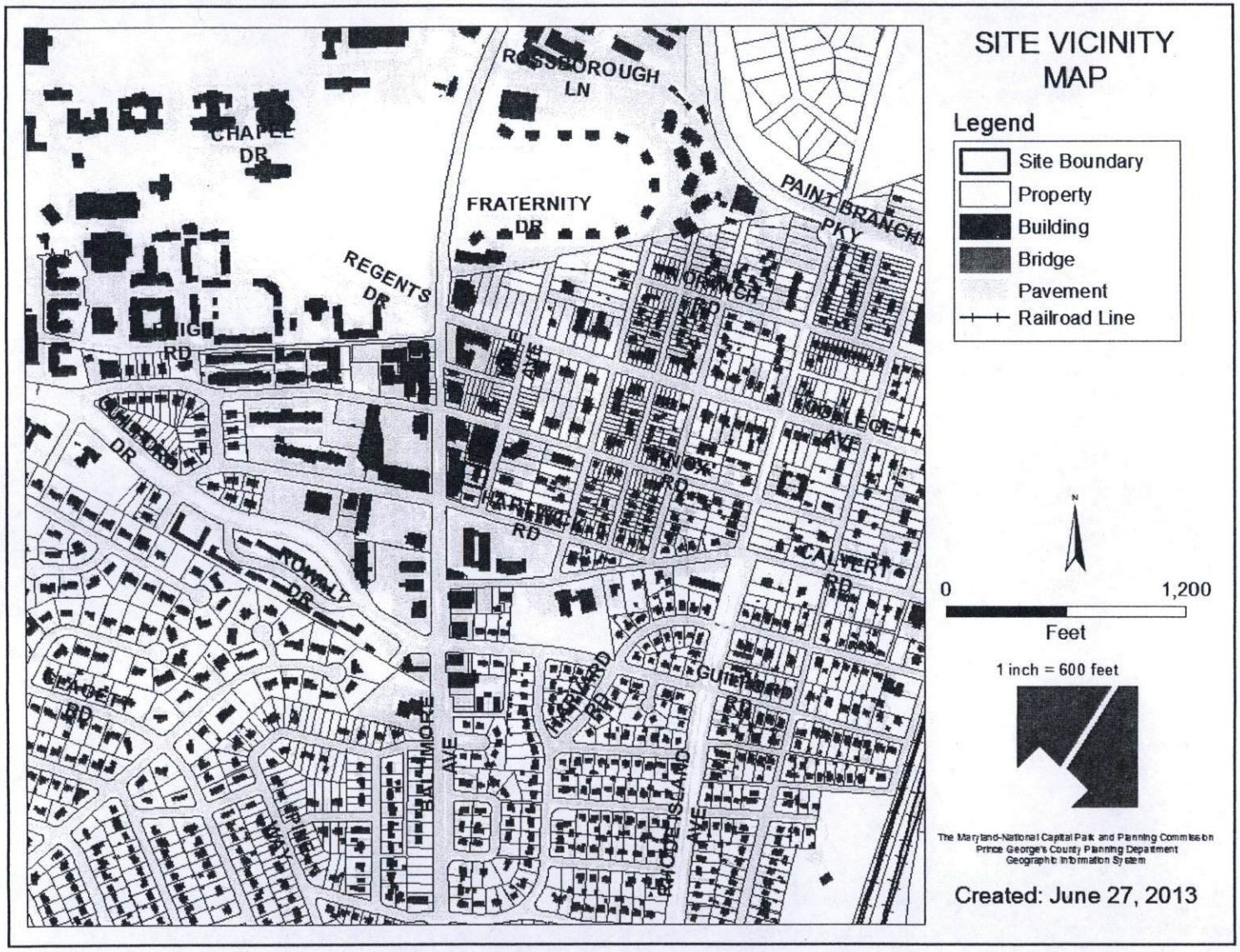
   a. Improve the sidewalk along the site's Yale Avenue frontage with the same material and pattern as the sidewalk of the adjacent property to the north.

   b. Provide evidence that $10,000.00 has been paid into the escrow account established per the agreement with the City of College Park.

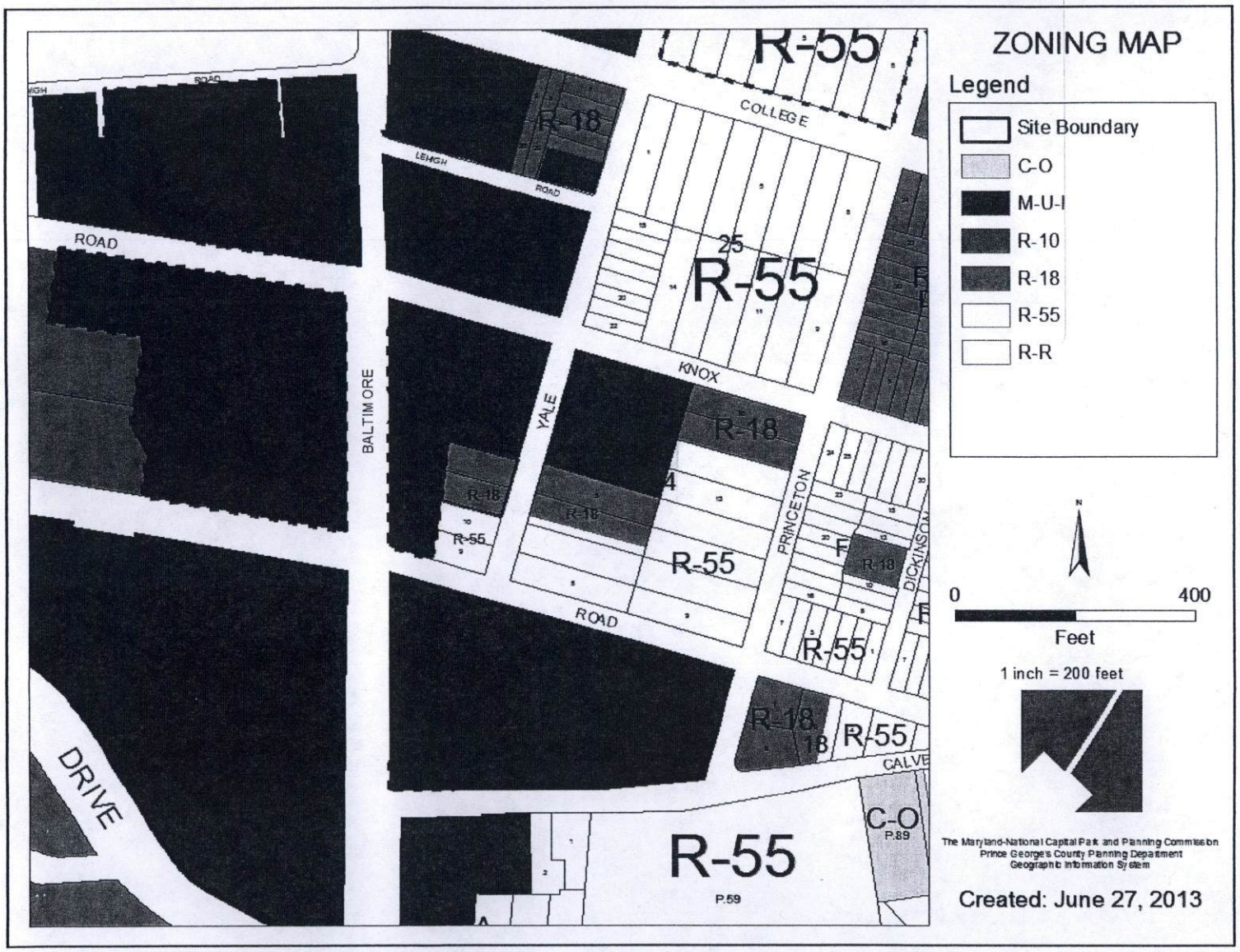
GENERAL LOCATION MAP



SITE VICINITY



ZONING MAP


ZONING MAP
Legend
Site Boundary
C-O
M-U-I
R-10
R-18
R-55
R-R
R-55
R-18
COLLEGE
LEHIGH
ROAD
ROAD
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R-55
KNOX
BALTIMORE
YALE
R-18
R-18
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R-55
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Feet
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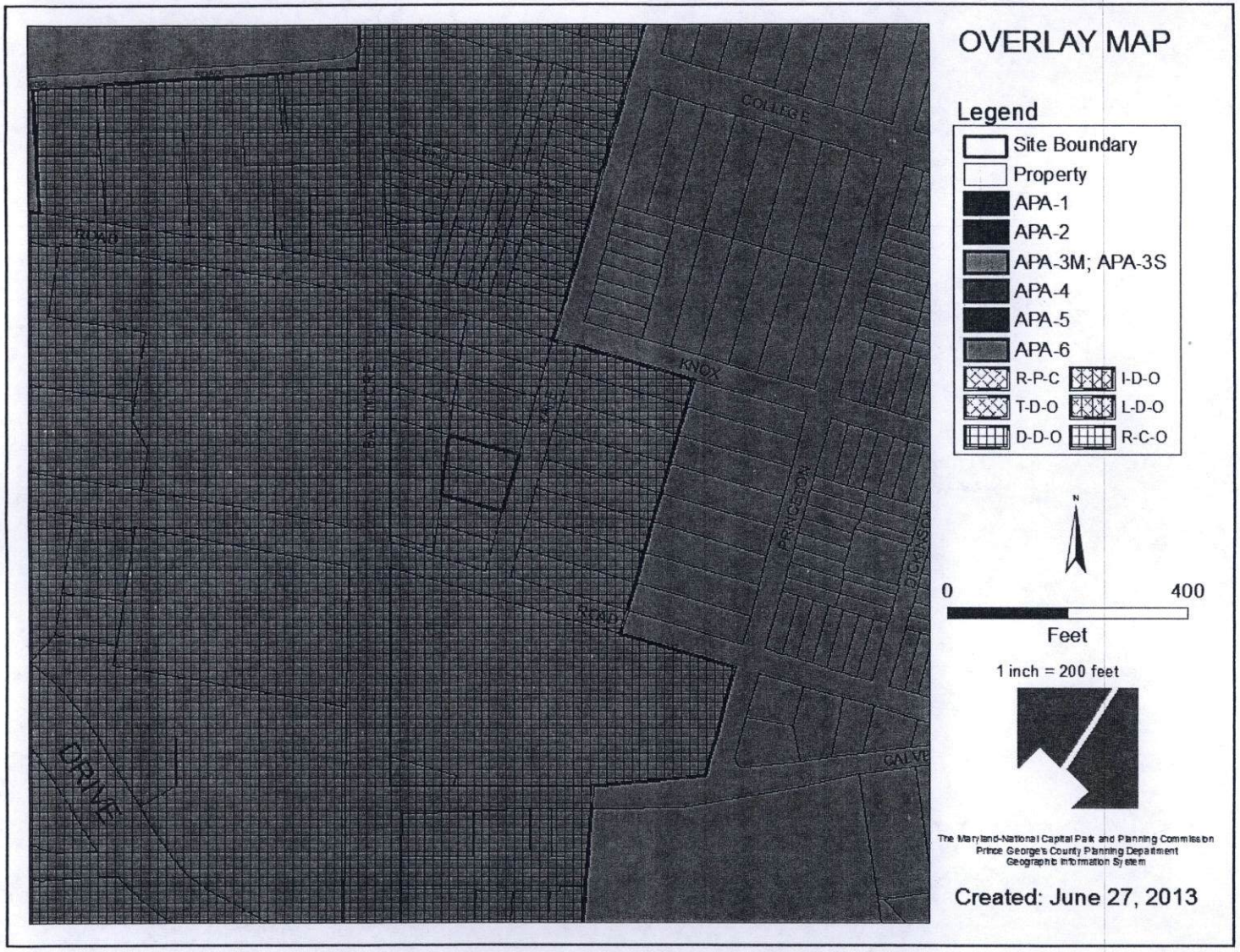
The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Geographic Information System
Created: June 27, 2013

OVERLAY MAP


OVERLAY MAP
Legend
Site Boundary
Property
APA-1
APA-2
APA-3M; APA-3S
APA-4
APA-5
APA-6
R-P-C
I-D-O
T-D-O
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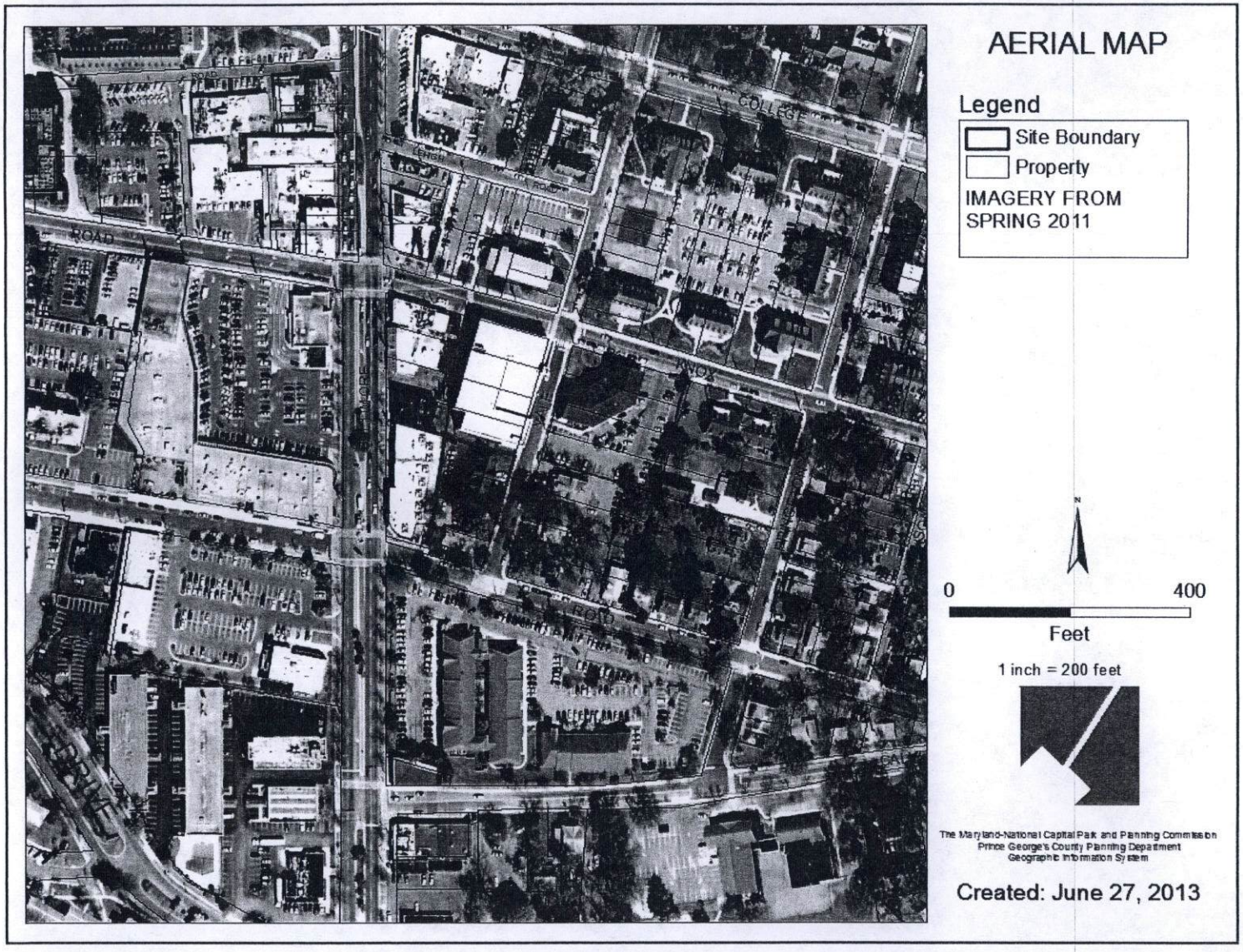
1 inch = 200 feet
The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Geographic Information System
Created: June 27, 2013
COLLEGE
KNOX
PRINCETON
ROAD
DRIVE

AERIAL MAP


AERIAL MAP
Legend
Site Boundary
Property
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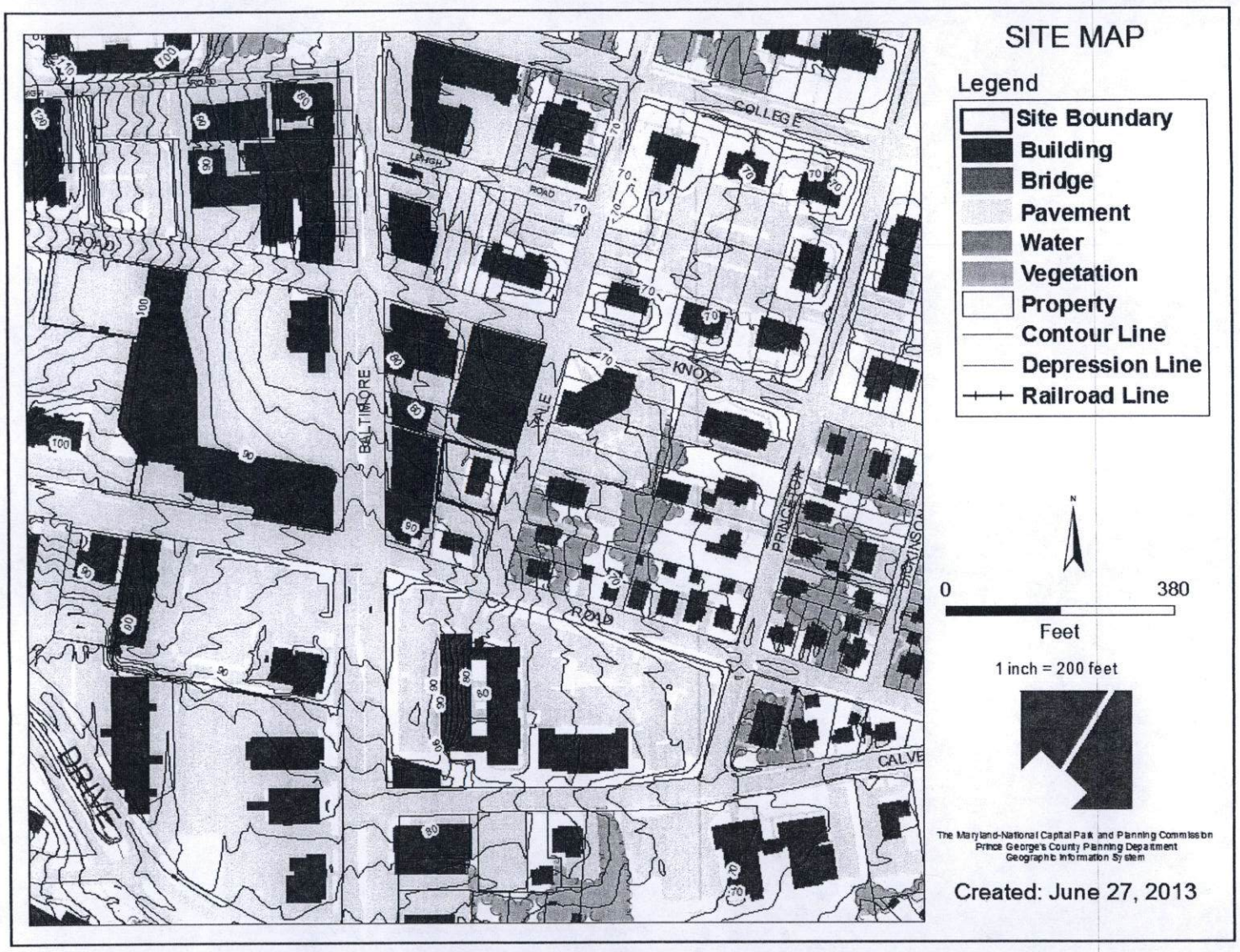
The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Geographic Information System
Created: June 27, 2013

SITE MAP


SITE MAP
Legend
Site Boundary
Building
Bridge
Pavement
Water
Vegetation
Property
Contour Line
Depression Line
Railroad Line
COLLEGE
LARCH
ROAD
BALTIMORE
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Feet
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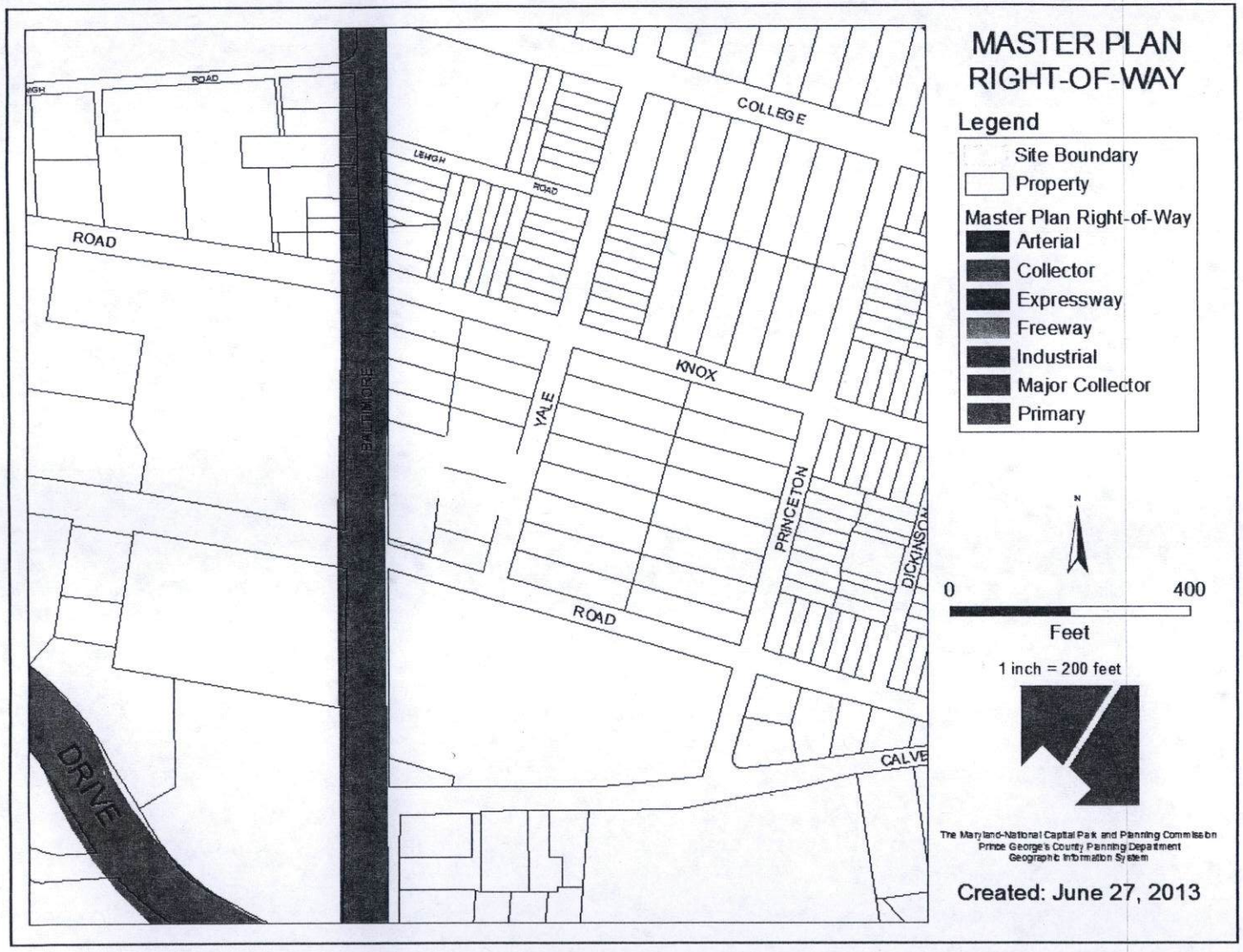
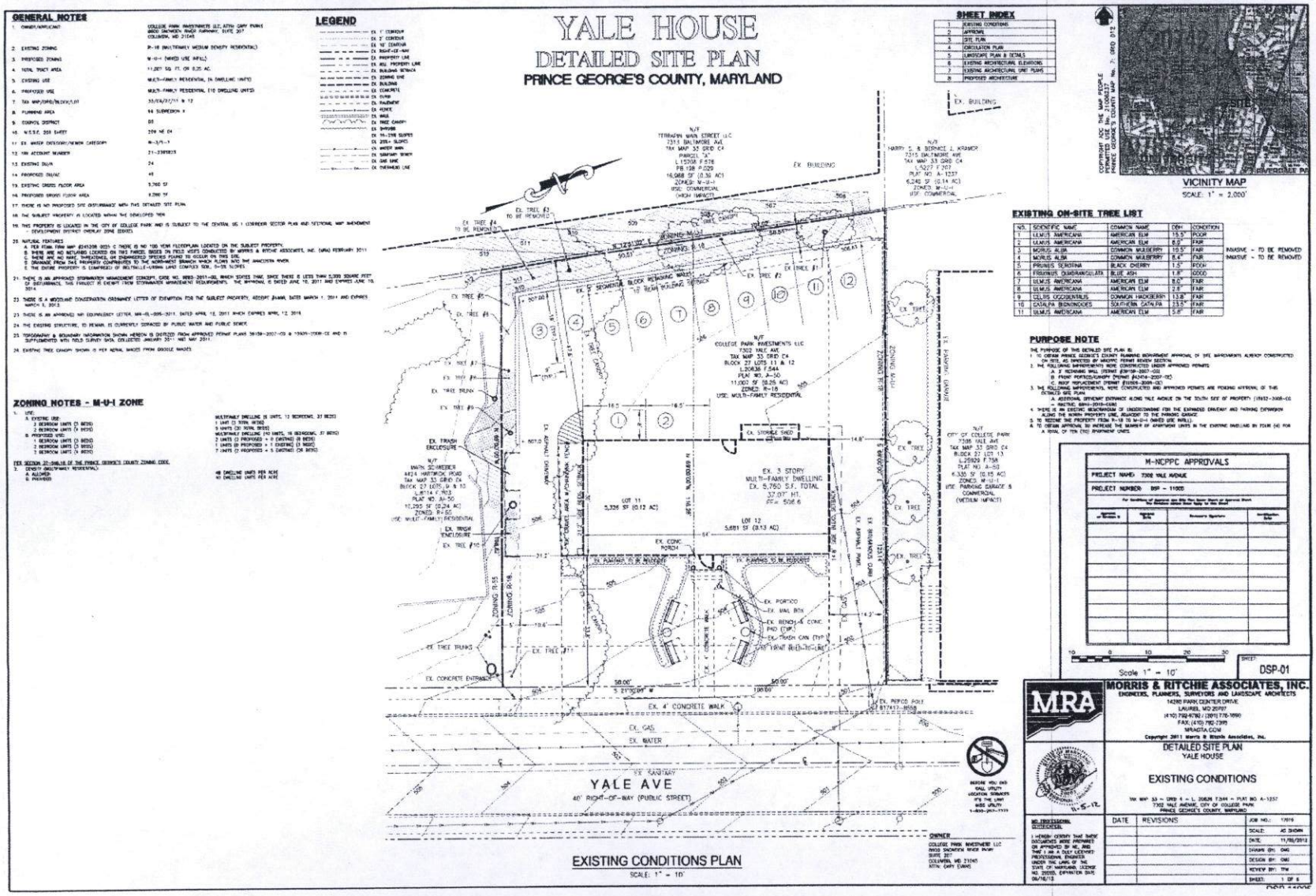
The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Geographic Information System
Created: June 27, 2013

MASTER PLAN RIGHT-OF-WAY MAP



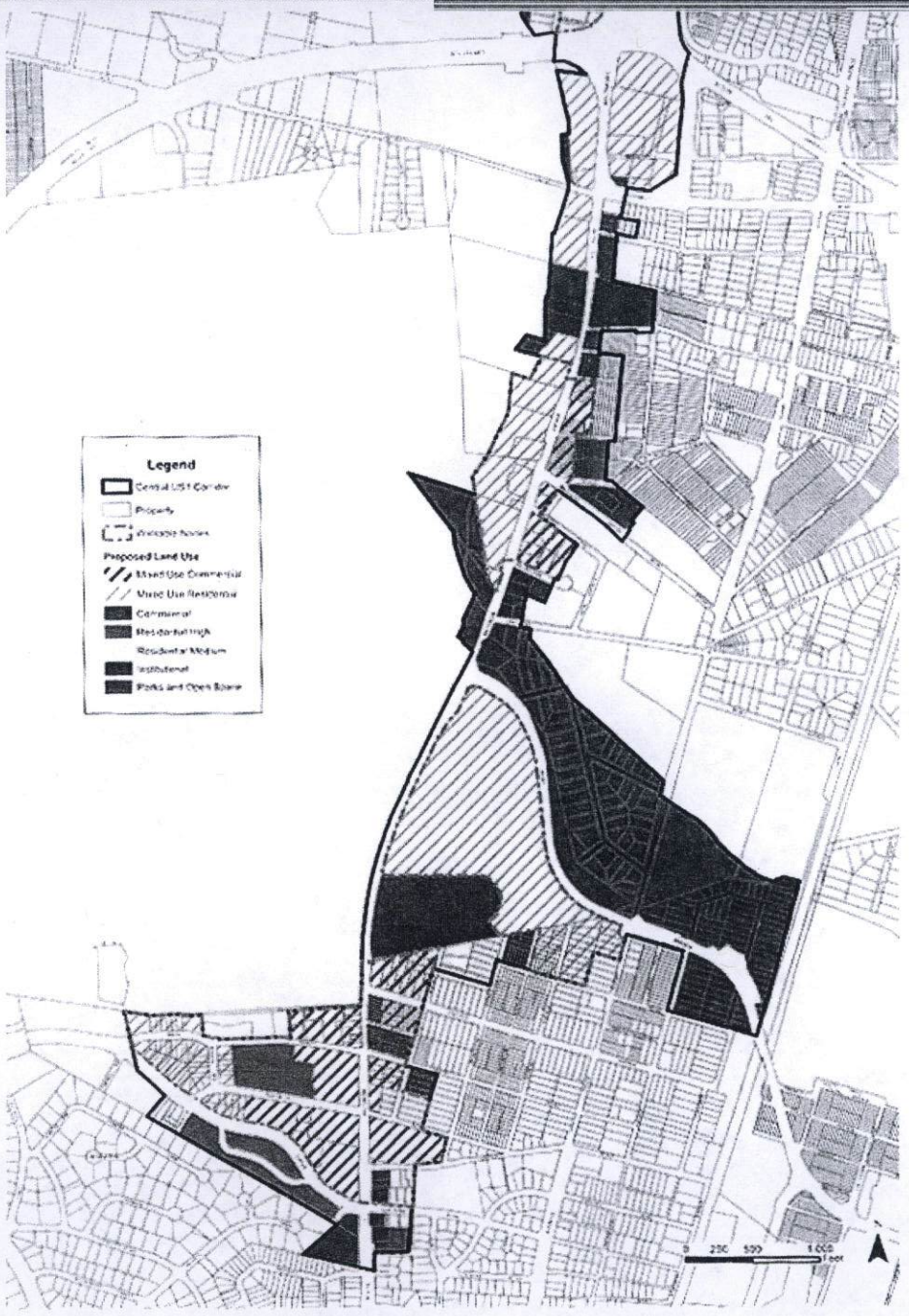
DETAILED SITE PLAN



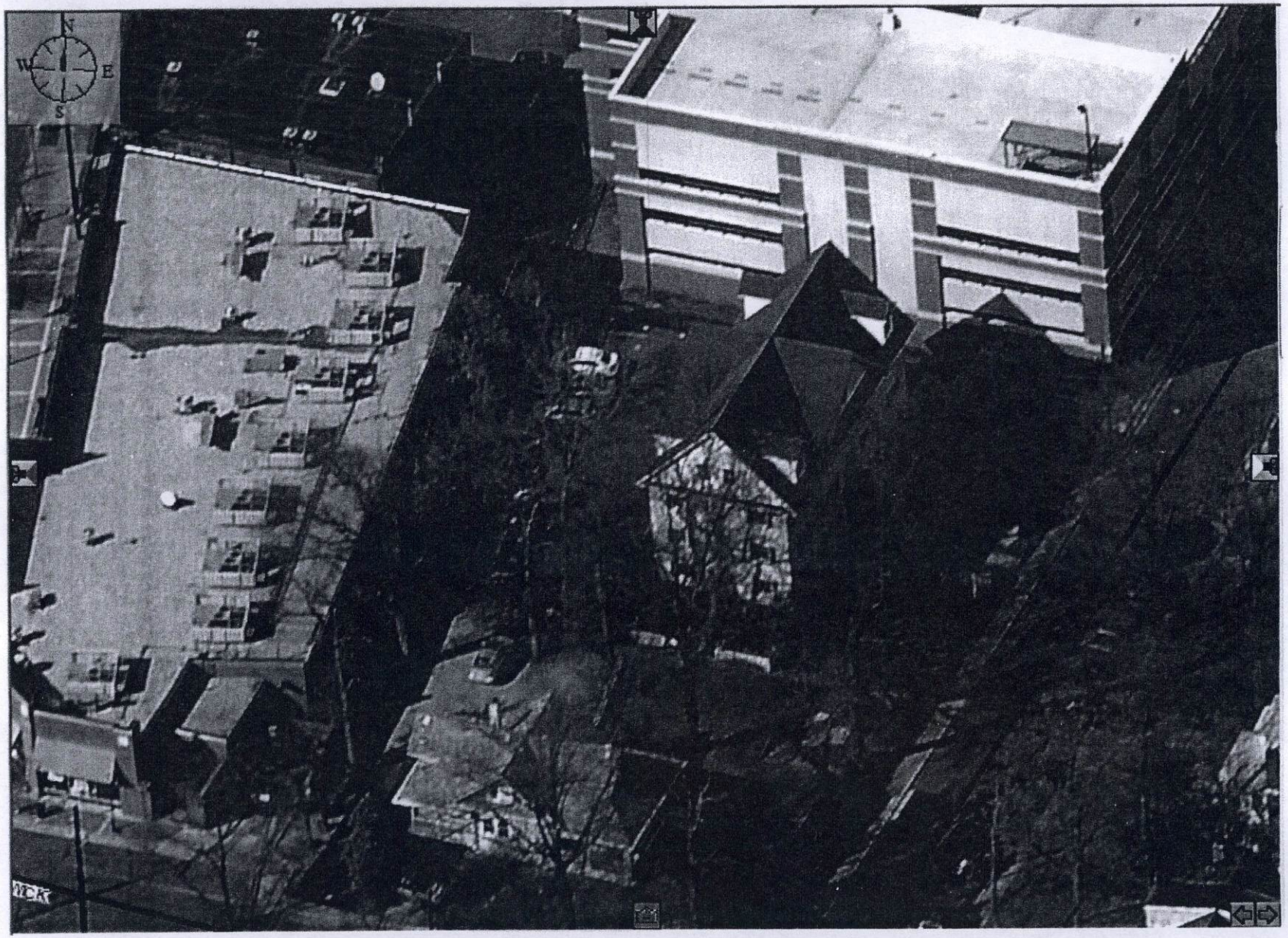
Case # DSP-11005

EXISTING CONDITIONS

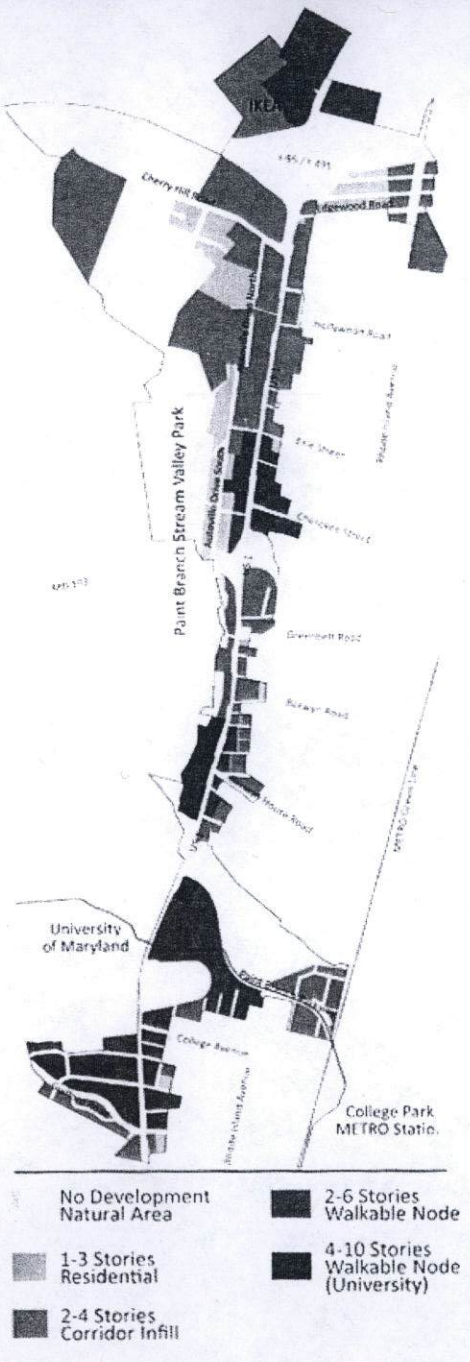
CORRIDOR LAND USE PLAN



BIRD'S-EYE VIEW



CORRIDOR PLAN



Prince George's County Planning Department
Community Planning Division

301-952-4225
www.mncppc.org

January 18, 2013

MEMORANDUM

TO: Henry Zhang, AICP, Master Planner, Development Review Division

VIA: Cynthia Fenton, Planner Coordinator, Community Planning Division

FROM: Chad Williams, LEED AP BD+C Planner Coordinator, Community Planning Division

SUBJECT: **DSP-11005 Yale House**

DETERMINATIONS

- This application is consistent with the 2002 General Plan Development Pattern policies for Corridor Nodes in the Developed Tier and does not violate the General Plan's growth goals for the year 2025, based upon review of Prince George's County's current General Plan Growth Policy Update.

- This application does not conform to the land use recommendation of the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* for residential medium density land uses in a walkable node.

- If approved, the proposed M-U-I (Mixed-Use Infill) Zone will permit the multifamily residential density requested in this application.

- A number of amendments to the development district standards are necessary to accommodate the proposed development program. Since the proposed development is primarily interior to an existing structure, these amendments should not constitute significant barriers to the proposed development.

- This application is located under the traffic pattern for a small general aviation airport (College Park Airport) and is subject to Aviation Policy Area regulations in Sections 27-548.32 through 27-548.48 of the Zoning Ordinance. In particular, the applicant should be made aware of height and purchaser notification requirements contained in these regulations.

BACKGROUND

Location: 7302 Yale Avenue, approximately 100 feet east of US 1 (Baltimore Avenue)

Size: 0.25 acres

Existing Uses: An existing six-unit apartment building

Proposal: The applicant seeks a detailed site plan for the approval of already-constructed site improvements and rezoning to the M-U-I Zone for the addition of four new multifamily units for a total of ten multifamily units on-site.

GENERAL PLAN, MASTER PLAN AND SMA

2002 General Plan:

This application is located in the Developed Tier, and is within a Corridor Node designated by the 2010 Approved Central US 1 Corridor Sector Plan. Specifically, the subject property is within the Downtown College Park Walkable Node along the Baltimore Avenue Corridor (hereafter "Downtown College Park Walkable Node" within this referral).

"The vision for the Developed Tier is a network of sustainable, transit-supporting, mixed-use pedestrian-oriented, medium- to high-density neighborhoods." (2002 General Plan, p. 31).

The vision for Corridors is "mixed residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on transit-oriented development." (See Policy 1, 2002 General Plan, p. 50). This development should occur at local centers and other appropriate nodes within one-quarter mile of major intersections or transit stops along the corridor.

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

- Planning Area/ Community: PA 66 /Downtown College Park Walkable Node

- Land Use: The subject property is located in the Downtown College Park Walkable Node area (see Map 8 on page 60 of the 2010 Approved Central US 1 Corridor Sector Plan). The overall vision for the Central US 1 Corridor is a vibrant hub of activity highlighted by walkable concentrations of pedestrian- and transit-oriented mixed-use development, the integration of the natural and built environments, extensive use of sustainable design techniques, thriving residential communities, a complete and balanced transportation network, and a world-class educational institution.

  Walkable nodes are intended for pedestrian-friendly, transit-oriented, mixed-use development at appropriate locations along the Central US 1 Corridor. Development should be medium- to high-intensity with an emphasis on vertical mixing of uses. Development within a walkable node should generally be between two and six stories in height.

  The proposed land use (south) map on page 60 of the 2010 Approved Central US 1 Corridor Sector Plan recommends residential medium

density land uses on the subject property.

- Environmental: Refer to the Environmental Planning Section referral for comments on the environmental element of the *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* and the 2005 *Countywide Green Infrastructure Plan*.

- Historic Resources: The subject property abuts the Prince George's County Old Town College Park Historic District along Yale Avenue.

- Transportation: Baltimore Avenue (US 1) is a major collector (MC-200) within a right-of-way of 88 to 112 feet. The subject property would access Baltimore Avenue (US 1) via Yale Avenue and either Knox Road or Hartwick Road, all local residential streets.

- Public Facilities: None identified

- Parks & Trails: US 1 is recommended for dedicated bicycle facilities, with bicycle lanes as a possible interim solution and cycle tracks as the preferred long-term facility. Both Knox and Hartwick Roads are recommended to be shared roadway facilities. There are no park facilities in proximity to the subject site.

SMA/Zoning: The 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* retained the property in the R-18 Zone and in the Development District Overlay Zone (DDOZ), which requires site plan review.

PLANNING ISSUES

Plan Conformance

The vision of the 2002 General Plan is met by this application, which proposes an increase to the existing residential density contributing to transit-oriented design at a designated corridor node along the US 1 Corridor.

The 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* recommends residential medium density land uses on the subject property (see Map 8 on page 60). Residential medium density land uses are described on page 57 of the 2010 Approved Central US 1 Corridor Sector Plan as "[d]etached and attached dwelling units and associated areas with densities between 3 du/acre and 8 du/acre." The subject property has an existing density of 24 dwelling units per acre and a proposed density of 40 dwelling units per acre. Therefore, the proposed development does not conform to the land use recommendations.

However, the applicant is requesting rezoning to the M-U-I (Mixed-Use Infill) Zone, which would permit residential densities up to 48 dwelling units per acre.

The proposed development is located in the Downtown College Park Walkable Node as shown on Map 8 on page 60 of the 2010 Approved Central US 1 Corridor Sector Plan. Walkable nodes are intended to be hubs of pedestrian and transit activity emphasizing higher density mixed-use development at appropriate locations along the Central US 1 Corridor, and should be "directly and uniquely influenced by

adjacent neighborhoods. Building height, scale, and type will be tailored to the existing businesses and residents, while accommodating desired growth and change." (Page 42 of the 2010 Approved Central US 1 Corridor Sector Plan). Walkable node development should consist of buildings between 2 and 6 stories in height (pages 65, 230, and 234 of the 2010 Approved Central US 1 Corridor Sector Plan).

As an existing three story building and with a proposal to convert existing space to a fourth story, the proposed development meets the above guidance. Additionally, one of the land use and urban design goals on page 51 calls for an increase in residential density to support new commercial and mixed-use development with an emphasis for concentrating student housing near the University of Maryland, College Park campus. The proposed development is in keeping with this goal.

Amendments to Development District Standards

The applicant is requesting seven amendments to the development district standards to accommodate the existing building form and location on the subject site. Some of these amendment requests incorporate multiple standards/amendments. Each request will be addressed below.

Building Form (Walkable Nodes)
The applicant requests amendments from the maximum build-to line at the lot frontage, side setbacks, and frontage buildout, arguing that maintaining the existing structure is in keeping with the existing architectural character of adjacent residential properties along Yale Avenue and within the adjoining neighborhoods. Since a central tenant of the 2010 Approved Central US 1 Corridor Sector Plan is to respect and preserve existing residential development (see, for example, Policy 4 on page 63 and Policy 3, Strategy 1 on page 68), this reviewer finds this amendment to be in keeping with the spirit and intent of the sector plan. Requiring conformance to these standards would necessitate expansion of the existing structure in a manner that may not be considerate of adjoining and nearby residential properties.

Building Form (Parking)
The applicant requests an amendment from the required number of parking spaces permitted on the subject property. The requirement would be 10 spaces and the applicant proposes 12 spaces of off-street parking. There are no significant concerns with this amendment request.

Building Form (Parking Access)
While this reviewer recognizes two existing parking access drives exist on-site, consideration should be given to consolidating parking access to one point, eliminating one of the curb-cuts and contributing to a more pedestrian-friendly, walkable environment along Yale Avenue.

Building Form (Parking Lots, Loading, and Service Areas)
The applicant requests an amendment from providing pervious parking surfaces on-site. Staff notes that pervious paving materials for surface parking lots is desired by the development district standards but is not mandated. This amendment is unnecessary.

Architectural Elements (Facades and Storefronts)
The applicant requests an amendment to reduce the amount of window fenestration from a minimum of 20 percent of the façade to 10 percent, citing structural difficulties in adding new fenestration. The amount of fenestration required by the development district standards is in keeping with traditional local building design and best practices of crime prevention through environmental design (CPTED). The applicant should consider additional CPTED measures such as decorative fencing and appropriate lighting levels to supplement a potential reduction in the amount of fenestration mandated by the development district standards.

Streets and Open Spaces (Streetscape)
The applicant requests amendments to the width of the landscape planting strip along Yale Avenue and to the total assembly width of the streetspace. Development would typically be required to provide between 12 and 18 feet of space adjacent to Yale Avenue (an ST street). The applicant requests reduction to seven and a half feet, with a three-foot-wide landscape planning area and four foot sidewalk. The applicant cites seven and a half feet as the space that exists between the existing right-of-way line and the face of curb.

The applicant should provide a wider planting strip and, if feasible, wider sidewalk. The 12 to 18 foot space along ST streets may be inclusive of both public right-of-way and private space, and it is the intent of the development district standards to provide for a pleasant walking experience including sufficient space for landscaping to buffer pedestrians from street traffic and for plantings to survive. A public access agreement may be appropriate in situations such as this where an existing building is being renovated and subdivision is otherwise not required for the provision of a public sidewalk.

Streets and Open Spaces (Streetscape, Amenities, and Adequate Public Facilities)
The applicant seeks relief from development district standards requiring the provision of pedestrian and streetscape amenities in the public right-of-way. Staff notes page 264 does not specify right-of-way or ownership of where amenities should be provided. Staff also notes the applicant states on-site resident amenities are provided in the forecourt/front lawn of the existing residential building. These amenities should be evaluated to determine if they meet the intent of the development district standards. If appropriate, a public access agreement as discussed above may be worth considering to ensure public access to amenities.

Additional Comments

While the applicant is not required to provide either interior parking lot plantings or street trees, the applicant should be encouraged to provide new tree plantings on-site to meet urban tree canopy objectives and better implement the sustainability goals of the 2010 Approved Central US 1 Corridor Sector Plan. The two proposed front shade trees are a good start, but perhaps there are additional opportunities to the sides or rear of the site.

The applicant should provide evidence that the minimum number of required bicycle parking spaces per the development district standards exists on-site and a general note on bicycle parking should be added to the submitted plan sheets.

The applicant should indicate whether any identification signage will be provided on-site to advertise the student/multifamily housing use. If any signage is provided, it shall conform to the development district standards. Staff notes that, at minimum, building-mounted numbers are required per page 254.

Aviation Policy Area

This application is located under the traffic pattern for a small general aviation airport (College Park Airport). This area is subject to Aviation Policy Area regulations adopted by CB-51-2002 (DR-2) as Sections 27-548.32 through 27-548.48 of the Zoning Ordinance. Specifically, the subject property is located in Aviation Policy Area (APA) 6. The APA regulations contain additional height requirements in Section 27-548.42 and purchaser notification requirements for property sales in Section 27-548.43 that are relevant to 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 FAR Part 77.

The application should also be referred to the Maryland Aviation Administration for information and comment:

Ashish J. Solanki, Director
Office of Regional Aviation Assistance
Maryland Aviation Administration
PO Box 8766
BWI Airport, MD 21240-0766

c: Ivy A. Lewis, AICP, Chief, Community Planning Division
Steve Kaii-Ziegler, AICP, Planning Supervisor, Community Planning Division
Long-Range Agenda Notebook

Kosack, Jill

From: Shoulars, Katina
Sent: Friday, December 09, 2011 3:47 PM
To: Kosack, Jill
Subject: DSP-11005 Yale House

1. The site has a signed NRI equivalency letter (NRI-EL-005). There are no regulated environmental features or woodland on the site.
2. The site is exempt from the requirements of the Woodland and Wildlife Habitat Conservation Ordinance. A standard letter of exemption was issued on March 1, 2011.
3. The site is not subject to the Tree Canopy Coverage requirement.
4. There are no other issues.

This email is in lieu of a memorandum.

Katina Shoulars
Environmental Planning Section
Countywide Planning Division
Maryland National Capital Park and Planning Commission
Phone: 301-952-5404
Fax: 301-952-3612
Email: katina.shoulars@ppd.mncppc.org

Zhang, Henry

From: Janousek, Daniel
Sent: Tuesday, June 11, 2013 11:10 AM
To: Zhang, Henry
Subject: DSP Yale House

Referral Comments

The subject property abuts Yale Avenue which is a locally maintained road in the City of College Park, Maryland. The road contains sidewalks at the subject property.

The proposal includes existing sidewalks, new landscaping, and other property frontage improvements.

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

Conclusion

There are no specific functional master plan recommendations, or code requirements for sidewalks or bikeways that affect the subject application.

Daniel Janousek, Senior Transportation Planner
Maryland National Capital Park and Planning Commission
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772
Ph: 301-780-8116

City of College Park
240-487-3500
www.collegeparkmd.gov

City Hall
4500 Knox Road
College Park, MD 20740-3390

City Manager
240-487-3501

City Clerk
240-487-3501

Finance
240-487-3509

Human Resources
240-487-3533

Parking Enforcement
240-487-3520

Planning
240-487-3538

Youth & Family Services
4912 Nantucket Road
College Park, MD 20740-1458

240-487-3550

Seniors Program
301-345-8100

Public Services
4601-A Calvert Road
College Park, MD 20740-3421

Code Enforcement
240-487-3570

Public Works
9217 51st Avenue
College Park, MD 20740-1947

240-487-3590

June 19, 2013

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

RE: DSP-11005 and Rezoning for Yale House, 7302 Yale Ave.

Dear Madame Chair Hewlett,

The City of College Park City Council met at their regular meeting on June 18, 2013 and voted 5-1-0 to recommend APPROVAL WITH CONDITIONS for DSP-11005, Yale House.

The motion, including the conditions of approval, is attached.

Sincerely,

Terry Schum

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

Motion DSP-11005 and Rezoning – Yale House

The City Council recommends approval of Detailed Site Plan-11005 including the rezoning of the property from the R-18 zone to the M-U-I zone and the modifications requested to the Development District Standards subject to the following conditions:

1. Prior to signature approval of the Detailed Site Plan:

   A. Provide drawings to scale of all building floor plans including the placement of beds and other furniture.

   B. Provide a table that indicates compliance with City Code 125-9.A and B of the Housing Regulations or reduce the number of beds accordingly.

   C. Provide a parking lot circulation plan indicating the use of white reflective arrows.

   D. Revise the site plan to show a 7-foot wide concrete sidewalk with brick pavers along the property frontage to match the width and design of the sidewalk to the north.

2. The Applicant shall make every effort to document LEED credit compliance which shall amount to the equivalent of LEED-Silver Certification. In addition, the appropriate regulating agency may issue a temporary use and occupancy permit to the Applicant until such time as LEED-Silver credits are documented. If it is determined that a temporary use and occupancy permit cannot be issued, a permanent use and occupancy permit may be issued by the appropriate regulating agency once an escrow or letter of credit in the amount of $10,000 is established with an agent that is acceptable to the City of College Park. Said escrow agent shall hold the funds subject to the terms of this Agreement. The escrow (or letter of credit) shall be released to Applicant upon final LEED –Silver or higher documentation of credits by a LEED-accredited professional. In the event that the Applicant fails to provide, within 180 days of issuance of the permanent use and occupancy permit for the Project, documentation to the City demonstrating attainment of LEED-Silver or higher credits, the entirety of the escrow will be released upon demand to the City and will be posted to a fund within the City budget supporting implementation of environmental initiatives.

PRINCE GEORGE'S COUNTY GOVERNMENT

Rushern L. Baker, III
County Executive

DPW&T

Department of Public Works and Transportation
Office of Engineering

MEMORANDUM

September 17, 2012

TO: Jill Kosack, Urban Design Section
Development Review Division, M-NCPPC

FROM: Dawit Abraham, P.E., Associate Director
Office of Engineering, DPW&T

RE: Yale House
Detailed Site Plan No.11005

In response to the Detailed Site Plan No. 11005 referral, the Department of Public Works and Transportation (DPW&T) offers the following:

- The property is located approximately 200 feet south of the intersection of Yale Avenue and Knox Road in the City of College Park. This site does not impact any County-maintained roadways. Coordination with the City of College Park is required.

- The Detailed Site Plan is consistent with approved Stormwater Management Concept Plan No. 9883-2011, dated June 10, 2011

If you have any questions or need additional information, please contact Ms. Elizabeth McKinney, District Engineer for the area, at (301) 883-5710.

cc: Elizabeth M. McKinney, District Engineer, EISD, OE, DPW&T
Mariwan Abdullah, Engineer, EISD, OE, DPW&T
Morris & Ritchie Associates, 14280 Park Center Drive, Laurel, Maryland 20707

Inglewood Centre 3 | 9400 Peppercorn Place, Suite 420 | Largo, Maryland 20774
(301) 883-5710 | FAX (301) 925-8510 | TDD (301) 985-3894

The Maryland-National Capital Park and Planning Commission
14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772 301-952-3530
Development Review Division – 301-952-3749 (fax)

** REFERRAL REQUEST **

Date: 5/24/2012

To: MARYLAND AVIATION ADMIN

From: URBAN DESIGN, JILL KOSACK

Subject: DSP-11005 YALE HOUSE

IDENTIFICATION OF MAJOR ISSUES DUE DATE*: 6/6/2012

***Note**: **E-mail any major issues/problems to the reviewer by the above date.**

SUBDIVISION REVIEW COMMITTEE DATE:

REFERRAL DUE DATE: 6/6/2012

X	Full Review of New Plan	X	Revision
X	Special Review	X	Plans/Documents Returned for Second Review Following Revision by Applicant

NOTE: This case is being reviewed at: X Planning Board level OR ☐ Planning Director level

COMMENTS: RE-REFERRAL

Related Cases:

REFERRAL REPLY COMMENTS:

J. Il - No issues noted from MAA perspective - BEST, B. Il

NOTE: IF YOU HAVE NO COMMENTS, PLEASE INDICATE ABOVE AND FORWARD OR FAX TO THE REVIEWER'S ATTENTION.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department **(301) 952-3680**
Countywide Planning Division, Transportation Planning Section **www.mncppc.org**

August 15, 2012

MEMORANDUM

TO: Jill Kosack, Urban Design Section, Development Review Division

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

SUBJECT: DSP-11005, Yale House

The Transportation Planning Section has reviewed the site plan noted above. The subject site consists of 0.25 acres of land in the R-18 Zone. It is within the development district overlay (D-D-O) of the *Approved Central US 1 Sector Plan and Sectional Map Amendment*. The site is located on the west side of Yale Avenue between its intersections with Knox Road and Hartwick Road. The site is developed with a six-unit multifamily building. The current site plan proposes the addition of four units in the attic and the basement of the existing building, and also proposes rezoning the site to the M-U-I Zone.

The plan was modified to include the rezoning request and other changes, and was re-referred. This memorandum supersedes the Transportation Planning Section memorandum dated January 9, 2012.

Review Comments

The detailed site plan is a requirement for multifamily buildings in the R-18 Zone; this review focuses on general site plan issues. By virtue of the site being within the D-D-O of the sector plan, the site plan is potentially subject to the standards and requirements of the sector plan as well. The site is within Character Area 3: Existing Development, as defined by the sector plan. This brings elements of building form, sustainability, streetscape, and adequacy of transportation facilities into the review. Also, as a part of the filing of the detailed site plan within a D-D-O, the applicant can request a rezoning to the M-U-I Zone in accordance with Section 27-546.16(b)(2). The review of the rezoning request focuses on compatibility issues as well as conformance to the purposes and recommendations of the D-D-O, as noted in Section 27-548.26(b)(5).

The site encompasses two lots of an underlying plat recorded in 1930; therefore, there are no caps on development that would restrict this expansion of the use. Because the site is currently developed and no construction is proposed, there will be no preliminary plan.

The site has frontage on Yale Avenue, which is a 40-foot right-of-way residential street within the City of College Park. It is undesignated on any master plan. The streetscape includes a paved street with two travel lanes totaling 22 feet, a raised concrete curb, a four-foot concrete sidewalk, and planting strips in front of and behind the sidewalk totaling five feet. The standards prescribe narrower travel lanes (a range of eight to ten feet) and wider planting strips than currently exist. While the Community Planning Division, in consultation with the Urban Design Section, should determine the requirements for conformance to these standards, it is probably impractical to implement the sector plan streetscape along the relatively short portion of this block of Yale Avenue that is controlled by this applicant.

Four additional multifamily units would generate 2 AM and 2 PM weekday peak hour vehicle trips as determined using the "Guidelines for the Analysis of the Traffic Impact of Development Proposals" (Guidelines). Due to the limited trip generation of the site, the Prince George's County Planning Board could deem the site's impact on the nearby link of US 1 to be de minimus. It is therefore recommended that the Planning Board find that 2 AM and 2 PM peak hour trips will have a de minimus impact upon service levels along the nearby link of US 1.

The use will be served by two existing driveways that currently serve the site, and circulation within the site will remain as exists. This is acceptable given the size of the site and the need to place required on-site parking within a very small site.

With regard to the rezoning request, the purpose of the D-D-O is to implement the land use and urban design recommendations of the sector plan. No further specific purposes are included in the sector plan. This site plan has been reviewed in consideration of the recommendations of the D-D-O, and is determined to generally conform to them from the standpoint of transportation. Therefore, the Transportation Planning Section would not object to the zoning change that is requested.

As such, aside from noting the requirements and the major features of the plan, the Transportation Planning Section has no comments on this plan.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco

January 10, 2012

MEMORANDUM

TO: Jill Kosack, Urban Design Section

VIA: Whitney Chellis, Subdivision Section

FROM: Patrick Reidy, Subdivision Section

SUBJECT: Referral for Yale House, DSP-11005

The property is known as Lots 11 and 12, located on Tax Map 33 in Grid C-4, and is 11,007 square feet. Lots 11 and 12 were recorded in plat book A@50 on June 6, 1890. The boundary of the property as reflected on the site plan is consistent with the record plat. The property is improved with six multifamily units. All structures are to remain and four new multifamily units are being proposed within the existing building to create a total of ten multifamily units. No new gross floor area is being proposed.

Section 24-111 of the Subdivision Regulations provides for exemptions from the requirement of filing a preliminary plan of subdivision for lots with a record plat. Specifically, in this instance Lots 11 and 12 are subject to Section 24-111(c)(4) which provides:

> **(c) A final plat of subdivision approved prior to October 27, 1970, shall be resubdivided prior to the issuance of a building permit unless:**
>
> **(4) The development of more than five thousand (5,000) square feet of gross floor area, which constitutes at least ten percent (10%) of the total area of the site, has been constructed pursuant to a building permit issued on or before December 31, 1991.**

Lots 12 and 12 have a record plat recorded on June 6, 1890. Based on PGAtlas and the submitted site plan, it appears that the gross floor area of the existing buildings is more than ten percent of the total area of Lots 11 and 12. Based on the archive aerial photos of the site on PGAtlas, the apartment building has been in existence prior to 1991. The site is exempt from the requirement of filing a preliminary plan of subdivision under Section 24-111(c)(4) based on the existing conditions and structures of the site provided by information in the application and PG Atlas.

Plan Comments, sheet 1 should be revised to show the following, prior to certificate of approval:

1. Revise the plat reference on the drawing from "A-1237" to "A-50".

The DSP-11005 is in substantial conformance with the plat, if the above comments have been addressed. There are no other subdivision issues at this time.