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# DETAILED SITE PLAN

# DSP-06095

Application	General Data
<b>Project Name:</b> Jefferson at College Park  <b>Location:</b> At 9122 and 9128 Baltimore Avenue College Park, Maryland 20740  <b>Applicant/Address:</b> University House and Hillcrest, LP 3890 West Northwest Highway Suite 700 Dallas, Texas 75220-8108 Joseph & Helen Lasick 9128 Baltimore Ave. College Park, MD 20740	Date Accepted: 4/26/2007
	Planning Board Action Limit: Waived
	Plan Acreage: 3.79
	Zone: MUI, R-55,DDOZ
	Dwelling Units: 220
	Square Footage: 25,000
	Planning Area: 66
	Tier: Developed
	Council District: 1
	Municipality: College Park
200-Scale Base Map: 211NE04	

Purpose of Application	Notice Dates
For approval of a mixed-use project with 220 residential mid-rise rental apartments and approximately 25,000 square feet of commercial retail space. The applicant is also requesting rezoning of approximately 1.29-acres of the site from the R-55 (One-family Detached Residential) Zone to the M-U-I (Mixed-use Infill) Zone.	Adjoining Property Owners Previous Parties of Record Registered Associations: (CB-12-2003)  Sign(s) Posted on Site and Notice of Hearing Mailed:
	04/26/2007          06/26/2007

Staff Recommendation		Staff Reviewer: H. Zhang, AICP	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	CONTINUANCE
	X		

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan, DSP-06095, Jefferson at College Park

The Urban Design staff has completed its review of 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 2002 *Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment* and the standards of the Development District Overlay Zone;
- b. The requirements of the Zoning Ordinance in the DDOZ and M-U-I Zones
- c. The requirements of the *Landscape Manual*;
- d. The requirements of the *Woodland Conservation and Tree Preservation Ordinance*;
- e. Referrals.

**FINDINGS**

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

1. **Request:** The subject application is for approval of a mixed-use project with 220 residential mid-rise rental apartments and approximately 25,000 square feet of commercial/ retail space. The applicant is also requesting a change in the underlying zone for the portion of the site (approximately 1.29 acres) in the R-55 (One-family Detached Residential) Zone to the M-U-I (Mixed-use Infill) Zone.

2. **Development Data Summary:**

Zone(s) Use(s)	<b>EXISTING</b> M-U-I/R-55/DDOZ Commercial	<b>PROPOSED</b> M-U-I/DDOZ Residential Multifamily, Commercial Office/Retail
Acreage	3.8	3.8
Parcels	1	1
Square Footage/GFA	Vacant	25,000
Dwelling Units:	-	220
Of which Multifamily dwelling units	-	220

**OTHER DEVELOPMENT DATA**

**Bedroom Unit Mix**

Unit Type	Number of Units	Average Square Footage
1 Bedroom	106	763
2 Bedrooms	92	1,120
3 Bedrooms	22	1,343
<b>Total</b>	<b>220</b>	

**Bedroom Percentage**

Unit Type	Proposed Percentage	Percentage Per Section 27-419
1 Bedroom	48	50
2 Bedrooms	42*	40
3 Bedrooms	10	10
	100	100

**Notes:** \* See Finding 8 below for discussion.

**Parking Requirements Per Section 27-568(a)**

<b>Uses</b>	<b>Parking Spaces</b>
Multifamily Apartments (220 Dus)	<b>508</b>
Of which one bedroom units (2 spaces per unit)	212
Two bedroom units (2 1/2 spaces per unit)	230
Three bedroom units (3 spaces per unit)	66
Commercial Shopping Center Space (25,000 square feet)(1/Per 250 sq. ft.)	<b>100</b>
<b>Total</b>	<b>608</b>

The minimum number of off-street parking spaces permitted for each land use type shall be reduced by 10 percent from the required spaces of Section 27-568 (a) pursuant to Site Design S2. Parking Area, Standard T. of the 2002 *Approved College Park US I Corridor Sector Plan and Sectional Map Amendment*

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**Shared Parking by Time Period (Pursuant to Table 15, Page 182 on Sector Plan)**

<b>Uses</b>	<b>Weekday</b>		<b>Weekend</b>		<b>Night-time</b>
	Daytime	Evening	Daytime	Evening	
<b>Residential (457 spaces)</b>	60%=274	90%=411	80%=366	90%=411	100%=457
<b>Commercial (90 spaces)</b>	60%=54	90%=81	100%=90	70%=63	5%=5
<b>Total Spaces</b>	<b>328</b>	<b>492</b>	<b>456</b>	<b>474</b>	<b>462<sup>†</sup></b>

**Parking Provided\*** **396 spaces**

Of which Structure parking spaces	386 spaces
Surface parking spaces	10 spaces

**Notes:** <sup>†</sup> The highest number of parking spaces becomes the minimum number of off-street parking spaces required; therefore a total of 492 spaces are required. The plan provides a total of 396 parking spaces, which are 120 spaces less than required and does not comply with the parking requirements. The applicant has requested a further 20 percent parking reduction based on provision of private shuttle bus service in accordance with Development District Overlay Zone standards, S2 Parking Area, IV. See below Finding 8 for discussion.

\* For a total of 492 parking spaces required, nine spaces should be for the handicapped; at least one parking space should be a van accessible space. The site plan does not provide enough information regarding parking for the handicapped. A condition of approval has been provided in the recommendation section of this report to require the applicant to provide the required parking spaces for the physically handicapped prior to certificate approval.

**Loading**

<b>Required</b> per Section 27-582	<b>4</b>
Retail	1 space/2,000 -10,000 GFA 2 space/10,000-
Multifamily Residential	1 space /100-300 dwelling units
<b>Provided*</b>	<b>3</b>
Retail	3 spaces
Residential	Shared with retail use

**Notes:** \* The DSP plan indicates that an amendment has been requested to allow the residential use to share one loading space with the retail/commercial uses. But this request is not included in the Justification Statement. A condition has been proposed in the recommendation section of this report.

3. **Location:** The site is located on the west side of Baltimore Avenue, across the street from the intersection of Baltimore Avenue and Cherokee Street within the City of College Park, in Planning Area 66, and Council District 3. The site is also located in Area 4 (Central Gateway Mixed-use Area), Subarea 4d, and Area 5 (Autoville Drive Residential Area), Subarea 5a, of the Approved College Park US 1 Corridor Sector Plan 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 Baltimore Avenue (US 1); on the west side, a portion of the site is bounded by Autoville Drive and the rest of the western side is adjacent to existing single-family detached houses in the R-55 (One-family Detached Residential) Zone. The site abuts properties in the M-U-I (Mixed-use Infill) Zone on both the north and south sides.
5. **Previous Approvals:** The subject site carries two types of zoning designation and straddles two consolidation plats. The 1.26-acre part that is located in the north fronting Baltimore Avenue has most of the land in the M-U-I Zone and a small portion in the R-55 Zone. The 2.5-acre part that is located in the south fronting both Baltimore Avenue and Autoville Drive also has land in the M-U-I Zone and in the R-55 Zone. The entire site was formerly split-zoned in C-S-C (Commercial Shopping Center) and R-55 Zones and was improved with a hotel and a liquor store. However, currently there are no permanent buildings on the site. The 2002 *Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment*, which was approved by the District Council on April 30, 2002 (CR-18-2002), rezoned the portion of the site fronting Baltimore Avenue from the C-S-C Zone to the M-U-I Zone and retained the portion of the site away from Baltimore Avenue and along Autoville Drive in the R-55 Zone. The subject site encompasses the land in two consolidation plats: PM218@47 and REP 207@74 and no new preliminary plans are

required. The site also has an approved stormwater management concept plan #50389-2006-00, which will be valid through March 20, 2010.

6. **Design Features:** The subject site is a roughly T-shaped property with the upper end fronting Baltimore Avenue and lower stem extending to Autoville Drive. The proposed mixed-use project is also shown in one roughly T-shaped building complex with a parking structure in the middle and surrounded on three sides by residential and commercial/ retail spaces. Along the US 1 frontage is the proposed vertical mixed-use section, which is composed of approximately 204 units of multifamily rental apartments on top of approximately 25,000 square feet of commercial/retail uses and which is a total of five stories in height. The commercial/retail spaces occupy the first story podium at the street level, and multifamily dwelling units are distributed in four stories above the podium. Behind the vertical mixed-use section is a six-story parking garage for 386 parking spaces. Further to the west of the parking garage fronting Autoville Drive is a four-story residential section for 16 multifamily dwelling units.

The site plan shows three vehicular accesses to the site. Two accesses are directly from Baltimore Avenue. The porte-cochere access to the parking structure behind the store front is a right-in only access and the other access is a full access at the intersection of eastern Cherokee Street and Baltimore Avenue. The third full access to the site is provided via western Cherokee Street to the north of the subject site. The site plan also shows an enclosed loading space at the northern end of the building which will be accessed from a loading/drop off lane outside of the right-of-way of Baltimore Avenue.

The frontage along US 1 has two improvement patterns. The northern section will be improved with a 15-foot sidewalk in front of the storefronts, a 12 foot loading/ bus drop off lane and a 6-foot-wide landscape strip. The southern section will be improved with a 15-foot wide sidewalk and a 23-foot-wide landscape strip.

The main façade fronting Baltimore Avenue is designed in a three-part composition with a projected first floor for retail/commercial use forming a strong base section. The second to the fifth floor of the building is for multifamily residential dwellings. The façade is finished with a combination of brick and cementitious panel. The elevation features various fenestration patterns with vertical divisions that are articulated with different projections, recesses or offsets. The elevation also has projected or recessed balconies along with continuous bay windows that provide additional visual interest. The roof treatments consist of flat roof, hipped roof and mansard roof. The flat roof is decorated with a heavy cornice and pedimented parapet. Additional decorative panels, band and trim have also been used on the elevation. At the street level, various canopies along with architectural details such as arched brick lintels, brick trims, and building-mounted lighting fixtures help to enrich the pedestrian experience. Colored pavers define the pedestrian realm.

Similar finishing materials have also been used in other elevations. The elevations present a good mixture of brick and vinyl. Since the DDOZ standards call for a minimum 75 percent of the exterior facades in brick, stone or approved equal, a condition has been proposed to require the applicant to provide the percentage information prior to certification. Judging by the submitted architecture package, the applicant should not have difficulty in meeting the minimum percentage standard. However, staff has concerns about the appearance of the courtyard and the parking garage. The courtyard in the middle of the building in the northern section is finished with vinyl only. The Urban Design staff recommends that a certain amount of brick or other equivalent materials be used to minimize visual monotony. A condition has been proposed in the recommendation section to require the applicant to improve the elevations of the courtyard prior

to certification. The parking garage is finished with concrete panels without any decoration. The garage can be seen on both the north and south elevations. The section on the northern elevation is narrow. But the section on the southern elevation is extensive. The applicant has proposed a greenscreen on the southern elevation, but only for three stories. The garage is five stories high. Staff believes that the success of the proposed Greenscreen solution depends on too many variables such as soil condition, plant species, maintenance, etc. In addition, it will take years for the vine to effectively screen the undecorated and unsightly parking garage, if it ever does. The Urban Design Section recommends that the Greenscreen be eliminated and a decorative brick veneer should be applied on all exposed elevations of the parking garage, especially on the south and north elevations that are visible from Baltimore Avenue and Autoville Drive. A condition has been proposed in the recommendation section.

A four story residential component attached to the parking garage has been proposed fronting Autoville Drive. No vehicular access is located off Autoville Drive to this section; but the first story-units have a front entrance directly from Autoville Drive. Due to the shape of the property, this section is located deep in the R-55 zoned section of the site and is flanked on both sides by the existing single-family detached houses. The closest distance between the proposed multifamily building and the existing single-family house is approximately 38 feet. Staff is concerned about the relationship of the proposed multifamily buildings and the existing single family detached houses. The four story multifamily building presents a dominant visual impact over the existing single-family detached houses. A three-story multifamily building would achieve approximately a 1:1 ratio of building height and building setback between the multifamily building and the closest single-family house. A sight-line analysis undertaken by Urban Design staff indicates that the three-story building can still screen the parking structure from the views on Autoville Drive. Staff also suggests applying a terrace-form design on both ends of the multifamily building to further reduce the bulk impact of the multifamily building on the existing single-family houses. As a result of this one-story reduction, the required number of parking spaces will be reduced by 11. A condition has been proposed to require the applicant to reduce the four story multifamily building to three stories to be reviewed and approved by the Urban Design Section as the designee of the Planning Board prior to certification.

A sign package consisting solely of building mounted signs has been provided with this DSP. The maximum allowable sign face area according to Section 27-613 (c) is calculated based on the total lineal footage of building frontage and the number of stories of each building up to 400 square feet of signage per building. The DDOZ standards call for an equivalent or smaller sign face area than the square footage per Section 27-613 (c). The proposed sign package shows a total sign face area that is well above the allowable square footage. A condition has been proposed to revise the sign schedule prior to certification.

The applicant has provided a green strategy statement with this DSP. The strategy consists of site selection of a greyfield site, increasing planting by providing Greenscreen on the garage and utilization of energy efficient appliances in the dwelling units. In addition, the strategy also focuses on green building construction techniques such as high level insulation, on creating a high degree of indoor air quality such as using low VOC and recycled content materials and on interior climate control such as using high efficiency minimum SHEER 13 system to reduce overall energy consumption.

7. **Recreation Facilities:** The subject DSP includes a recreational facility package consisting of an outdoor swimming pool that is located in a courtyard on the fifth floor with exterior sitting area, recreational and fitness facilities such as treadmill, recumbent bike, elliptical cross trainer and Liquid Crystal Displays with stands. Pursuant to the cost estimate information provided by the

applicant, the above provided package is worth approximately \$253,000. In accordance with the current formula for determining the value of recreational facilities for 220 multifamily dwelling units in Planning Area 66, a recreation facility package of approximately \$198,000 is required. The proposed recreational facility package is above the minimum requirements for private on-site facilities.

## COMPLIANCE WITH EVALUATION CRITERIA

8. **The 2002 Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment and the Standards of the Development District Overlay Zone (DDOZ):** The 2002 College Park US 1 Corridor Plan 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 six areas for the purpose of examining issues and opportunities and formulating recommendations. Each area has been further divided into subareas for the purpose of defining the desired land use types, mixes, and development character. The subject site is in Area 4 (Central Gateway Mixed-use Area), Subarea 4e, and Area 5 (Autoville Drive Residential Area), Subarea 5a, on the west side of US 1. The vision for Area 4 is to create a mixed-use area with a variety of retail and office uses, and the introduction of multifamily residential development in mid-and high-rise buildings. Buildings may be sited further from the street and from each other than in the town center and main street areas. Parking should be located in lots sited to the site or rear of properties. Shared parking is strongly encouraged. Sidewalk setback from the curb edge with trees and landscaping on both sides will create the gateway boulevard envisioned for US 1. The sector plan also provides specific subarea land use recommendations for Subarea 4d on the west side of US 1 and north of MD 193 for redevelopment including a mix of retail, office, and residential uses in low-rise buildings. No encroachment of commercial uses is permitted into the Autoville Drive South neighborhood. Primary access to properties will be from US 1. Adequate buffers should be provided and building heights should step down to be compatible with the adjacent existing residential neighborhood. The vision for Area 5 is for residential uses only. The land use recommendation for Subarea 5a, east of Autoville Drive South between Erie Street and University Boulevard is for infill housing compatible with the existing single-family detached houses. Adequate buffers should be provided between commercial properties and residential uses. There should be no expansion of commercial uses into the established single-family residential areas of this subarea. The application as proposed in the subject detailed site plan including the uses (a mixture of residential and commercial/retail), site layout, except for the building height of the residential component fronting Autoville Drive, is in general compliance with the land use visions and recommendations for Subarea 4d and 5a. Staff has made a recommendation to reduce the building height along Autoville Drive.

Section 27-548.25 (b) requires that the Planning Board find that the site plan meets applicable development district standards. The development district standards are organized into three categories: public areas; site design; and building design. The applicant has submitted a statement of justification that provides detailed explanation of how the proposed condominium project conforms to each development district standard.

- a. The detailed site plan meets most of the standards with the exception of several development district standards for which the applicant has requested an amendment. In order to allow the plan to deviate from the development district standards, 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. The amendments that the applicant has requested are discussed below.

**PUBLIC AREAS:**

**P2. Sidewalks, Bikeways, Trails and Crosswalks**

- A. All roads within the development district shall have a continuous system of sidewalks on both sides of the street. Refer to the Street Edge table (Table 16) in S3. Building Siting and Setbacks for the width of new sidewalks in the development district.**

**Comment:** The applicant has requested to amend this standard for the portion of site frontage along Autoville Drive because no sidewalk is currently located along Autoville Drive. Not providing a sidewalk along this site frontage is consistent with the existing streetscape and therefore this alternate development district standard will benefit the development and the development district and will not substantially impair implementation of the sector plan.

**P6. Utilities**

- A. All new development within the development district shall place utility lines underground. Utilities shall include, but are not limited to, electric, natural gas, fiber optics, cable television, telephone, water and sewer.**

**Comment:** The applicant has requested an amendment to modify the above standard. The applicant states that there are four utility poles carrying overhead lines located along the US 1 frontage of the subject property. These utility poles are proposed to be retained. The applicant does not intend to underground the overhead utilities since there is no financing program in place at this time to implement a systematic undergrounding of utilities along the US 1 Corridor. The applicant will place natural gas, fiber optic, cable television, telephone, and water and sewer service underground. The standard calls for reducing the visual impact of existing overhead utility lines and associated poles along Baltimore Avenue within the development district by consolidating utility pole usage, relocating utility poles, or placing existing utility lines underground. According to the applicant, the above standard has been met since the applicant is not providing any additional utility poles along US 1, and the visual impact of the utility lines will be improved by the provision of attractive architecture, street trees, street lighting, and furniture. Staff agrees that undergrounding of utilities should be carried out systematically in order to reduce cost and minimize interruption to the established operations and services. During the review and approval of previous projects within the corridor, the City of College Park and the District Council have acknowledged the need for a systematic approach and the need for each project to provide its financial fair share in order to implement this measure. The applicant is fully aware of this approach and is willing to provide financial assistance should the undergrounding of utilities happen in a systematic way in the future. Therefore, the alternate Development District Standard will benefit the development and the development district and will not substantially impair implementation of the sector plan.

## SITE DESIGN

### S2. Parking Areas

- W. Applicant may request from the Planning Board during the site plan review process a reduction in the minimum off-street parking requirement if they provide incentives to encourage use of alternative modes of transportation other than single occupancy vehicles. These alternatives include contributing to the county and/or city ride sharing program, providing private incentives for car-and vanpooling, participating in usage of public transportation programs such as WMATA's Metrochek and MTA's Transitplus 2000, or provision of private shuttle bus service. Verifiable data must be produced that supports the desired reduction in the minimum off-street parking. The reduction shall range between 5 and 20 percent.**

**Comment:** The applicant has requested a 20 percent reduction based on provision of private shuttle bus to the College Park Metro Station in order to meet the minimum off-street parking requirements for this site. In addition, the applicant has also provided bike parking, information such as bus schedules and bike maps with this DSP.

The detailed site plan uses the commercial shopping center parking space ratio instead of the general commercial use parking ratio because the applicant claims that the site plan meets the minimum square footage for a shopping center and will have a minimum of three retail uses. As a result only 100 spaces will be required for the proposed 25,000 square feet of commercial/ retail uses. Otherwise 130 parking spaces will be required for the proposed commercial/retail space. Staff recommends a site plan note be added on the plan prior to certification indicating that a minimum of three retail uses, as listed on the Section 27-461 (b) under the category E, General Retail, should be included in this project, prior to certification.

As previously discussed, a one-story reduction has been recommended by the Urban Design Section in order to be consistent with the sector plan land use visions and recommendations. As a result of the removal of four units (two 2-bedroom and two 3-bedroom units), this DSP needs only an 18 percent reduction in parking to meet the required minimum off-street parking requirements of the sector plan. The provision of a private shuttle bus identified by the sector plan as one of the incentives to encourage use of alternative modes of transportation other than single-occupancy vehicles will benefit the development and the development district and will not substantially impair implementation of the sector plan.

### S3. Building Siting and Setbacks

- C. A front build-to line between 10-20 feet from the ultimate right-of-way shall be established for all buildings in areas 4 , 5, and 6. See Type II Street Edge.**

**Comment:** The applicant has requested an exemption from this standard for the portion of the building that is fronting on Autoville Road in order to be consistent with the existing setback of the single-family detached houses. The existing single-family detached houses have an approximately 35-foot front setback from Autoville Drive. The proposed building is also set back 35 feet from the R-O-W of Autoville Drive. Allowing

this deeper setback will maintain the existing streetscape of the established residential neighborhood and is consistent with the vision of the sector plan.

The applicant also requested an amendment of this standard for the building along Baltimore Avenue. The applicant proposes a lay-by lane in order to accommodate loading needs of larger trucks that will not fit into the proposed enclosed loading space at the northern end of the building. This lane is also used as a bus stop for buses that serve this development. For safety reasons, the State Highway Administration only allows this additional lane to be added outside of the ultimate right-of-way of Baltimore Avenue. A six-foot landscaped median is deemed necessary from a design point of view to separate this lay-by lane from the normal travel lanes on Baltimore Avenue. As a result, an additional two feet is needed between the proposed building and the lay-by lane that will exceed the maximum 20 feet setback from the ultimate right-of-way line. If the building height is increased to five stories as requested by the applicant (see height amendment discussion below), the two additional feet of building setback will not be noticeable and will not substantially impair implementation of the sector plan.

#### **S4. Buffers and Screening**

- A. All mechanical equipment, dumpsters, storage, service, loading and delivery areas shall be screened from public view, adjacent residential property and rights-of-way with an appropriate buffer consisting of plantings, wall or fences in compliance with the Screening Requirements of the *Landscape Manual*.**

**Comment:** The applicant has proposed three loading spaces that will be fully enclosed with doors at the entrances. However, for the loading space at the northern end of the building that will serve the commercial/retail at the street level of Baltimore Avenue, the applicant expects that the larger trucks serving a possible restaurant will not be able to fit into the proposed enclosed loading space. Instead, a lay-by lane is provided outside of the right-of-way of Baltimore Avenue and will be separated by a 6-foot-wide landscape median. The lay-by lane will be used most of the time as a bus pull-off bay that will serve the proposed mixed-use project. The applicant has requested that after-hours loading use of this lay-by lane be permitted. This loading area will be used for larger trucks for a limited time in the evening. This alternative loading arrangement will not substantially impair implementation of the sector plan.

### **BUILDING DESIGN**

#### **B 1. Height, Scale, Massing and Size:**

##### **Height**

Maximum height in general is three stories (P201, Sector Plan)

**Comment:** The sector plan is clear that the community vision for this Main Street area is for low-rise mixed-use buildings. Specifically, the building heights map on page 201 of the sector plan indicates that the maximum height, in general, for Subareas 4d and 5a is three stories. However, the sector plan, in its economic development strategy section, reiterates that the redevelopment of this corridor is driven by the market. The sector plan's land use and zoning strategies are aimed at establishing a flexible policy and regulatory framework to facilitate market-based decisions by the private sector. The

sector plan also allows additional stories upon demonstration by the applicant that market and design considerations justify additional height and additional stories.

The site plan consists of a T-shaped building with a vertical mixed-use section along Baltimore Avenue and a tail section of residential use fronting Autoville Drive. Between the two is the structure parking. The proposed vertical mixed-use section is a five story building and the residential section is a four story building. The Urban Design Section recommends reducing the residential section that fronts on Autoville Drive to three stories based on bulk compatibility and in response to the land use vision for the subarea. The proposed vertical mixed-use section is a five-story building, which is two stories higher than the maximum allowable for this area. The applicant is requesting an amendment to allow the vertical mixed use building and the parking garage to be built at five stories.

The applicant has submitted a market study that justifies the proposed number of multifamily dwelling units pursuant to the requirements of the amendment process outlined in the Sector Plan (Page 201). The Research Section's preliminary review indicates that there is sufficient market demand for the rental units in this area. In terms of design considerations, since the project across the street is a five story mixed-use building, it is desirable to keep the building at the same height to achieve an attractive streetscape. Staff believes that the proposed building at a five-story height provides more enclosure to the street that enhances the "Main Street" feeling in this section of Baltimore Avenue. Staff agrees with the applicant on this amendment.

**B1. Height, Scale, Massing and Size**  
**Massing**

- I. All multifamily buildings should provide a balcony for each dwelling unit above the ground floor to articulate the building facade and to increase natural surveillance of the surrounding area.**

**Comment:** The applicant indicates that balconies have been proposed on most of the interior courtyard units and on some of the exterior facades facing Baltimore Avenue. Due to issues associated with noise from US 1 and articulation of the building facade, the applicant has not provided all units with balconies. Further, the development proposed by the applicant is not intended to be a garden-style apartment complex, which typically includes such balconies, but rather an urbane high-quality residential building which exhibits architectural innovation and uniqueness of design. The Urban Design staff agrees with the applicant's proposal and supports the design of the façade that is oriented toward Baltimore Avenue. The staff believes that the combination of balconies and various fenestration patterns, along with accented roof treatment and finishing materials as proposed by the applicant, provide a more attractive façade than would result from providing balconies for every unit.

**B1. Height, Scale, Massing and Size**  
**Bedroom Percentage**

- N. Bedroom percentage for multifamily dwellings may be modified from section 27-419 of the Zoning Ordinance, if new development or redevelopment for student housing is proposed and the density is not increased above that permitted in the underlying zone.**

**Comment:** Refer to Finding 2 above for more details on bedroom percentages. Section 27-419 allows up to 40 percent two-bedroom units, 10 percent three-bedroom units and no limit for one-bedroom units. The application provides 48 percent one-bedroom units and 42 percent two-bedroom units. This mix does not fulfill the requirement of Section 27-419. According to the applicant, this two percent increase in two-bedroom units is a direct response to the most recent market information. This alternate development district standard will benefit the development and the development district and will not substantially impair implementation of the sector plan.

- b. The applicant does not request an amendment to the following standard. However, staff believes that the standard warrants discussion:

**PUBLIC AREAS:**

**P1. Road Network**

**A. Development should, where possible, provide for on-street parking.**

**Comment:** Baltimore Avenue (US 1) is an undivided five-lane section highway. The annual average daily trips passing through this section of US 1 is 32,500 vehicle trips per day. The application proposes no on-street parking. All parking provided will be within the underground parking garage for the multifamily section and inside the subdivision of the townhouse section. The Urban Design Section believes that the proposed off-street parking is better than on-street parking for this site, because traffic volumes on US 1 as currently designed will not permit safe on-street parking. The site plan shows parking on Cherokee Street, which is appropriate. A condition of approval has been proposed to require the applicant to revise the justification statement to include no on-street parking on Baltimore Avenue (US 1).

- 9. **Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the Development District Overlay Zone for rezoning part of the property from the R-55 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 a section of the property from R-55 to M-U-I, in accordance with Section 27-548.26(b) in the Development District Overlay Zone section of the Zoning Ordinance. The area of the property zoned R-55 is approximately 1.29 acres in size and lies behind the M-U-I-zoned portion of the development that fronts onto Autoville Drive. 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), 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 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), 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 8 above, the applicant has applied for

several amendments to the development district standards. The sector plan does not contain a purpose section, but identifies four primary goals under Sector Plan Summary (p.159) to be implemented through the development district standards:

**First, to create an attractive and vibrant gateway corridor leading to The University of Maryland and the City of College Park.**

**Second, to promote quality development by transforming US 1 into a gateway boulevard, main street, and town center in a pedestrian and bicycle-friendly environment.**

**Third, to provide a diverse mix of land uses in compact and vertical mixed-use development forms in appropriate locations along the corridor.**

**Fourth, to encourage multifamily development to reduce the use of the automobile and also to expand the opportunity for living, working and studying within the corridor.”**

The Area and Subarea Recommendations (page 36) of the sector plan, land use and urban design recommendations are provided that establish the preferred mix, type and form of development desired in the six areas and their subareas. For Subareas 4d and 5a (page 161), the sector plan envisioned the following:

**The vision for Subarea 4d is for development including a mix of retail, office, and residential uses in low-rise buildings. No encroachment of commercial uses is permitted into the Autoville Drive South neighborhood. Primary access to properties will be from US 1. Adequate buffers should be provided and building heights should be stepped down to be compatible with the adjacent existing residential neighborhood.**

**The vision for Subarea 5a is for infill housing compatible with the existing single-family detached neighborhood. There is no connection of Autoville Drive South with Autoville Drive North. Adequate buffers should be provided between commercial properties and residential uses. There shall be no expansion of commercial uses into the established single-family residential area of this subarea.**

The proposed development is a mixed-use project that consists of 220 multifamily dwelling units and approximately 25,000 square feet of commercial /retail uses. The entire site is occupied by a T-shaped building with its commercial element along Baltimore Avenue within the existing commercial zone and only its residential component in the existing R-55-zoned portion that fronts on Autoville Drive South. The proposed building height is five stories, which is higher than the maximum allowed three stories for the subareas. The applicant has requested an amendment to this DDOZ standard (See above Finding 8). Adequate buffers have been provided where the proposed development is adjacent to the existing single-family detached houses in the R-55 Zone. However, the proposed development is not consistent with the above visions regarding bulk of the building. The vision for Subarea 4d calls for a step-down design in building height in order to be compatible to the existing houses. The Urban Design section recommends a one-story reduction for the residential component to achieve this vision. See above Finding 7 for a detailed discussion.

The Community Planning Division in a memorandum dated May 21, 2007 (Williams to Zhang), recommended approval of the rezoning request citing that the application is consistent with the sector plan's land use recommendations for Subareas 4 and 5 and meets goals of the sector plan by presenting an attractive and vibrant mixed-use development along the US 1 Corridor, incorporating both retail and multifamily uses along a transit corridor, resulting in a diverse mix of vertical land uses that can take advantage of existing transit options to reduce the use of the automobile.

The community planner further explains why this portion of the site was retained in the R-55 Zone at the time of the sector plan and why rezoning is appropriate as follows:

*A portion of the subject property was not rezoned to the M-U-I Zone at the time of approval of the sector plan due to the lack of redevelopment proposals at the time. The portion of the subject property with frontage upon US 1, which was classified in the M-U-I Zone at the time of plan approval to meet the plan's second goal, is narrow (approximately 200 feet in width with no alley access or internal street), limiting the redevelopment potential of the portion zoned M-U-I. However, the Detailed Site Plan submitted by the applicant includes the entirety of the site, providing sufficient land assembly to support a viable development proposal. The request to rezone the R-55 portion of the property to the M-U-I Zone is appropriate given the intended vision for the character of development along the US 1 Corridor, the plan's recommendations concerning future rezoning when land assembly has occurred, and the regulations of the M-U-I and Development District Overlay Zones.*

Under Section 27-546.16(b)(2) of the Zoning Ordinance, the owner is required to meet all requirements in the Section and 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), 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 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 compact and vertically mixed-use development consisting of 220 mid-rise, market rate, rental apartments and 25,000 square feet of retail/commercial space. The proposed mixed-use building will create a strong presence on Baltimore Avenue with the provision of ground-level retail with residential above. The buildings will be sited close to the streets, with attractive streetscapes consisting of special paving and lighting, street furniture, bicycle racks and an abundance of public and private landscaping. As the building transitions back into the existing lower residential section, the architecture of the building has been designed to incorporate more residential-scaled details such as dormers, reverse gables, decorative window and door treatment, and stepped balconies, and has utilized building materials that are compatible with the existing surrounding residential neighborhoods. The three-story residential component in the R-55-zoned section of the site recommended by the

Urban Design staff will serve as a step-down transition in building height in order to be compatible with the adjacent existing residential neighborhood consisting of single-family detached homes.

The parking will be provided in a five-level parking structure, accessed from Baltimore Avenue and Cherokee Street. The structure will be wrapped by the building on several sides, partially-screening it from the public views of Baltimore Avenue and Autoville Drive South. The structure will provide direct vehicular access to each level of the building for easy access to individual units. Only 10 surface parking spaces will be provided along the driveway connecting the parking garage to Cherokee Street (west).

The applicant has proffered to provide a private shuttle that will go to the Greenbelt Metro Station on a regular basis to help reduce the use of the automobile. The applicant has also proffered to provide a bus stop along US 1 in front of the site.

Adequate landscape buffers that are in conformance with the requirements of the *Landscape Manual* (subject to several conditions as discussed in Finding 11 below) have been provided between the development and the existing neighborhoods. Adequate buffers have been provided where the proposed development is adjacent to the existing single-family detached houses.

In conclusion, staff supports the rezoning of the property from the R-55 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 adjoining development consists of residential and commercial and has a density of at least 3.5 units per acre for residential and a floor area ratio of at least 0.15 for nonresidential development. The 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 *2002 Approved College Park 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.

Section 27-546.19. Site Plans for Mixed Uses requires that:

- (c) **A detailed site plan may not be approved unless the owner shows:**
- 1. The site plan meets all approval requirements in Part 3, Division 9;**
  - 2. All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;**

**Comment:** The site plan meets all site design guidelines and development district standards of the *2002 Approved College Park US 1 Corridor Sector Plan* and the standards of the Development District Overlay Zone (DDOZ) except for those discussed in Finding 8 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**

**Comment:** The application proposed a mixture of multifamily residential and commercial/retail in a vertical mixed-use format in a five-story building fronting Baltimore Avenue with a parking structure in the middle and a residential component that fronts Autoville Drive South. The proposed parking for the development will be primarily in the parking garage located in the building along with the commercial/ retail. The proposed uses on the subject property will be compatible with each other and will be compatible with existing or approved future development on adjacent properties in the Main Street area of the US 1 Corridor.

5. **Compatibility standards and practices set forth below will be followed, or the owner shows why they should not be applied:**
  - (A) **Proposed buildings should be compatible in size, height, and massing to buildings on adjacent properties;**

**Comment:** In order to achieve this, the DSP specifically employs a residential component that has been recommended by staff as a “step down” in terms of building size, height and mass from the mixed-use component in order to be compatible with the existing single-family dwellings to the west, north and south of the subject site.

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

**Comment:** The site plan shows primary facades along Baltimore Avenue and Autoville Drive South. Sidewalks will be provided along Baltimore Avenue, along the driveway to Cherokee Street and the entire Autoville Drive frontage, unless modified by the State Highway Administration or the City of College Park. The proposed parking for the development is mainly underground. Only 10 surface parking spaces are along the driveway on the side that is adjacent to the existing R-55 zoned property. Since a sidewalk has been provided on the other side of the driveway, there is no pedestrian crossing over a parking lot.

- (C) **Site design should minimize glare, light, and other visual intrusion into and impacts on yards, open areas, and building facades on adjacent properties;**
  - (D) **Building materials and color should be similar to materials and color on adjacent properties and in the surrounding neighborhoods, or building design should incorporate scaling, architectural detailing, or similar techniques to enhance compatibility;**

**Comment:** The commercial /retail component of this project is located at the street level of the vertical mixed-use building that fronts on Baltimore Avenue. The rest of the stories of the building are for the proposed multifamily rental units. Behind the five-story building are the parking structure and another section of residential use that fronts on Autoville Drive South. The site plan minimizes glare, light and visual intrusion into the adjacent properties. The proposed building design and materials of the development will be an upgrade compared to the existing buildings in the vicinity.

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

**Comment:** The application does not include outdoor storage. The mechanical equipment will be located within the building.

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

**Comment:** A sign package consisting of various building mounted signs has been proposed for this DSP. The proposed signs are in general compliance 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;**
  - (ii) Location of activities with potential adverse impacts;**
  - (iii) Location and use of trash receptacles;**
  - (iv) Location of loading and delivery spaces;**
  - (v) Light intensity and hours of illumination; and**
  - (vi) Location and use of outdoor vending machines. (CB-10-2001; CB-42-2003)**

**Comment:** According to the applicant, the hours of operation or deliveries for the stores fronting Baltimore Avenue will follow the normal schedule of the existing business establishments nearby. Since the vehicular access to the mixed-use section and access to the proposed loading and delivery spaces will be from Baltimore Avenue and Cherokee Street, the impact to the existing residential neighborhood has been minimized. Trash receptacles are to be located on the sidewalks along the driveway to Cherokee Street. No vending machines have been proposed. No freestanding luminaires have been proposed for the commercial/retail component. A decorative pole light and a bollard lighting

fixture have been proposed to be installed along the sidewalk and driveway connecting Cherokee Street (west). The proposed lighting fixture is acceptable.

- c. The application also requires two departures from parking and loading standards because the applicant has provided parking spaces 9-feet-wide in the garage instead of the required standard 9 ½ feet in width and three loading spaces instead of the required four.

Section 27-548.25 (e) provides that if a use would normally require a variance or departure, separate application shall not be required, but the Planning Board shall find in its approval of the site plan that the variance or departure conforms to all applicable development district standards. In the justification statement, the applicant notes that current parking space dimensions are for surface parking and do not factor in the issues unique to structure parking. The narrower parking space will enable the applicant to provide more spaces in a costly constructed parking garage. In fact, the Planning Board in its previous approvals including structured parking spaces found it acceptable to have a narrower parking space in a parking garage. Staff believes that a 9-foot-wide space is acceptable.

The loading calculation included in Part 11 of the Zoning Ordinance is conceived for each individual use. This project proposes mixed uses that will operate in different time frames in terms of loading needs. Due to the design and manner of space utilization, wherein the residential and commercial uses can conveniently share the use of one loading space, three loading spaces will be adequate to serve this project.

The departures from parking and loading standards that reduce the width of parking spaces in the parking garage from the required 9 ½ feet to 9 feet; and reduce the required number of loading spaces from four to three are consistent with the intent of the sector plan. The departures are also in general conformance with the applicable DDOZ standards.

- 10. ***Landscape Manual:*** The 2002 *Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment* and the standards of the Development District Overlay Zone (DDOZ) have modified the applicable sections of the *Landscape Manual*. In this case, the site plan is subject to residential planting requirements and buffering incompatible uses requirements of the *Landscape Manual*.
  - a. Development District Overlay Zone Standards, Site Design, S4, Buffers and screening, Design Standards G, requires that residential uses within the development district shall comply with the Residential Planting Requirements of the *Landscape Manual*. Section 4.1(g) of the *Landscape Manual* requires a minimum one shade tree per 1,600 square feet or fraction of green area provided for multifamily dwellings. A total of 34 shade trees is required for this site. The Landscape Plan provides 26 shade trees, 139 evergreen trees and 23 ornamental trees which are above and beyond what is required by the *Landscape Manual*.
  - b. Development District Overlay Zone Standards, Site Design, S4, Buffers and screening, Design Standards E, allows a 50 percent reduction of bufferyard requirements, in terms of the width of the bufferyard and the number of the planting units, in order to facilitate a compact form of development compatible with the urban character of the US 1 Corridor. The subject DSP has five boundary areas adjacent to the existing single-family detached

houses that need to be buffered in accordance with the *Landscape Manual* because when the multifamily use is adjacent to one-family detached houses, a Type B bufferyard is required. A Type B bufferyard requires a minimum 30 foot building setback, a minimum 20 foot wide landscaped yard to be planted with 80 plant units per 100 linear feet of property line. According to Site Design, S4 Design Standard E, the minimum building setback can be reduced to 15 feet, the minimum width of the landscape yard can be reduced to 10 feet and plant unit number can be reduced to 40 units per 100 linear feet of the property line. The Landscape Plan shows that the narrowest building setback is 20 feet, and the narrowest width of the landscape yard is 10 feet and the number of plant units is above and beyond what is required by the *Landscape Manual*. However, the Landscape Plan does not show each Section 4.7 bufferyard individually. A condition has been proposed in the recommendation section of this report to require the applicant to show graphically each Section 4.7 bufferyard and the corresponding schedule on the Landscape Plan prior to certification.

- c. The Landscape Plan shows an approximately 35-foot building setback from Autoville Drive in order to be consistent with the existing single-family detached houses. The Landscape Plan also shows a dense landscape yard within the 35-foot setback from Autoville Drive. Since the front entrances of the first level are oriented toward Autoville Drive, the dense landscape yard is out of character with the existing single-family detached houses which have open front yards facing Autoville Drive. Staff recommends that this landscape yard be redesigned to match the existing streetscape of Autoville Drive.

11. **The Woodland Conservation and Tree Preservation Ordinance:** This property is not subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the site contains less than 10,000 square feet of woodlands, and there is no previously approved Tree Conservation Plan. The Environmental Planning Section, Countywide Planning Division approved a standard letter of exemption from the Prince George's County Woodland Conservation Ordinance for this site on October 5, 2006.

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

- a. The Community Planning Division in a memorandum dated May 21, 2007, indicated that the application is consistent with the 2002 General Plan Development Pattern policies for Corridors in the Developed Tier, and conforms to the land use recommendations of the 2002 *Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment* for a mix of retail, office, and residential uses in mid-rise buildings. The community planner also noted that the applicant should submit an additional amendment request to modify the build-to-line along the frontage of Autoville Drive South. In addition, the applicant should clarify issues related to the development district standards regarding street tree planting areas, lot coverage, bicycle parking and utilities.

**Comment:** The applicant has submitted a supplemental statement of justification to request an amendment to Site Design, Design Standard C that requires a front build-to-line between 10-20 feet from the ultimate right-of-way of Autoville Drive. The segment of building fronting Autoville Drive is located approximately 35 feet from the right-of-way in order to be consistent with the existing single-family detached houses. See above Finding 8 for a detailed discussion on the amendment to design standards. The applicant also has provided justification to clarify the issues identified by the community planner.

- b. The Transportation Planning Section in a memorandum dated August 16, 2007, provided a summary of the possible traffic impacts that this DSP will have on the US 1 Corridor. The Transportation Planner concludes that the level-of-service standard required by the Development District Overlay Zone of the US 1 Sector Plan will be achieved. The Transportation Planning Section recommends approval of this DSP with two conditions that have been incorporated into the recommendation section of this report.

In a separate memorandum from the Transportation Planning Section dated July 6, 2007, on detailed site plan review for master plan trail compliance, the trails planner provided a comprehensive review of the trail-related development district overlay zone standards that are applicable to this DSP. The trails planner recommends five conditions of approval that have been incorporated into the recommendation section of this report.

- c. In a memorandum dated May 24, 2007, the Subdivision Section indicated that because the site is developed with more than 5,000 square feet of gross floor area, which constitutes at least 10 percent of the total area of the site, built pursuant to a building permit issued on or before December 31, 1991, the subject site is thus exempt from subdivision requirements in accordance with Section 24-107 (c) (7)(D).
- d. In a memorandum dated August 17, 2007, the Environmental Planning Section recommended approval of Detailed Site Plan DSP-06095 with no conditions.
- e. In a memorandum dated May 17, 2007, the Permit Section provided 18 comments and questions regarding compliance with the sector plan and development district standards, signage, building setback, parking, loading, building height, etc. Most of the questions have been answered. Two outstanding items have been incorporated into conditions of approval in the recommendation section of this report
- f. In a memorandum dated July 17, 2007, the Department of Public Works and Transportation (DPW&T) noted that Baltimore Avenue is under the jurisdiction of the Maryland State Highway Administration and the City of College Park. However, DPW&T does not make any comments on the stormwater management of this site.
- g. In a memorandum dated May 3, 2007, the Department of Parks and Recreation recommended that on-site recreational facilities be provided.

**Comment:** The applicant has provided a recreational facility package that exceeds the minimum required value of on-site recreational facilities for this site in accordance with the current formula. See above Finding 7 for details.

- h. At the time this staff report was written, staff had not received the final referral comments from the Research Section. Their final comment from the Research Section will be presented at the time of the public hearing for this DSP.
- i. The City Council of the City of College approved this detailed site plan on August 14, 2007, with 14 conditions. Half of the conditions in the City Council's resolution are consistent with the recommendations of the Urban Design Section. Conditions 6, 7, 8, 11, 12, 13, and part of Condition 5 have been incorporated into the recommendation of this report.

- j. In a memorandum dated August 8, 2007, the Maryland State Highway Administration (SHA) provided a complete review history of this case. SHA has approved the signalization of the intersection of Cherokee Street east and Baltimore Avenue and has agreed with the proposed pull-off lane that will be used both as a loading area for large tractor trailer and as a bus stop. SHA also requests the applicant continue to pursue the acquisition of the necessary right-of-way to ultimately align the east Cherokee Street with the west Cherokee Street. Since the additional property that SHA recommends to acquire is outside the limit of this DSP, staff has not proposed any conditions to require the applicant to do so.
  - k. At the time this staff report was written, neither the City of Berwyn Heights nor the City of Greenbelt had yet responded to the referral request.
13. As required by Section 27-285 (b), the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

#### RECOMMENDATION

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

- A. Staff recommends that the Planning Board recommend to the District Council approval of the request to rezone approximately 1.29 acres in the R-55 (One-family Detached Residential) Zone to the M-U-I (Mixed-use Infill) Zone.
- B. Staff recommends APPROVAL of the alternative development district standards for:
  - 1. P2. Sidewalks, Bikeways, Trails and Crosswalks, A. (to allow no sidewalk to be provided along the site's frontage on Autoville Drive)
  - 2. P6. Utilities, A. (to allow the applicant to retain four existing utility poles at the current location without relocating underground)
  - 3. S3. Building Siting and Setbacks, C. (to allow approximately 35-foot setback from the R-O-W of Autoville Drive and 22-foot setback from the R-O-W of Baltimore Avenue that exceed the front build-to-line of 10-20 feet behind the R-O-W line)
  - 4. S4. Buffers and Screening, A. (to allow a lay-by lane to serve as a loading area for larger trucks for a limited time in the evening along Baltimore Avenue. This lay-by lane also serves as a bus pull-off area).
  - 5. B 1. Height, Scale, Massing and Size, Height. (to allow the height of the multifamily residential building along Baltimore Avenue and its accessory parking garage to be two stories higher than the maximum height limit of three stories)
  - 6. B 1. Height, Scale, Massing and Size, Massing I. (to allow the applicant not to provide balconies for every unit for the multifamily section, and instead to allow the applicant to

use a combination of balconies and other façade elements to articulate the façade and to increase natural surveillance of the surrounding area.)

7. B 1. Height, Scale, Massing and Size, Bedroom Percentages N. (to allow the bedroom percentage of two-bedroom units to exceed the maximum allowed 40 percent by two percent.)
  8. S2. Parking Areas, W. (to allow an additional 18 percent parking reduction due to provision of private shuttle bus as one of the incentives to encourage use of alternative modes of transportation other than single-occupancy vehicles).
- C. Staff recommends APPROVAL of the departures from parking and loading standards to reduce the width of parking spaces in the parking garage from the required 9 ½ feet to 9 feet; and to reduce the required number of loading spaces from four to three.
- D. Staff recommends APPROVAL of DSP-06095, for Jefferson at College Park, subject to the following conditions:
1. Prior to certificate approval of this detailed site plan, the applicant shall:
    - a. Provide additional masonry materials on the elevations facing the interior courtyard where the proposed swimming pool is located to be reviewed and approved by the Urban Design Section.
    - b. Provide brick veneer on all exposed elevations of the parking garage that are not covered by other attached buildings.
    - c. Indicate the building height and actual building setbacks on the site plan.
    - d. Provide information regarding the percentage of brick on exterior elevations of the building and lot coverage.
    - e. Revise the Landscape Plan to show graphically each Section 4.7 bufferyard and its corresponding landscape schedule.
    - f. Add a site plan note as follows:  
“A minimum of three retail uses as listed on Section 27-461(b) under category E, General Retail, shall be included in the commercial/ retail component of this development.”
    - g. Revise the justification statement to include a request to amend Public Area, P1 Road Network, Design Standard A.
    - h. Revise the sign schedule to be consistent with DDOZ Standard B.5 Signs N.
    - i. Reduce the residential section fronting Autoville Drive to a three-story building and apply a terrace design technique at the second floor to minimize the bulk of the building. As a result, the total number of dwelling units approved in this DSP shall be reduced to 216 units.

- j. Provide evidence that the subject DSP is consistent with the approved stormwater management concept plan for this site.
  - k. Revise the landscape and lighting plan as follows:
    - (1) Located the tables and chairs shown in Detail 3 on Sheet L-3, Hardscape Details on the Landscape Plan.
    - (2) Substitute Korean Pines for the Deodar Cedars; Serbian Spruce or Oriental Spruce for the Norway Spruce; and Maples for Ash.
    - (3) Eliminate the sod and expand the planting area to the extent possible.
    - (4) Provide an on-site irrigation system for planting areas including the Greenscreen and the Courtyard areas.
  - l. Provide a sign plan including lighting, colors, lettering style, size, height, quantity and location for review and approval by the Urban Design Section as the designee of the Planning Board and the City of College Park.
  - m. Provide a material board.
  - n. Provide a clear demarcation of sidewalk across all driveway entrances and intersections along the site frontage to give priority to pedestrians.
  - o. Provide access to the site located at 9104 Baltimore Avenue from the access road that links Cherokee Street and Baltimore Avenue.
  - p. Provide a site plan note indicating that this project will be developed in accordance with the proposed green building techniques as included in “A Green Strategy for JPI College Park West”.
2. The applicant and the applicant’s heirs, successors, and/or assignees shall provide the following sidewalk improvements:
- a. The wide sidewalk along US 1 as indicated on the DSP, unless modified by the State Highway Administration.
  - b. Four bicycle racks as indicated on the site plan.
  - c. Striped crosswalks at all access points crossing sidewalks. Crosswalks shall be striped in accordance with the guidelines for secondary intersections included in DDOZ Design Standard E of the Public Areas.
  - d. All sidewalks shall include ADA accessible ramps and curb cuts at all road intersections.
3. The total development within the subject property shall be limited to no more than 216 multifamily residential units and 25,000 square feet of commercial retail, or different allowed uses generating no more than 184 AM (66 in, 118 out) and 432 PM (236 in, 196 out) peak-hour vehicle trips, respectively.



4. Prior to the issuance of any building permit, the following improvements shall (a) have full financial assurances, (b) have been permitted for construction and (c) have been agreed-upon timetable for construction with the appropriate agency:
  - a. Provision of a new access roadway opposite of existing Cherokee Street (east leg) that shall be dedicated to public use and is open to all traffic at all times, and extends to Cherokee Street (west leg). This roadway shall provide for two outbound lanes and only one inbound lane to accommodate only the left-turn from US1 northbound and thru traffic from the east leg of Cherokee Street. This roadway shall include sidewalk that extends from US1 to Cherokee Street (west leg). The applicant is responsible for the signalization and any other modifications deemed needed by SHA and the city which would transform this intersection into a safe and pedestrian friendly intersection, including provision of visible crosswalks at all approaches.
  - b. Provision of barrier-separated loading area per SHA, WMATA standards to also allow the opportunity to be used as a bus pull-off area from early morning to late afternoon hours. If the bus pull-off area is acceptable to WMATA and DPW&T, the applicant shall also be responsible for relocating the nearby bus stop to this location and installing a bus shelter, deemed appropriate by the city, as well as any other needed transit and pedestrian-friendly street furniture.
5. Prior to the issuance of any building permits, the two road segments in front of the subject site, starting from Cherokee Street west and ending at Baltimore Avenue shall be dedicated for public use.
6. Should the Maryland State Highway Administration (SHA) determine that a split signal is appropriate at Cherokee Street, the applicant shall install the two signals.