

R E S O L U T I O N

WHEREAS, a new Zoning Ordinance, Subtitle 27, Prince George’s County Code went into effect on April 1, 2022; and

WHEREAS, the applicant, Terrapin Main Street, LLC, submitted an application for approval of a detailed site plan; and

WHEREAS, the property subject to the application (“subject property”) is within the Local Transit-Oriented - Edge (LTO-E) Zone and the Residential, Single-Family-65 (RSF-65) Zone; and

WHEREAS, pursuant to Section 27-1704(b) of the Zoning Ordinance, projects which received development or permit approval prior to the effective date of the current ordinance, may proceed to the next steps in the approval process and continue to be reviewed and decided in accordance with the Zoning Ordinance under which they were approved; and

WHEREAS, therefore, the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed this application under the Zoning Ordinance in existence prior to April 1, 2022; and

WHEREAS, in consideration of evidence presented at a public hearing on October 19, 2023, regarding Detailed Site Plan DSP-22035 for Terrapin House, the Planning Board finds:

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

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

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

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

Other Development Data

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

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

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

**The applicable D-D-O Zone does not have a standard for required parking space size. The DSP includes a nonparallel standard parking space size of 9 feet by 18 feet (instead of 9.5 feet by 19 feet) and a nonparallel compact parking space size of 8 feet by 16 feet (instead of 8 feet by 16.5 feet), as required by Section 27-558(a) of the prior Prince Zoning Ordinance. The applicant has indicated that the approved dimensions of the parking spaces enable the amount of parking provided to meet the requirements of the D-D-O Zone and are consistent with similar projects that were approved in the area, such as DSP-21024 and DSP-22015. As a result, the applicant seeks a departure from this requirement, per Section 27-548.25(e) of the prior Zoning Ordinance, which does not

require separate applications for such departures, but requires that the Prince George’s County Planning Board find that the departure conforms to all of the applicable development district standards. Pages 18–20 of the applicant’s statement of justification (SOJ) further details justification for the requested modifications. The Planning Board finds that the revised sizes of the parking spaces will not impair the visual, functional, or environmental quality or integrity of the site or surrounding neighborhood, and better serves the applicant’s proposal by contributing to the development of the district vision of pedestrian-friendly, concentrated, mixed-use development in this area. In addition, the Planning Board finds that the revised parking space size is the minimum necessary. As a result, the Planning Board approves this departure. Since modification of standard parking spaces might affect the size of the provided handicap-accessible parking spaces, a condition is included herein for clarification and additional information to show conformation to ADA requirements.

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

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

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

Bicycle Spaces per the Sector Plan

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

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

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

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

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

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

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

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

3. **Location:** The subject property is located on the north side of Hartwick Road, between Yale Avenue and US 1 (Baltimore Avenue). Specifically, the site is located at 7313 Baltimore Avenue, 7302 Yale Avenue, and 4424 Hartwick Road, in College Park, within Planning Area 66, Council District 3. The site is also located in the Development District Overlay (D-D-O) Zone of the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (Central US 1 Corridor Sector Plan and SMA), which indicates that the property is located in the Walkable Node character area of the upper Midtown plan area of the D-D-O Zone.
4. **Surrounding Uses:** To the north of the property are commercial uses and a municipal parking garage in the Mixed Use – Infill (M-U-I) Zone; to the south of the property, beyond Hartwick Road, are multifamily uses in the M-U-I Zone; to the east of the property, beyond Yale Avenue, are multifamily uses in the Multifamily Medium Density Residential (R-18) Zone and single-family uses in the One Family Detached Residential (R-55) Zone; and to the west of the property is US 1 with commercial uses beyond, in the M-U-I Zone. All of the surrounding properties are located within the D-D-O Zone, as well. The subject property and the surrounding properties are within Aviation Policy Area (APA) 6.

5. **Previous Approvals:** Preliminary Plan of Subdivision (PPS) 4-02051 was approved by the Prince George's County Planning Board on October 10, 2002 (PGCPB Resolution No. 02-199). This PPS consolidated four lots, associated with a former gas station, into a single parcel (now known as 7313 Baltimore Avenue and Parcel A) for 13,100 square feet of mixed-use commercial development. This PPS was superseded by PPS 4-21055.

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

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

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

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

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

The building is oriented towards US 1 and is approximately 77 feet above ground level. The building entrance and entrances to the approved retail space are primarily located on US 1. The western portion of the first floor (facing US 1) includes the lobby, a fitness center, and a mail room for residential use, as well as a co-work café and retail space for commercial use. Floors two through six are for 93 residential units. On the second floor, an internal courtyard is incorporated with landscapes, tables and chairs, and a pergola. The eastern portion of the first floor and the basement level of the building are designated for parking.

The site drops in elevation from south to north and from east to west, with the elevation along US 1 falling approximately six feet between Hartwick Road and the northern property boundary, and falling approximately seven feet from US 1 to Yale Avenue. The grading difference between the highest to lowest points is approximately 15 feet. As such, the western portion of the building is cut into the slope, for the basement level of the parking structure, to be below the grade of US 1. The principal building, however, still conforms to the six-story maximum building height permitted by the sector plan in the Walkable Node character area (page 234).

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

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

Architecture

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

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

Along the ground floor fronting on US 1, the building elevations include large floor-to-ceiling glass windows, highlighting the commercial and lobby spaces, in conformance with the requirement in the Walkable Node character area of the D-D-O Zone. The northwest corner of the building is integrated with vertical piers, to create a more prominent roofline. The windows on

the top floor of this corner are paired with eyebrow canopies, creating further depth and interest. Similarly, the southwest corner of the building is enhanced by masonry towers. These towers, extended above the primary roofline, feature brick pilasters and cast-stone details.

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

Recreational Facilities

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

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

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

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

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

Signage

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

Lighting

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

Loading and Trash Facilities

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

COMPLIANCE WITH EVALUATION CRITERIA

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

the Central US 1 Corridor is a vibrant hub of activity highlighted by walkable concentrations of pedestrian- and transit-oriented, mixed-use development; the integration of the natural and built environments; extensive use of sustainable design techniques; thriving residential communities; a complete and balanced transportation network; and a world-class educational institution.

The subject site is in the Downtown College Park plan area and is within the Walkable Node character area. The Walkable Node character area consists of higher density mixed-use buildings that accommodate retail, offices, row houses, and apartments, with emphasis on nonresidential land uses (particularly on the ground level) to provide a sense of place with urban design practices used along the Central US 1 Corridor. One of the implementation tools set forth in the plan is the Development District Standards (pages 227-272), which contain regulations that impact the design and character of the Central US 1 Corridor. The stated purpose of these standards in the sector plan is to shape high-quality public spaces with buildings and other physical features, and to create a strong sense of place for College Park, consistent with the land use and urban design recommendations of the sector plan.

Requests to Amend Development District Standards

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

- a. **Building Form/Massing (page 237):** The sector plan requires an expression line, above the second story, in the Corridor Infill and Walkable Node character areas. Due to the tall height of the ground floor (average height is 16 feet) and the breakdown of the west elevation into three façade types, the applicant is proposing to locate the expression line above the first story and at the sill of the second-floor windows. The approach conforms to the architectural elements exhibits on page 245 of the sector plan. On pages 14–16 of the SOJ, the applicant provided several examples of similar requests in the area, demonstrating that such requested modification will benefit the design of the building. The Planning Board finds that this request will not substantially impair implementation of the sector plan and approves this amendment.
- b. **Sustainability and the Environment/Leadership in Energy and Environmental Design (LEED) Certification (page 256):** To allow for NGBS silver certification within the Walkable Node, all development shall obtain a minimum of silver certification in one of the applicable rating systems. The applicant indicated that they do not intend to pursue LEED certification and, instead planned to meet the NGBS certification criteria at the silver level. In November 2020, Home Innovation Research Labs, Inc. published

Comparison: 2020 National Green Building Standard (NGBS) and LEED Residential BD+C Multifamily Homes v 4.1. Findings of this report conclude that the 2020 NGBS is clearly equivalent to LEED Residential v 4.1, when individual green categories are compared (page 33). In general, both NGBS and LEED are green building rating systems that set standards and scoring criteria for evaluating energy performance measures associated with construction and operation of new or renovated buildings. While there are some differences, both ranking programs require evaluation of similar building systems and design features to determine efficiency levels and apply a score.

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

8. **Prince George’s County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-U-I, Airport Compatibility (Part 10B), and D-D-O Zones.
 - a. Section 27-546.19(c), Site Plans for Mixed Uses, of the prior Zoning Ordinance, requires that:
 - (c) **A Detailed Site Plan may not be approved unless the owner shows:**
 - (1) **The site plan meets all approval requirements in Part 3, Division 9;**
 - (2) **All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;**

The site plan meets the site design guidelines and development district standards of the Central US 1 Corridor Sector Plan and SMA, except those discussed in Finding 7 above.
 - (3) **Proposed uses on the property will be compatible with one another,**
 - (4) **Proposed uses will be compatible with existing or approved future development on adjacent properties and an applicable Transit or Development District; and**

The application includes a mixture of multifamily residential and commercial/retail uses, in a vertical mixed-use format. The uses included

for this development are compatible with one another, within the building. These uses are also compatible with existing or recently approved uses within the area, which are similar in height and density, as envisioned by the sector plan.

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

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

The adjacent property to the north is developed with a single-story commercial building and a five-story College Park municipal parking garage. The property to the east, across Yale Avenue, is developed with two-story single-family detached dwellings. The property to the south, across Hartwick Road, is developed with a two-story commercial condominium office complex. Across US 1, from the west side of the subject property, is a one-story shopping center. The approved building and uses are in keeping with the vision and intent of the sector plan and development district, and are compatible in size, height, and massing to existing and future buildings on adjacent properties. This is also discussed above in Finding 6. Therefore, the approved building is compatible with other similar redevelopment projects in the Central US 1 Corridor and within the development district.

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

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

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

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

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

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

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

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

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

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

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

(i) Hours of operation or deliveries;

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

(ii) Location of activities with potential adverse impacts;

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

(iii) Location and use of trash receptacles;

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

(iv) Location of loading and delivery spaces;

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

(v) Light intensity and hours of illumination; and

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

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

The subject DSP does not include any outdoor vending machines.

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

Section 27-548.42. Height requirements.

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

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

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

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

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

4. **At the time of detailed site plan, the applicant shall:**
- a. **Explore opportunities to preserve the two specimen trees located adjacent to Hartwick Road and Yale Avenue.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Information for such details has been included in this application.

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

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

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

- a. A six-foot wide bicycle cycle track along the property frontage of US 1, consistent with the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*, unless modified by the operating agency with written correspondence.**

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

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

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

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

11. **2010 Prince George's County Landscape Manual:** The Central US 1 Corridor Sector Plan and SMA states that Sections 4.2, 4.3, and 4.7 of the Landscape Manual do not apply within the

development district (page 226). Therefore, the approved development is only subject to the requirements of Sections 4.1, 4.4, and 4.9 of the Landscape Manual, and schedules have been provided for Sections 4.1 and 4.9. The submitted plans are in conformance with the requirements, with the exception of revisions that are needed, and have been conditioned herein. In addition, it is noted that the plans conform to the requirements of Section 4.4, Screening Requirements, for trash. Two separate trash rooms are located within the building, one on the basement level and the other on the first floor. A dumpster is located outside, along the northern property line. The provision of the dumpster enclosure makes it unlikely to be visible to the public. A loading space is located in front of this dumpster, internal to the site, and between the approved building and a five-story parking garage to the north. Since this loading space is away from Yale Avenue, it is not visible from the public realm.

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

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

Master Plan Roads

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

Master Plan Pedestrian and Bike Facilities

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

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

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

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

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

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

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

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

Strategies:

Provide bicycle parking, including bicycle racks and lockers, to encourage and facilitate bicycle travel.

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

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

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

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

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

Per staff's request that the sidewalk along the site's frontage of Yale Avenue be widened to 7–8 feet to match the sidewalk width directly north of the site, the applicant's response to SDRC comments (Tedesco to Huang, September 14, 2023) stated, "On August 24, 2023, the applicant met with Staff and discussed this comment in detail. In response to the meeting discussion, and in satisfaction of this comment, submitted herewith, the applicant has updated the sidewalk along Yale Avenue accordingly. The

applicant would note; however, it may be necessary to reduce the width of this sidewalk in minimal locations to assist with the future retention of the specimen tree at the corner of Hartwick Road and Yale Avenue.” The Planning Board concurs with this finding; however, the applicant’s submission does not display sidewalks along Yale Avenue as being 7–8 feet wide. As such, the Planning Board includes a condition herein that 7- to 8-foot-wide sidewalks be shown on the DSP, prior to certification, unless modified by the City of College Park as the applicable operating agency.

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

Natural Resources Inventory/Existing Conditions

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

Specimen Trees

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

Soils

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

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

Stormwater Management

An approved SWM Concept Plan (7312-2022-00) and letter was submitted with this application. The approved SWM concept plan shows the use of one underground storage

facility, with an associated sand filter, that will exist under the approved building and will serve the site. No further information is required regarding SWM with this application.

- f. **Permit Review Section**—The Planning Board has reviewed and adopts the memorandum dated September 18, 2023 (Jacobs to Huang). The Permit Review Section indicated that the unit breakdown is shown on the last page of the architectural sheet (Sheet DSP-07) and noted that sheet shall be part of the final certified plan set.
- g. **Prince George’s County Department of Parks and Recreation (DPR)**—In an email dated July 31, 2023 (Holley to Hung), DPR indicated that the Urban Design Section shall review the on-site recreational facilities for adequacy and proper siting.
- h. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—The Planning Board has reviewed and adopts the memorandum dated August 29, 2023 (Giles to Huang). DPIE provided comments pertaining to approval of SWM. DPIE also noted that the applicant shall coordinate with the City of College Park and the Maryland State Highway Administration, respectively, to determine if ROW dedication and road improvements are required.
- i. **Prince George’s County Fire/EMS Department**—In an email dated July 30, 2023 (Reilly to Hung), the Fire/EMS Department requested the applicant to clearly label on the plans the location of the Fire Department connection and, if provided, fire features and grills in the amenity spaces.
- j. **Prince George’s County Police Department**—The Police Department did not offer comments on this application.
- k. **Prince George’s County Health Department**—The Planning Board has reviewed and adopts the memorandum dated August 18, 2023 (Adepoju to Huang). The Health Department offered a health impact assessment of the approved development and comments addressing potential construction activity impacts (noise and dust) extending into adjacent properties during construction. The department recommends the provision of pet refuse disposal stations, which is included as a condition of this resolution.
- l. **Maryland State Highway Administration (SHA)**—SHA offered no comments on the subject application.
- m. **Washington Suburban Sanitary Commission (WSSC)**—Comments were not received from WSSC regarding the subject project.
- n. **Public Utilities**—The subject DSP was referred to Verizon, the Potomac Electric Power Company, Comcast, AT&T, and Washington Gas on September 14, 2023, for review and comments. No correspondence was received from these public utility companies.

- o. **City of College Park**—The subject property is located within the geographical boundary of the City of College Park. The DSP application was referred to the municipality for review. The application was heard at the City Council meeting on October 3, 2023, with final action during its October 10, 2023 meeting. City staff provided the following recommendations, on the subject application, in their staff report to the City Council:

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

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

- a. **Expression Line** (pages 234 and 237) – To provide an expression line above the first story, which has an average height of 16-feet, rather than above the second story.
- b. **LEED Certification** (page 256) – To allow the Applicant to pursue the certification criteria of the National Green Building Standard (NGBS) at the silver level, rather than of LEED.

“2. SUPPORT for a departure from the Parking Space Dimension Standard set for by the prior Zoning Ordinance under Section 27-558(a) to construct parking spaces that are 9-feet by 18-feet, rather than 9.5-feet by 19-feet.”

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

“3. Prior to a demolition permit for the house on Yale Avenue, document the house on a Maryland Inventory of Historic Properties form to be reviewed and approved by Historic Preservation staff. The form shall include floor plans, representative interior, and exterior photos of the dwelling.

“4. Prior to Planning Board approval, execute a Declaration of Covenants Agreement with the City that includes, at a minimum, the following provisions:

- a. Prior to the Planning Board hearing on October 19, 2023, provide a replacement tree plan to be submitted and approved by City staff in the event the Willow Oak, identified as Specimen Tree-3, dies within 5 years from the issuance of the use and occupancy permit, and note this information on the landscape plan.
- b. The property owner shall notify their residents that they will not be eligible for residential permit parking, prior to signing a lease.

- c. Prior to the first Use and Occupancy Permit, provide a public access easement to the City to allow public access to the ground level proposed amenity space (1,733 square feet) facing the alley as labeled on DSP Sheet C-301.
- d. Prior to the first Use and Occupancy Permit, provide a 6-foot-wide public access easement, as shown on DSP Sheet C-301, to accommodate public benches, bike racks, and bike share space along the east side of the Baltimore Avenue sidewalk.
- e. PILOT to City if the property becomes tax exempt.
- f. Unitary management and condominium conversion requirements.
- g. Acknowledgement of responsibility for maintenance of pedestrian light fixtures, landscaping, and sidewalks.
- h. Provide an outdoor public art feature, which can be matched by City funds (up to \$15,000).
- i. Prior to Use and Occupancy Permit, submit a National Green Building Standard Silver or Higher Certificate to the City.”

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

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

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

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

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

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

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 APPROVED Detailed Site Plan DSP-22035 for the above-described land, subject to the following conditions:

1. APPROVAL of the alternative development district standards for:
 - a. **Building Form/Massing (page 237):** To allow the expression line to be located above the first story and at the sill of the second-floor windows
 - b. **Sustainability and the Environment/Leadership in Energy and Environmental Design (LEED) Certification (page 256):** To allow National Green Building Standard silver certification.
 - c. A revision in the nonparallel standard parking space size to 9 feet by 18 feet and the nonparallel compact parking space size to 8 feet by 16 feet.
2. APPROVAL of Detailed Site Plan DSP-22035 for Terrapin House, subject to the following conditions:
 - a. Prior to certification, the applicant shall revise the detailed site plan (DSP), as follows, or provide the specified documentation:
 - (1) Revise the coversheet, as follows:
 - (a) Per General Notes 4 and 16, clarify and revise the total number of existing residential units.
 - (b) Label the property as proposed Parcel 1, in conformance with Preliminary Plan of Subdivision 4-21055.
 - (c) Revise General Note 9, based on the total gross acreage of 0.89. The lot area of 0.89 acre shall be consistent across the entire submittal.

- (d) Clarify if a note for the recreational facilities calculation on Sheet C-102 is needed, with revision, if necessary.
- (2) Revise the proposed recreational amenity list, as follows:
- (a) Merge the two recreational facilities tables provided on Sheets C-101 and C-102 to one table on the coversheet, providing all requisite information; including the project name, total dwelling units proposed, and total value of recreational facilities.
 - (b) Provide a list of amenities to be included in the fitness center, with details.
 - (c) Add a note below the table, stating that all facilities shall be constructed, prior to issuance of a use and occupancy permit for the building.
 - (d) Clarify the note located below the Table of Recreational Facilities Calculation and revise or remove it, if necessary.
- (3) Revise the parking area requirements on the coversheet, as follows:
- (a) Add parking dimensions for required and provided Americans with Disabilities Act (ADA) accessible parking spaces to the plans.
 - (b) Provide information to show that the provided Americans with Disabilities Act (ADA) accessible parking spaces are in conformance with the ADA requirements.
 - (c) In General Note 12, label the asterisk mark only in the parking size that requires a departure.
- (4) Revise the signage requirements, as follows:
- (a) Provide a sign around the access to the parking garage on Yale Avenue, indicating that parking is restricted to residents only, noting the same on the plan with details.
 - (b) Note on the signage plans that no panelized back lighting and box lighting fixtures are used for this application.
- (5) On the photometric plan, indicate the quantity of the three lighting types.
- (6) Provide a location for micro-mobility parking spaces, in accordance with Condition 4b of Conceptual Site Plan CSP-20002. The exact details shall be evaluated and accepted by the Transportation Planning Section.

- (7) Provide shared-lane markings and a “Bicycles May Use Full Lane” signage assembly along the subject property’s Hartwick Road frontage, unless modified with written correspondence from the City of College Park.
 - (8) Provide 7- to 8-foot-wide sidewalks along the subject property’s frontage of Yale Avenue, unless modified by the operating agency.
- b. Prior to certification, the applicant shall revise the landscape plan, as follows:
- (1) Add a missing labelling of Liriope Muscari “Big Blue” (LM).
 - (2) In the Tree Canopy Coverage schedule, update the information pertaining to shade and ornamental trees, to be consistent with the number and size of the shade and ornamental trees shown in the landscape schedule.
 - (3) In Schedule 4.1-4, update the total number of provided shade and ornamental trees, to be consistent with the landscape schedule.
 - (4) Revise Section 4.9 to Schedule 4.9-1.
 - (5) Revise the required number of ornamental trees to be native in Schedule 4.9-1.
 - (6) Add a column to the landscape schedule to indicate if plants are native.
 - (7) Label a missing labelling of the proposed bike rack on Sheet C-701.
 - (8) Provide pet refuse disposal stations.
 - (9) Provide a note on the landscape plan that states, “The trash, loading facilities, and mechanical equipment are interior to the building or have been appropriately screened, in conformance with Section 4.4 of the 2010 *Prince George’s County Landscape Manual*.”
 - (10) Add a general note on the landscape plan that, at the time of development, efforts shall be made to save Specimen Tree ST-3, a Willow Oak, including installing tree protection fencing during construction.
- c. Prior to issuance of the final certificate of occupancy for the residential portion of the building, the applicant shall demonstrate that all on-site recreational facilities have been fully constructed and are operational.
- d. Prior to approval of a final plat of subdivision, the applicant and the applicant’s heirs, successors, and/or assignees shall demonstrate conformance with the disclosure requirements of Section 27-548.43(b)(2) of the prior Prince George’s County Zoning

Ordinance, regarding the proximity of this subdivision to a general aviation airport. The applicant shall provide a note on the plat, and provide a copy of the disclosure notice. The disclosure notice shall be included in all lease, rental, or purchase contracts for occupants, and the occupants shall sign an acknowledgement of receipt of the disclosure.

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 Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner, and Shapiro voting in favor of the motion at its regular meeting held on Thursday, October 19, 2023, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 9th day of November 2023.

Peter A. Shapiro
Chairman


By Jessica Jones
Planning Board Administrator

PAS:JJ:TH:rpg


Approved for Legal Sufficiency
M-NCPPC Office of General
Counsel
Dated 11/1/23