



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

Detailed Site Plan

DSP-08010

Application	General Data
Project Name: Starview Plaza Location: On the west side of US 1, south of Metzert Road and opposite Tecumseh Street Applicant/Address: Starview Plaza, LLC 223 Lee Deforest Drive, Suite 200 Columbia, MD 21046	Date Accepted: 5/27/08
	Planning Board Action Limit: 9/5/08
	Plan Acreage: 2.36
	Zone: MUI/DDOZ
	Dwelling Units: 147
	Gross Floor Area: 9,580
	Planning Area: 66
	Tier: Developed
	Council District: 3
	Municipality: College Park
	200-Scale Base Map: 210ne04

Purpose of Application	Notice Dates
A mixed-use project consisting of 147 multifamily (student housing) dwelling units and approximately 9,580 square feet of commercial/retail space	Informational Mailing: 2/27/08 Acceptance Mailing: N/A Sign Posting Deadline: 6/24/08

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

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-08010, Starview Plaza
Type II Tree Conservation Plan TCPII/046/08

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 Development District Overlay Zone, the M-U-I Zone and Part 10 B, Airport Compatibility, of the Zoning Ordinance.
- b. 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.
- c. The requirements of Preliminary Plan 4-04078.
- d. The requirements of the *Prince George's County Landscape Manual*.
- e. The requirements of the Woodland Conservation and Tree Preservation Ordinance.
- f. 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 147 multifamily dwelling units and 9,580 square feet of commercial retail space.

2. **Development Data Summary:**

Zone(s) Use(s)	EXISTING M-U-I/DDOZ Commercial	PROPOSED M-U-I/DDOZ Multifamily residential and Commercial/Retail
Acreage	2.36	2.36
Parcel	1	1
Square Footage/GFA	4,397	9,580 (commercial/retail)
Dwelling Units:	-	147

OTHER DEVELOPMENT DATA

Bedroom Unit Mix

Unit Type	Number of Units	Average Square Footage
4 Bedrooms 4 Baths	69	1,131
4 Bedrooms 3 Baths	5	1,075
4 Bedrooms 2 Baths	54	1,000
2 Bedrooms 2 Baths	9	604*
2 Bedrooms 1 Bath	5	654*
2 Bedrooms 1 Bath	4	660*
2 Bedrooms 1 Bath	1	659*
Total	147	

* See Finding 8 for discussion of the requested amendment relating to the size of bedroom units.

Bedroom Percentage

Unit Type	Proposed Percentage	Percentage Per Section 27-419
1 Bedroom	-	50
2 Bedrooms	16.3†	40
3 Bedrooms	-	10
4 Bedrooms	83.7†	-
	100	100

Notes: † See Finding 8 below for discussion of the requested amendment relating to the proposed bedroom percentages.

Parking Requirements Per Section 27-568(a)

Uses	Parking Spaces
Multifamily Apartments (147 units-19 2BR and 128 4BR)	
Of which Two bedroom units (2.5 spaces per unit)	48
Four bedroom units (3.5 spaces per unit)	448
Subtotal	496
Commercial Space (9,580 square feet)	
For the first 3,000 square feet (1space per 150 sq. ft.)	20
For the remaining 6,580 square feet (1 space per 200 sq. ft.)	33
Subtotal	53
Total	602

S2. 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 1 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)

Uses	Weekday		Weekend		Nighttime
	Daytime	Evening	Daytime	Evening	
Residential (446 spaces)	60%=265	90%=401	80%=357	90%=401	100%=446
Commercial (48 spaces)	60%=29	90%=43	100%=48	70%=34	5%=2
Total Spaces	294	441	405	435	448[†]

Notes: [†] The highest number of parking spaces occupancy becomes the minimum number of spaces required; therefore a total of 448 spaces is required.

In accordance with DDOZ Standard W, the applicant requests a 20 percent reduction based on use of Alternative Modes of Transportation. The total of parking spaces after a 20 percent reduction is as follows:

$$448 - (448 * 0.2) = 359$$

Parking Provided

355 spaces

Structure parking spaces

355

Notes: This application is four spaces short of the required number of parking spaces. The applicant has requested an amendment to the parking standards. See the Finding 8 below for discussion.

For a total of 359 parking spaces required, eight spaces should be for the handicapped. Out of the required 8 parking spaces for the handicapped, two parking spaces should be van accessible. The site plan does not provide enough information regarding parking for the handicapped. A condition of approval has been recommended to require the applicant to provide the required parking spaces for the physically handicapped prior to certificate approval.

Loading

Required per Section 27-582	2
Retail	1
Multifamily	1 space /100-300 dwelling units
Provided	1*
Residential/Retail	Shared with retail use

Notes: *The DSP plan indicates that a reduction from the number of required loading spaces has been requested to allow the residential use to share one loading space with the retail/commercial uses. Staff supports the sharing of the loading space for the mixed-use component of this site plan because the different uses are tightly integrated, and one loading space can efficiently serve all the uses in the building. The plan continues to meet the goals and purposes of the sector plan with the proposed sharing of a loading space between the commercial/retail and residential uses.

3. **Location:** The site is located on the west side of Baltimore Avenue (US 1), south of Metzert Road and opposite Tecumseh 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 4a, of the 2002 Approved College Park US 1 Corridor Sector Plan.
4. **Surrounding Uses:** The site is bounded on the east side by US 1; on the north by a property in the M-U-I Zone; on the south by an existing commercial use in the M-U-I Zone and to the west by Paint Branch Stream Valley Park, which is owned and maintained by The Maryland-National Capital Park and Planning Commission in the R-O-S Zone.
5. **Previous Approvals:** The subject site was zoned C-S-C and developed with various uses including residential, fast food and bar/lounge on each parcel that comprise the subject 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 subject site from the C-S-C Zone into the M-U-I Zone. After the developer acquired the property, the City of College Park and the developer jointly demolished all existing structures on the property as required by the development agreement between the developer and the City. The site is also the subject of Preliminary Plan of Subdivision 4-04078, which was approved by the Planning Board (via PGCPB Resolution No. 05-21) on January 20, 2005 for 110 high-rise units, 12,000 square feet of commercial and 20,000 square feet of office. The preliminary plan was recorded on April 28, 2008 as record plat PM 226@22. The site also has an approved Stormwater Management Concept Plan 8073-2004-01, which will be valid through March 4, 2011.
6. **Design Features:** The subject site is a roughly rectangular property with the long side fronting on Baltimore Avenue (US 1). The topography of the site is characterized by terrain sloping toward

the west which drains into tributaries of the Paint Branch watershed in the Anacostia River basin. The proposed mixed-use project consists of one building complex with a loop service road around the entire building. The two access points to the site from Baltimore Avenue mark the start and the end of the loop street.

The proposed mixed-use building is one skin-loaded building complex with a roughly rectangular shape that corresponds to the form of the site. The building is six stories high from the Baltimore Avenue side with the first floor occupied by the commercial/retail storefronts; it is eight stories high from the direction of the Paint Branch due to topographical changes. The ground floor level consists of commercial/retail spaces along Baltimore Avenue and a parking garage at the rear of the commercial/retail space. There are two additional levels of parking garage below the ground floor level. The three-level parking garage provides a total of 355 parking spaces for the development. The residential dwelling units occupy the second floor up through the top floor. Between the residential section on the top of the storefronts facing Baltimore Avenue and the residential section above the parking garage located close to Paint Branch, there is an atrium with the ceiling extending above the roofs of the two residential sections on both sides. All residential units have a view into the atrium or toward the Paint Branch Stream Valley or Baltimore Avenue. The atrium provides a unique weatherproof public open space with amenities for the future student residents.

The building is designed in a contemporary style and is finished with a combination of brick, sandblasted pre-cast masonry units, glass, metal and brick-tone cementitious siding. The main facade fronting Baltimore Avenue is designed in a clear three-part composition with storefronts demarcating an open base section. On the middle section starting from the second floor to the 5th floor, a strong brick wall element decorated with sandblasted pre-cast masonry units, metal and clear glass has been used. The finishing material changes at the sixth floor to diamond-shaped simulated slate that is also used as roof shingles. The sixth floor merges into the roof section in terms of finishing material, and the two together create a very distinct top section for the main elevation. Similar design and finishing materials have been applied on the north and south elevations that are visible from Baltimore Avenue with a varied roof line that is composed of elevated triangular gables and a glass and metal railing along the flat roof of the atrium. The west elevation has similar design but with primarily brick-tone cementitious siding.

The building is designed with many green and sustainable features. The applicant is aiming to achieve a LEED Silver Certification for New Construction and Major Renovations. The Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ is a third-party certification program which has promulgated nationally accepted and universally understood tools and performance criteria. LEED gives building owners and operators the tools they need to have an immediate and measurable impact on their buildings' performance. LEED promotes a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality. The five sets of rating criteria that are in use now include LEED for New Construction and Major Renovations, LEED for Existing Buildings: Operations & Maintenance, LEED for Commercial Interiors, LEED for Core and Shell and LEED for Schools. The rating system that will be applied in this application is LEED for New Construction and Major Renovations (LEED-NC), which has four levels of certification: Certified (26-32 points), Silver (33-38 points), Gold (39-51 points), and Platinum (52-69 points), based on a 69-point scale. According to the Registered Project Checklist provided with this application, the proposed building will achieve a total of 35 points with seven possible additional points. Since the LEED Green Building Rating System is undergoing constant revision in order to reflect green building market reality, currently LEED-NC has three different versions

under which a project can be evaluated. Each version of the LEED-NC has some different standards. For example, for Energy and Atmosphere Credit 1, LEED-NC v2.2 has adopted ASHRAE/IESNA Standards 90.1-2004 for whole-building simulation (ASHRAE stands for American Society of Heating, Refrigerating and Air-Conditioning Engineers and IESNA stands for the Illuminating Engineering Society of North America). The supporting material submitted by the applicant still uses ASHRAE/IESNA Standards 90.1-1999 for whole-building simulation. The applicant should clearly identify under which version of the LEED-NC rating system the proposed building is to be certified and make the revisions to the applicable reference standards accordingly. A condition has been proposed in the recommendation section to require the applicant to provide this information prior to certification.

7. **Recreation Facilities:** The subject DSP includes a recreational facility and amenity package consisting of a 605-square-foot fitness room in the building with nine units of various exercise machines (stationary bikes, elliptical trainers and treadmills), three weight benches, one universal machine and other associated items such as weight tracks, exercise mats, and equipment and amenities in the atrium area. The equipment includes two foosball tables, two pool tables and Yoga mats. Other amenities in the atrium area include Yoga Area – 359 square feet; Lounge Area – 1,111 square feet, 31 seats plus six planters with built-in seating; Reading Area – 543 square feet, 25 seats; Bar and Café – 154 square feet, six seats; Pool Table / Foosball Area – 398 square feet; Multi-purpose Area – 1,225 square feet, 52 seats plus six planters with built-in seating; Stage / Seating Area – 259 square feet with 12 seats; and Waiting Area – 305 square feet with five seats. The total atrium area dedicated to the entertainment and recreational uses is approximately 10,620 square feet. The estimated value of the recreational package is approximately \$150,000 without factoring in the construction cost of the fitness room and atrium. However, given the total of 147 dwelling units which will provide approximately 550 beds, staff believes the size of the fitness room should be increased as large as is practical, up to 1,000 square feet. A condition has been proposed in the recommendation section of this report to require the applicant to provide a larger fitness room prior to certification. According to the current formula for determining the value of recreational facilities to be provided in subdivisions, for 147 multifamily dwelling units in Planning Area 66, a recreation facility package of approximately \$132,000 is required. The recreational package provided with this DSP exceeds the required value.

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 Approved College Park US 1 Corridor Sector 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 sub areas 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 4a, on the west side of US 1. The vision for Area 4 is to create a mixed-use neighborhood 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 concepts set forth for the town center and main street areas. Parking should be located in lots sited to the side 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 4a, west side of US 1 and south of MD 193. The plan encourages and promotes infill development and redevelopment to include compact, mixed-use development, maximize the views of parkland, maintain appropriate stream buffer and utilize shared parking. The application as proposed in the subject detailed site plan includes the mixture of residential, commercial and retail uses that share parking spaces within the same building and therefore is in general compliance with the land use vision and recommendation for Subarea 4a.

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 a detailed explanation of how the proposed mixed use project, which is specifically developed to meet the student housing demands of the University of Maryland, conforms to each development district standard and why certain amendments are necessary in order to achieve a high quality development as follows:

- 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:

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 this standard. The applicant states that there are three utility poles carrying overhead lines located along the US 1 frontage of the subject property; but they are within the future right-of-way of US 1. The three utility poles are to be retained. The applicant does not intend to underground the overhead utilities and believes that utility undergrounding should be part of the future upgrade of US 1, not part of this project. The applicant also indicates that in accordance with the feedback from PEPCO, the utility company that has jurisdiction over the area, a partial undergrounding of utilities for this site only may cause technical issues for their power grid. The Planning Board, the City of College Park and the District Council have acknowledged the need for a systematic approach for undergrounding utilities and the need for each project to provide its financial fair share in order to implement this measure. The DDOZ 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. The applicant will place new utility lines that serve the proposed development such as natural gas, fiber optic, cable television, telephone, and water and sewer service underground. According to the applicant, the above standard has been met since the applicant is not providing any additional utility poles 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 established operations and services. Staff has disclosed the new requirements to the applicant and the applicant is fully aware of this approach and is willing to provide pro rata share financial assistance should the undergrounding of utilities happen in a systematic way in the future. However, in accordance with the Council's recent approval of other cases within this Corridor, a certain amount of the fee should be paid prior to issuance of building permit. The applicant is obligated to provide a pro rata share of the cost for a systematic undergrounding of all utilities within the US 1 Corridor in the future.

SITE DESIGN

S2. Parking Areas

Off-street Parking Requirements for Mixed -Use Development Projects

Comment: The applicant has requested an amendment to the parking requirements for this mixed-use project consisting of 147 residential dwelling units and approximately 9,580 square feet of retail/commercial space that provides all parking in the parking garage below the residential component. The applicant further requests a 20 percent reduction to the parking requirements in accordance with the DDOZ Parking Standards W. Since the applicant provides a combination of various strategies including on-site bicycle storage pursuant to LEED Sustainable Site Credit 4-Alternative Transportation, shuttle service and pedestrian connection to the University of Maryland campus, a 20 percent reduction is warranted. According to DDOZ parking standards, 359 parking spaces (see above Finding 2) are required for the entire site after a 20 percent deduction. The total parking spaces provided for the entire site are 355, which is 4 spaces short of the required number of parking spaces. The University of Maryland in a letter dated June 27, 2008 (Duncan to Peters) indicated that the University will enter into an agreement with Starview Plaza, LLC, for a transit plan to provide Shuttle-UM bus service between Starview and the campus. In addition, the University has agreed to make supplemental parking available if the proposed 355 parking spaces are not sufficient to accommodate the resident parking demand at the subject site. By this agreement, any future students who live in the proposed building and do not have a parking space on the subject site will be allowed to park their cars overnight on the campus. With this understanding, the 355 on-site parking spaces are acceptable for this development. The City Council of the City of College Park endorsed this parking arrangement on July 8, 2008, when the Council voted unanimously to approve the subject DSP.

To promote alternative modes of transportation other than single occupancy vehicles that will reduce the number of cars and parking spaces on the US 1 Corridor is one of the major objectives of the DDOZ parking standards. In addition, given the close proximity of this site to the University of Maryland campus, bicycles have been a major commuting tool to and from campus for many students living in the existing building. Since most of the parking demand will be met by on-site parking, staff believes that this alternative parking arrangement along with provision of bicycle parking facilities on the premises of this site and the possible provision of a bridge cross Paint Branch to allow the students to go to the campus on foot or by bicycle will meet the parking needs and meet the intent of the Sector Plan of reducing the number of cars along the US 1 Corridor. The alternative Development District Standard will benefit the development and the Development District and will not substantially impair implementation of the sector plan.

BUILDING DESIGN

B1. Height, Scale, Massing and Size

Height

Maximum height in general is five stories (p. 201, Sector Plan)

Comment: The sector plan is clear in that the community vision for this main street area is for mid-rise (five-story) mixed-use buildings. Specifically, the building heights map on page 201 of the sector plan indicates that the maximum height, in general, for Subarea 4a is five 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 application that market and design considerations justify additional height and additional stories.

The site plan contains only one building complex consisting of 147 multifamily dwelling units and approximately 9,580 square feet of commercial/retail uses on the ground floor of the site's frontage along Baltimore Avenue. In addition to the space behind the commercial spaces, there are two additional floors under the commercial/retail spaces that are dedicated to parking. All parking spaces provided for this development are within the parking garage. All residential dwelling units are above the parking garage. As a result of this arrangement, the proposed building measures six stories high which is one story higher than the maximum allowable building height for this area. The applicant is requesting an amendment to allow the proposed building to be built at six stories.

The applicant has submitted a market study summary for undergraduate student housing that indicates a severe shortage in the area. In addition, the University of Maryland in a letter dated May 27, 2008 (Duncan to Adams) expressed the University's full support of this student housing project. In terms of design considerations, the off-street parking provided in the form of structured parking beneath the building results in a six-story building, which is one story more than the maximum building height for this site. Staff believes that the proposed building at six stories will provide enclosure to the street that will enhance the main street feeling without doing significant harm to the overall mid-rise character of this sub area. Staff does not object to the applicant's requested amendment to increase the height limitation from five to six stories.

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: This design standard has been included in the DDOZ for the US 1 Corridor based on the best practices of CPTED (Crime Prevention Through Environmental Design). However, this design technique is not appropriate for this site because the street on which the site has frontage is a highly traveled roadway with an Annual Average Daily Traffic (AADT) volume at this location around 52,975 vehicle trips per day. Open

balconies are also not appropriate considering the amount of traffic noise and dust within this corridor. The applicant has not provided units with open balconies. The applicant does not want the project to suggest a garden-style apartment complex, which typically include such balconies, but rather an urbane, high-density residential building, which exhibits architectural innovation and uniqueness of design. Staff agrees with the applicant's proposal and supports the design of the facade that is oriented toward Baltimore Avenue. Staff believes that the combination of various architectural elements, finishing materials and fenestration patterns, along with the accented roof treatment proposed by the applicant provide for a more attractive facade than would result from providing balconies for every unit. The clear glass windows featured on the residential pavilions that divide the elevation vertically will also provide extra "eyes on the street" and will help meet the intent of the second part of this requirement.

M. The average size of all multifamily dwelling units in a development project shall be a minimum of:

- **750 square feet for a 1-bedroom/1-bath unit.**
- **1,050 square feet for a 2-bedroom/2-bath unit.**
- **1,275 square feet for a 3-bedroom/2-bath unit.**

Comment: This project is specifically designed to meet the housing demand of the undergraduate students attending the University of Maryland at College Park. As such, the structure of the bedrooms is completely different from the normal composition of regular multifamily buildings. There are no 1-bedroom and 3-bedroom units in this DSP. The smallest unit has approximately 604 square feet. The above minimum unit sizes were envisioned for regular multifamily units for family use. Since the project is designed for undergraduate students attending the University of Maryland, staff agrees with the applicant that various unit sizes are necessary in order to respond to the student housing demand.

N. Bedroom Percentages:

Bedroom percentages 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: As previously discussed, the development included in this application is to meet the housing demand of the students who attend the University of Maryland. As such, the unit types and composition are totally different from normal multifamily development. There are only two unit types included in the application. They are two-bedroom and four-bedroom units. The site is designated in the M-U-I Zone by the 2002 Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment. According to the requirements of the M-U-I Zone as stated in Section 27-546.18 (a) (4), if a site is to be developed with residential use only, the maximum density should not be more than 48 dwelling units per acre. However, the regulations do not specify any density limit for a mixed-use development such as this application. The density included in this application is approximately 65 dwelling units per acre, by excluding the site area occupied by the commercial/retail uses. Since the development is for student housing and

no clear density limit has been prescribed for the underlying zone, staff has no objection to the request to amend the bedroom percentages.

B3. Architectural Features

Architectural Materials and Details

- C. All multifamily building types in a development shall have a minimum 75 percent of the exterior facades in brick, stone or approved equal (excluding windows, trim and doors).**

Comment: The proposed multifamily dwelling units included in this development are fully endorsed by the University of Maryland as part of their continuing effort to meet the demand for undergraduate student housing. The applicant has undertaken extensive community outreach and achieved a general community consensus on the design and finishing materials as shown in the project. The masonry materials used in this DSP include brick and sandblasted pre-cast units. The building is designed with various “green” and sustainable building techniques and is aiming to achieve a LEED Silver certification. The main elevation fronting Baltimore Avenue has approximately 81 percent masonry materials and the north and south elevations that are visible from Baltimore Avenue have approximately 94 percent masonry materials. The west elevation that is fronting Paint Branch has brick only on the base columns which brings down the total combined percentage of the brick and other masonry on all the elevations to 59 percent. The rest of the west elevation will be finished with a brick-tone fiber cementitious siding, which has an appearance that is very close to regular brick. Staff agrees that the intent of this DDOZ standard has been met by the application of various architectural design elements and a combination of different high quality finishing materials including the brick-tone cementitious siding.

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

PUBLIC AREAS:

P1. Road Network

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

Comment: Baltimore Avenue (US 1) is a principal arterial, undivided five-lane section highway. According to the most recent statistics provided by the State Highway Administration (SHA), the Annual Average Daily Traffic (AADT) volume at this location is approximately 52,975 vehicle trips per day. On-street parking is regulated by the State Highway Administration (SHA) for US 1. All parking provided for this development will be within the parking garage. The Urban Design Section believes that the proposed off-street parking is the best alternative for this site.

P2. Sidewalks, Bikeways, Trails and Crosswalks

- E. Crosswalks shall be provided at all intersections along US 1 and Paint Branch Parkway within the development district. Crosswalks at primary intersections shall be constructed of interlocking concrete pavers.**

Crosswalks at secondary intersections shall have striped markings in the pavement. Crosswalk materials for primary intersections shall be consistent along Baltimore Avenue and Paint Branch Parkway. Primary intersections are all intersections with existing and proposed traffic signals on Baltimore Avenue and Paint Branch Parkway. All other intersections are secondary. All signalized intersections shall have pedestrian crossing signals.

Comment: The site plan neither shows any pedestrian crossing on the entrance road to the site nor provides detailed information on the pavement pattern and material. A condition has been proposed in the recommendation section of this report to require the applicant to provide the required information prior to certification.

9. **Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the Development District Overlay Zone, the requirements of the M-U-I Zone and Part 10B Airport Compatibility of the Zoning Ordinance as follows:
- a. 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 those for which amendments have been requested as discussed in the above Finding 8. Staff has recommended approval of the requested amendments to the DDOZ standards because the amended standards conform to purposes and recommendations for the Development District.

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 proposes a mixture of multifamily residential and commercial/retail in a vertical mixed-use format in a six-story building fronting Baltimore Avenue. All on-site parking will be in the parking garage which has one level at grade and two levels under the grade below the proposed residential units. 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 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: The subject site is located within the section of the US 1 Corridor that has been dominated by various highway-oriented uses. In recent years, the adjacent properties have fallen into a dilapidated condition. The subject site is the first redevelopment project in Sub area 4a within the US 1 Corridor. The appearance of this subarea will be dramatically improved with the development of this site. When more redevelopment comes in this area, the proposed building should be compatible in size, height, and massing with the adjacent properties in the future.

(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 proposed development will be within one building complex with its long side fronting Baltimore Avenue. Sidewalks will be provided along Baltimore Avenue. The proposed parking for the project is located on the lower levels of the building including two levels underground. Pedestrians have direct access to the building from Baltimore Avenue as well as from both the north and south sides of the building. The entrances to the building are well connected by on-site walkways so that pedestrians do not need to cross 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;

Comment: The site plan shows one mixed-use building complex fronting Baltimore Avenue. As mentioned previously, the adjacent sites are auto-oriented commercial uses. Paint Branch Stream Valley is located to the west of the site. The lighting proposed for the building is located along the frontage of Baltimore Avenue. As a result, the glare, light, and other visual intrusion into the adjacent neighborhood is greatly minimized.

(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 proposed building is designed in a contemporary style and is finished with a combination of brick, sandblasted pre-cast masonry units, metal, glass and cementitious siding. On the east, north and west elevations that are visible from Baltimore Avenue, brick and pre-cast masonry units are the dominant finishing materials. On the west elevation only the lower level columns

are finished with brick. Most of the west elevation is decorated with a brick-tone cementitious siding. The proposed building is similar to the buildings in the vicinity that have a predominantly brick finish. The proposed building design and materials will be a significant upgrade of the immediate surrounding neighborhood. However, viewed from the north, south and west, two levels of parking garage will be exposed due to topographical changes. The elevations that include the garage do not provide enough information regarding the finishing materials. A condition has been proposed in the recommendation section to require the applicant to provide brick, pre-cast masonry units or materials of equivalent quality on all visible elevations of the garage, final details to be reviewed and approved by the Urban Design Section as the designee of the Planning Board.

- (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: The DSP shows building mounted signs on the elevation fronting Baltimore Avenue. However, no detailed sign face area information has been provided. Given the site's long street frontage on Baltimore Avenue, staff believes that building-mounted signage is appropriate for this mixed-use development. A condition has been proposed to require the applicant to provide the sign face area calculation in accordance with the applicable provisions in Part 12 of the Zoning Ordinance prior to certification.

- (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 schedules of the existing business establishments. Since the vehicular access to the proposed mixed-use building including access to the parking and loading spaces will be from the internal loop street connecting to Baltimore Avenue at both ends, the impact to the traffic on Baltimore Avenue has been minimized. In addition, there is no residential neighborhood immediately adjacent to the subject site. Trash receptacles are to be located at the rear of the site. No vending machines have been proposed. No freestanding luminaire except the lighting fixtures within the public right-of-way have been proposed for the commercial/retail component. The street light will be designed in accordance with the lighting requirements of the SHA and the City of College Park.

- b. A small part of the southeast corner of the site is within Aviation Policy Area (APA) 6 as defined in Section 27-548.35 of the Zoning Ordinance because of the proximity of College Park Airport. However, the proposed building is outside of the APA-6.

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.**

Comment: The subject application proposes a six-story building with a total building height of approximately 80 feet. As discussed previously, a small portion of the site is located within APA-6; but the proposed building is not. However, the DSP has been referred to the Maryland Aviation Administration (MAA) for comment. According to the review by the MAA, the applicant needs to submit a Federal Aviation Administration (FAA) form 7460-1, Notice of Construction for review and approval. A condition has been proposed to require the applicant to obtain written approval from either MAA or FAA prior to issuance of any building permits.

Section 27-548.43. Notification of airport environment

- (a) **In all APAs after September 1, 2002, the General Aviation Airport Environment Disclosure Notice, in a form approved by the Planning Board, shall be included as an addendum to the contract for sale of any residential property.**

(b) Every zoning, subdivision, and site plan application that requires approval by the Planning Board, Zoning Hearing Examiner, or District Council for a property located partially or completely within an Aviation Policy Area shall be subject to the following conditions:

(2) Development without a homeowners' association: A disclosure clause shall be placed on final plats and deeds for all properties that notifies prospective purchasers that the property has been identified as within approximately one (1) mile of a general aviation airport. The disclosure clause shall include the cautionary language from the General Aviation Airport Environment Disclosure notice.

Comment: The above conditions regarding general aviation airport environment disclosure are applicable to this DSP because the proposed development is mixed-use development including a residential component. The applicant should be required to add a site plan note indicating that the subject site is within aviation policy area APA-6 of the College Park Airport prior to certification.

c. This DSP also includes a request for a departure from the required number of parking and loading spaces to provide only one loading space instead of the required two spaces; a departure from design standards to reduce the width of standard parking spaces from the required 9.5 feet to 9 feet; and a request to increase the percentage of compact spaces from the maximum allowed 30 percent to 50 percent of the total provided parking spaces.

The above requests normally require a Departure from the number of Parking and Loading Spaces required (DPLS) and a Departure from Design Standards (DDS) pursuant to Section 27-587 and Section 27-588. However, Section 27-548.25 (e) states 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 current that Zoning Ordinance parking space dimensions are for surface parking and do not factor in the particular design features of parking structures. The narrower parking space requested will enable the applicant to provide more spaces in a costly constructed parking garage. The Planning Board in previous approvals including structured parking spaces has several times found it acceptable to have narrower parking spaces in a parking garage. Staff believes that the requested nine-foot-wide space is acceptable. Since the development is designed to meet the demand for student housing at the University of Maryland, many of the student residents can be expected to drive compact cars. In addition, increasing the maximum allowable percentage of compact spaces from 30 percent to 50 percent as requested by the applicant, would allow for more parking spaces within the limited space in the parking garage. Compact spaces are required to be eight feet wide. If the Planning Board approves the departure request and permits 50 percent of the space in the garage to be compact, the net result would be that roughly half of the spaces in the garage will be eight feet wide and half will be nine feet wide.

The loading requirements included in Part 11 of the Zoning Ordinance are calculated for each individual use. This project proposes a mix of uses that will operate in different time frames in terms of loading needs. Due to the design and mixed-use nature of the project, one loading space will be adequate to serve this project.

The departures that reduce the width of standard parking spaces in the parking garage from the required 9 ½ feet to 9 feet; that increase the percentage of compact spaces from the maximum allowed 30 percent to 50 percent of total parking spaces provided; and that reduces the required number of loading spaces from two to one are consistent with the intent of the Sector Plan. The departures are also in general conformance with the applicable DDOZ standards.

- d. Section 27-548.25 (b) requires that the Planning Board find that the site plan meets applicable Development District Standards in order to approve a detailed site plan. As discussed in Finding 8 above, this DSP complies with most of the applicable DDOZ standards except those for which amendments have been requested and recommended. Staff recommends approval of those amendments to development standards because the alternate Development District Standards will benefit the development and the Development District and will not substantially impair implementation of the Sector Plan.

10. **Preliminary Plan of Subdivision 4-04078:** The Planning Board approved the Preliminary Plan of Subdivision 4-4078 with 30 conditions. The conditions that are applicable to the review of this detailed site plan warrant the following discussion:

1. **The Type I Tree Conservation Plan shall contain a note that states: “The Type II Tree Conservation Plan shall show the provision of 0.23 acre of preservation, reforestation, afforestation or tree cover.” The first detailed site plan and Type II Tree Conservation Plan submission shall contain a note stating how the site has provided 0.23 acre of preservation, reforestation, afforestation, or tree cover and the areas used to meet this requirement shall be shown on the plans.**

Comment: According to the review by the Environmental Planning Section, this condition has not been fully addressed. Some revisions to the TCPII are requested. A condition has been proposed to require the applicant to demonstrate conformance with this condition prior to certification.

2. **As part of the detailed site plan submission, an approved stormwater concept plan shall be submitted that shows the outfall and structures that will be used to meet the requirements.**

Comment: The applicant submitted a copy of the stormwater management concept approval letter without the associated plan. A condition has been proposed to require the applicant to demonstrate conformance with this condition prior to certification.

3. **If residential uses are proposed, prior to the approval of building permits, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures within the 65 dBA Ldn noise corridor have been designed to reduce interior noise levels to 45dBA (Ldn) or less.**

Comment: A total of 147 multifamily dwelling units have been proposed with this application. This condition will be carried forward as a condition for this DSP.

4. **During the review of the detailed site plan, the proposed impacts associated with the**

stormwater management outfall shall be evaluated in greater detail and the impacts shall be minimized to the fullest extent possible.

Comment: According to the review by the Environmental Planning Section, this condition refers to an impact for an on-site stormwater management outfall that was approved with the preliminary plan. This outfall is no longer proposed with this DSP. The site has an approval to convey on-site run-off to an existing storm drain.

- 5. Prior to submission of the detailed site plan, a site visit shall be conducted by all affected parties to review the existing conditions on-site and to provide recommendations for the stream bank stabilization project. The applicant shall coordinate this meeting and shall coordinate the design of the project with adjacent property owners.**

Comment: According to the review by the Environmental Planning Section, this condition has been satisfied by a joint site visit by the applicant and the staff from the Environmental Planning Section and the Prince George's County Department of Public Works and Transportation (DPW&T).

- 6. The detailed site plan shall show how the recommendations of the geotechnical study reviewed with the preliminary plan application have been addressed.**

Comment: According to the review by the Environmental Planning Section, this condition has not been addressed yet and will be carried forward as a condition of approval for this DSP.

- 7. The first submission of the detailed site plan shall include a plan that shows the stabilization of the stream banks, minimization of the removal of stable vegetation, elimination of the proposed structures and associated features from the location of the expanded buffer, and provide adequate stabilization for the proposed building and parking areas. No building or parking areas, or related stabilization walls or grading, shall be shown within the expanded stream buffer.**

Comment: According to the review by the Environmental Planning Section, the applicant is currently working with staff from the Prince George's County Department of Public Works and Transportation to address details of stream bank and slope stabilization on the site prior to development. No additional information is needed with regard to site stabilization.

- 12. The total development within the subject property shall be limited to 110 high-rise residential units, 20,000 square feet of office space, and 12,000 square feet of commercial retail, or different uses generating no more than 204 AM and 269 PM peak-hour trips.**

Comment: The total development proposed with this DSP is different from the uses as approved with Preliminary Plan of Subdivision 4-04078. The proposal consists of 147 multifamily dwelling units as undergraduate housing for students attending the University of Maryland at College Park and approximately 9,580 square feet of commercial and retail spaces which will generate no more than 125 AM and 209 PM peak-hour trips, respectively. According to the review by the Transportation Planning Section (Mokhtari to Zhang, July 7, 2008), the DSP will be adequately served by the existing transportation facilities and the transportation impact of the proposed development is within the limit approved by the Planning Board.

15. **The applicant and the applicant's heirs, successors and/or assignees, shall provide adequate, private recreational facilities in accordance with the standards outlined in the *Park and Recreation Facilities Guidelines* if residential uses are proposed.**
16. **The applicant shall allocate appropriate and developable areas for private recreational facilities if residential uses are proposed. The private recreational facilities shall be reviewed by the Urban Design Review Section of DRD for adequacy and property siting, at the time of detailed site plan.**
17. **If residential uses are proposed, the proposed private recreational facilities shall comply with the standards outlined in the *Park and Recreation Facilities Guidelines*.**

Comment: An on-site private facility package has been proposed with this DSP as discussed in Finding 7 above. All recreational facilities are indoor facilities. Mainly because of space limitations on the site, no outdoor recreational facilities of the type that typically accompany residential subdivisions are proposed. According to the current formula for calculating the value of private on-site recreational facilities, the proposed recreational facility package meets the requirements.

20. **The developer, his successor and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and future maintenance of the proposed recreational facilities if residential uses are proposed.**

Comment: Since the proposed multifamily dwelling units are student housing, the developer, his successor and/or assignees will be responsible for future perpetual maintenance of the proposed recreational facilities.

25. **A Type II tree conservation plan shall be approved in conjunction with the detailed site plan.**

Comment: A Type II Tree Conservation Plan TCPII/046/08 has been submitted with this DSP. The Environmental Planning Section has recommended approval of this TCPII with the subject DSP.

26. **Development of this subdivision shall be in accordance with the approved Stormwater Concept Plan (#8073-2004-00) or any approved revision thereto.**

Comment: This DSP conforms to this requirement.

27. **Prior to the submission of a detailed site plan, the applicant shall undertake feasibility studies for the installation of a traffic signal, if requested by SHA.**

Comment: The applicant has worked with the State Highway Administration (SHA) and concluded that a traffic signal is not justified. In a memorandum dated July 1, 2008 (Foster to Zhang,), SHA noted that SHA no longer considers a traffic signal at this site as a requirement because SHA has no plan to upgrade the intersection with a signal. Instead, both accesses to the subject site are right-in/right-out as has been agreed upon by both SHA and the City of College Park.

28. **The commercial space should primarily be retail to serve the residential use rather**

than office space, unless otherwise approved by the Planning Board at the time of Detailed Site Plan.

Comment: The proposed 9,580 square feet of storefront spaces are designated for commercial/retail uses primarily serving the future residents according to the information provided with this DSP. No office space has been included in this DSP.

29. If practicable, the applicant shall meet any reforestation requirements of the project within the City of College Park at locations to be recommended by the city and approved by M-NCPPC.

Comment: According to the submitted Type II tree conservation plan, approximately 0.2 acres of afforestation will be provided on-site. The applicant has proposed paying a fee-in-lieu for 0.45 acres that has been approved by both the City of College Park and the Environmental Planning Section.

30. The applicant shall agree to participate in discussions with the City and others regarding private transit shuttle options for the Route 1 Corridor.

Comment: The applicant conforms to this requirement by entering into a development agreement with the City of College Park.

11. ***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 standard G, requires that residential uses within the development district shall comply with the Residential Planting Requirements of the *Landscape Manual*. Section 4.1 (g) requires a minimum one shade tree per 1,600 square feet or fraction of green area provided for multifamily dwellings. The landscape plan shows a total of 28,147 square feet of green area on the site and requires a total of 18 shade trees. The landscape plan provides 19 shade trees and complies with Section 4.1 (g) requirements.
- b. Development District Overlay Zone Standards, Site Design, S4, Buffers and screening, Design standard E, allows a 50 percent reduction of bufferyard requirements, in terms of the width of the bufferyard and the number of 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 the north and south boundary areas adjacent to existing uses that need to be buffered in accordance with the *Landscape Manual*. The two existing uses abutting the subject site are high-impact uses according to Section 4.7, Buffering Incompatible Uses, and therefore a Type B bufferyard is required. A Type B bufferyard requires a minimum 30-foot building setback and a minimum 20-foot bufferyard to be planted with 80 plant units per 100 linear feet of property line. According to DDOZ Standard S4, the width of the bufferyard can be reduced to 10 feet and the number of plant units can be reduced to 40 per 100 linear feet of property line. The landscape plan provides the required minimum 10-foot bufferyard along the both the northern and southern boundary and the required number of plant units within each bufferyard.

However, a portion of both bufferyards is composed of the existing woodland that will be retained to fulfill the requirements of the Woodland Conservation and Tree Preservation Ordinance. The portion of the existing woodland within the bufferyard should be reflected as the percentage in the Section 4.7 schedules for this site. A condition has been proposed in the recommendation section of this report to require the applicant to revise the landscape schedule to reflect the existing woodland. One evergreen tree, *Cupressocyparis Leylandii* (Leyland Cypress) has been proposed to be planted within the two bufferyards. *Cupressocyparis Leylandii* is a fast growing evergreen tree but it is not a native plant and is liable to wind damage. Staff recommends *Ilex Opaca Cultivars*, a native plant, or other equivalent be used. In addition, the *Landscape Manual* requires a minimum six to eight feet in height for any evergreen trees and specifies both the caliper and minimum height requirements for shade and ornamental trees. The landscape plan shows only caliper information for the shade and ornamental trees and five to six-foot high evergreen trees. A condition has been proposed in the recommendation section to require the applicant to remove *Cupressocyparis Leylandii*, revise the plant list to provide a minimum 6-8 foot-high *Ilex Opaca Cultivars* and provide the height information for the proposed shade and ornamental trees.

12. **The Woodland Conservation and Tree Preservation Ordinance:** This property is subject to the provisions of the Prince George’s County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet; there are more than 10,000 square feet of existing woodland on site, and there is a previously approved Type I Tree Conservation Plan TCPI/74/04, which was approved in conjunction with the approval of Preliminary Plan of Subdivision 4-04078.
 - a. A detailed forest stand delineation (FSD) for this site was submitted and reviewed in conjunction with the Preliminary Plan of Subdivision 4-04078. It was found to address the requirements for a detailed forest stand delineation and was in compliance with the requirements of the Woodland Conservation Ordinance. No additional information is needed with regard to the forest stand delineation.
 - b. Type II Tree Conservation Plan TCPII/046/08, submitted with this application, has been reviewed and was found to conform with the requirements of the Woodland Conservation Ordinance, if the deficiencies as identified in the conditions of approval are corrected.

13. **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 June 12, 2008 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 and residential uses in mid-rise buildings. The subject site is located under the traffic pattern for a small general aviation airport (College Park Airport) and is subject to Aviation Policy Area regulations as stated in Part 10 B of the Zoning Ordinance. The community planner also noted that the applicant should be commended for the efforts to achieve LEED® Silver Certification and encouraged to pursue innovative techniques to obtain four additional credits to achieve the Gold level certification.

- b. The Transportation Planning Section in a memorandum dated July 7, 2008, provided a detailed review in accordance with DDOZ Standard S2 R Adequacy of Transportation Facilities. The Transportation Planner has determined that the mid-segment of US 1 (from MD 193 to Paint Branch Parkway/Campus Drive) would continue to operate acceptably with the AM and PM peak period Average Critical Lane Volumes/ Level-of-Service of E, as require by the DDOZ Standard S2 R . The Transportation Planning Section concludes that existing transportation facilities will be adequate to serve the proposed site plan and recommends three conditions that have been incorporated into the recommendation section of this report.

In a separate memorandum from the Transportation Planning Section dated July 9, 2008, on detailed site plan review for master plan trail compliance, the trails planner noted the DDOZ standards that are applicable to this DSP. The Trails Planner concluded that the DSP conforms to the pertinent DDOZ standards and recommends approval of this DSP with three conditions that have been included in the recommendation section of this report.

- c. The Subdivision Section in a memorandum dated June 23, 2008, identified conditions of approval attached to Preliminary Plan of Subdivision 4-04078 that pertain to the review of this DSP. No additional subdivision issues have been identified with this application. See above Finding 10 for a detailed discussion.
- d. The Environmental Planning Section in a memorandum dated July 2, 2008, recommended approval of Detailed Site Plan DSP-08010 and Type II Tree Conservation Plan TCPII/046/08 with four conditions that have been incorporated into the recommendation section of this report.
- e. The Permit Section in a memorandum dated June 24, 2008, found no issues with this DSP.
- f. In a memorandum dated July 8, 2008, the Department of Parks and Recreation (DPR) provided a discussion on the previous conditions of approval attached to the Preliminary Plan of Subdivision 4-04078 regarding possible impacts of the proposed stormwater management plan on the adjacent Paint Branch Stream Valley Park. DPR recommends approval of this site plan with one condition that has been incorporated into the recommendation section of this report.
- g. The State Highway Administration (SHA) in a memorandum dated June 17, 2008 stated that SHA agrees with the traffic consultant retained by the applicant regarding a follow-up traffic signal study at the Northern Site Access Drive and Tecumseh Street intersection. If a traffic signal is found to be warranted and deemed necessary by SHA, the applicant is responsible for design and construction of the signal at Northern Site Access Drive /Tecumseh Street Intersection. In conclusion, SHA has no objection to the approval of this DSP.
- h. The Washington Suburban Sanitary Commission (WSSC) in a memorandum dated June 16, 2008 noted that water and sewer are available and on-site plan review is required when the proposed water house connection is greater than 2 inches and sewer house connection is greater than 4 inches.
- i. The Department of Public Works and Transportation (DPW&T) in a memorandum dated

July 2, 2008, stated that this development does not impact any county roads and a revised stormwater management concept plan has been approved to reflect the new outfall location.

- j. The City Council of the City of College Park approved the subject detailed site plan on July 8, 2008 with nine conditions. Except for Condition 1 which is a development agreement between the City and the applicant, all other the conditions have either been incorporated into the recommendation of this report or have an equivalent to the conditions recommended by the Urban Design staff.
 - k. The City of Greenbelt in a response dated June 9, 2008 provided no comment on this DSP.
 - l. As of the writing of this report, the City of Berwyn Heights had not yet responded to the referral request.
14. 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, and complies with the Development District Overlay Zone standards of the 2002 Approved College Park US 1 Corridor Sector Plan 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: (a) that the Planning Board adopt the findings of this report, and (b) that the Planning Board forward a recommendation of APPROVAL of the application to the District Council as follows:

- A. Recommends APPROVAL of the alternative development district standards for:
 - 1. P1. Road Network, B. (to allow the application not to provide on-street parking).
 - 2. P6. Utilities, A. (to allow the applicant to retain the existing above-ground utilities at the current location without relocating them underground).
 - 3. S2. Parking Areas, W. (to allow an additional 20 percent parking reduction based on the following: provision of private shuttle bus as one of the incentives to encourage use of alternative modes of transportation other than single occupancy vehicles; provision of a bridge across the Paint Branch in the future to allow the students to go to the campus on foot or by bicycle; provision of bicycle storage facilities and provision of parking on the University of Maryland Campus if it is needed).
 - 4. B 1. Height, Scale, Massing and Size, Height (to allow the height of the proposed building to be one story higher than the maximum height limit of five stories).
 - 5. B 1. Height, Scale, Massing and Size, Massing, I. (to allow the applicant not to provide a balcony for every multifamily unit; instead to allow the applicant to use a combination of various facade elements and finishing materials to articulate the facade and to increase natural surveillance of the surrounding area).
 - 6. B 1. Height, Scale, Massing and Size, Bedroom Percentages N. (to allow different

bedroom percentages from those required by Section 27-419 for the proposed student housing).

7. B3. Architectural Features, Architectural Materials and Details (to allow 59 percent of the overall exterior facades to be finished with brick and sandblasted pre-cast masonry units; over 80 percent of the elevations visible from Baltimore Avenue to be finished with brick and sandblasted pre-cast masonry units; and the west elevation to be finished primarily with brick-tone cementitious siding).
- B. Recommends APPROVAL of the departure from design standards to reduce the width of standard parking spaces in the parking garage from the required 9 ½ feet to 9 feet; the departure from the required number of parking and loading spaces to provide only one loading space instead of the required two spaces; and a departure request to increase the percentage of compact spaces from the maximum allowed 30 percent to 50 percent of the total provided parking spaces.
- C. Recommends APPROVAL of DSP-08010, for Starview Plaza, and Type II Tree Conservation Plan TCPII/046/08, subject to the following conditions:
1. Prior to certificate approval of this detailed site plan, the applicant shall:
 - a. Provide a site plan note indicating that the site is located partially within the Aviation Policy Area (APA) 6 of the College Park Airport.
 - b. Provide a sign plan including the sign face area for the proposed building-mounted signs in accordance to Part 12 of the Zoning Ordinance. Illuminated box signs are not permitted and shall be replaced with individual illuminated channel letters. Lower the lobby signage to the height of the tenant signs.
 - c. Submit revised elevations for the northern, southern and western building facades to provide brick, pre-cast masonry units or equivalent materials on the exposed levels of the parking structure to be reviewed by the Urban Design Section as the designee of the Planning Board in consultation with the City of College Park.
 - d. Revise the parking calculation table in the supporting document and include the parking calculation on the coversheet of this application.
 - e. Revise the site plan and landscape plan to be consistent with Development District Overlay Zone standard P2E regarding crosswalk location and finishing. The details of the pavement pattern and materials shall be provided on the detail sheet.
 - f. Provide LEED-NC version information and revise the submittal and the reference standards accordingly.
 - g. Increase the size of the fitness room to 1,000 square feet.
 - h. Revise the Landscape Plan as follows:
 - (1) Revise the Section 4.7 landscape schedules to reflect the existing woodland within the bufferyards.

- (2) Replace *Cupressocyparis Leylandii* with Arborvitae, American Holly, Privet, and Red Tipped Photina along the northern and southern property lines. The landscaping shall be provided between retaining wall and circular access drive.
- (3) Eliminate street trees behind the existing curb along Baltimore Avenue and relocate the five-foot sidewalk to the east of the proposed right-of-way dedication, to be consistent with the approved concept for Baltimore Avenue Improvements. The five-foot wide sidewalk shall be separated from the curb by a landscape strip, along the subject site's frontage of US 1, unless modified by SHA. This sidewalk shall connect to the existing sidewalks to both the north and south of the subject site. Benches, trash receptacles and planters shall be provided along the streetscape in front of the proposed commercial/retail development.
- (4) Substitute Zelkova, Honey Locust, or Chinese Elm for the London Plane Trees along US 1. Trees shall be installed in an underground, connected tree pit with structural soil and details for this planting arrangement shall be shown on the landscape plan.
- (5) Substitute Crepe Myrtle, Kousa Dogwood, or Amur Maple for the Redbuds at the southwestern facade of the garage and add liriopie ground cover at this location.
- (6) Provide height information for the proposed shade and ornamental trees.
 - i. Show no permanent structures and/or improvements located within the ultimate right-of-way already dedicated for US 1 (55 feet from the existing US 1 centerline).
 - j. Provide the required bus pull-off area along the property's frontage with US 1 at a location that is acceptable to SHA, DPW&T, WMATA , and the City of College Park.
 - k. Revise the trip cap notes on the record plat for the subject property to indicate that:

“The total development within the subject property shall be limited to 147 multifamily residential units, and 9,580 square feet of gross floor area of commercial retail space, or different uses generating no more than 125 AM and 209 PM peak-hour trips.”
 - l. Provide a copy of the approved stormwater management concept plan.
 - m. Show how the recommendations of the geotechnical study reviewed with the preliminary plan application will be addressed.
 - n. Revise the TCPII as follows:
 - (1) Provide a note stating how the site has provided 0.23 acres of woodland conservation requirements through preservation, reforestation,

afforestation or tree cover, and identify the area of woodland or trees being used toward meeting the 0.23-acre requirement.

- (2) Show the limits of disturbance and the expanded buffer.
 - (3) Remove the slope symbols from the plan.
 - (4) Have the revised plan signed and dated by the qualified professional who prepared the plan.
- o. Submit the stormwater management plan and technical details including but not limited to the pipe profile, invert elevations, rip-rap size and limits, headwall details, discharge rate (cf/sec for 10 year storm) to be reviewed and approved by the Department of Parks and Recreation to ensure that the impacts to the adjacent Paint Branch Stream Valley Park are minimized.
 - p. Provide a minimum of 40 bicycle parking spaces to accommodate the commercial development and students commuting to the campus of the University of Maryland. A minimum of two standard bicycle racks shall be used to serve the commercial/retail uses.
 - q. Provide ADA-(The Americans with Disabilities Act) compatible ramps and a marked crosswalk at the site's ingress/egress points on Baltimore Avenue.
 - r. Provide striping and arrows to show on-site circulation and signs to prohibit left turns, as required by the State Highway Administration, until such time as a median is installed.
 - s. Provide an on-site bus stop for the UM Shuttle, with appropriate shelter.
 - t. Identify a minimum of two parking spaces in the garage for car sharing under a contract with Zip Cars or other equivalent provider, including provision of car-sharing services by the developer.
 - u. Provide Louis Poulson Triangular Pedestrian Street Lights spaced no more than 50 feet apart.
 - v. Identify the required eight parking spaces for the physically-handicapped and the two of these eight spaces that shall be van accessible spaces. These spaces shall be appropriately located to serve both the commercial and residential uses.
2. Prior to issuance of building permit, the applicant and the applicant's heirs, successors, and/or assignees shall:
- a. Provide a contribution in the amount of \$5,000 toward undergrounding the existing utilities. The City of College Park shall establish an escrow account to manage the contribution.
 - b. Provide evidence that a complete FAA Form 7460-1, Notice of Construction, has been reviewed and approved by the Federal Aviation Administration (FAA)

and/or the Maryland Aviation Administration (MAA).

- c. Provide a certification by a professional engineer with competency in acoustical analysis on the building permits stating that building shells of structures within the 65 dBA Ldn noise corridor have been designed to reduce interior noise levels to 45dBA (Ldn) or less.
- d. Provide evidence that a written agreement with the University of Maryland for an on-site UM Shuttle stop and service has been executed. Service to the stop shall be generally consistent with that offered by the University of Maryland to similar sites on a regular shuttle circuit. In lieu of an agreement with the University of Maryland, the Developer shall provide a private shuttle to and from the University of Maryland that operates between the hours of 7:00 a.m. and 10:30 p.m., Monday through Friday, with headways of every 30 minutes at all times. Specifications and assurances for any shuttle service shall be provided to the City prior to issuance of any building permit, and information regarding the shuttle service shall be included in marketing material for the project. In addition, the developer shall survey its residents concerning commuting patterns and habits within six months of substantial completion of the Project and shall share this information with the City of College Park.