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Preliminary Plan 4-09039

Application	General Data	
Project Name: Domain College Park Location: Southwest quadrant of the intersection of Campus Drive and Mowatt Lane. Applicant/Address: Domain College Park, LLC 5847 San Felipe, Suite 3600 Houston, TX 77057 Property Owner: Domain College Park, LLC 5847 San Felipe, Suite 3600 Houston, TX 77057	Planning Board Hearing Date:	06/17/10
	Staff Report Date:	06/09/10
	Date Accepted:	04/08/10
	Planning Board Action Limit:	06/17/10
	Plan Acreage:	2.66
	Zone:	M-X-T
	Gross Floor Area:	272,000 sq. ft.
	Lots:	0
	Parcels:	1
	Planning Area:	66
	Tier:	Developed
	Council District:	03
	Election District	21
Municipality:	College Park	
200-Scale Base Map:	209NE03	

Purpose of Application	Notice Dates	
Mixed-use development with 275 multifamily units and 11,000 square feet of retail.	Informational Mailing	10/19/09
	Acceptance Mailing:	04/06/10
	Sign Posting Deadline:	05/18/10

Staff Recommendation		Staff Reviewer: Justin Thornton Phone Number: 301-952-4334 E-mail: Justin.Thornton@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: e a b d
Domain College Park
Mixed-Use Building, Parcel G

OVERVIEW

The subject site contains approximately 2.66 acres of land zoned M-X-T (Mixed Use—Transit Oriented), consisting of four deed parcels (E, F-1, Tax Parcel 38, and Tax Parcel 39). The applicant previously submitted a Zoning Map Amendment (A-10011-C) which was approved by the District Council on July 13, 2009.

The subject property is located on Tax Map 33, Grid A-3, and is known as parcels E, F-1, 38, and 39. The subject property is evidenced in Record Plats PM 229 @ 72, recorded in the land records on February 3, 2009, and NLP 98 @ 28, recorded in the land records on August 22, 1977. The site contains approximately 2.66 acres of land zoned M-X-T. It has never been the subject of a preliminary plan of subdivision.

The applicant is proposing to construct 275 multifamily apartment units in a five-story building with 11,000 square feet of retail on the ground level, as permitted in the M-X-T Zone. Staff would note, however, that the preliminary plan of subdivision does not establish the permitted use on a property or approve the improvements on the property. The number of units to be permitted on the site will be decided as part of a required detailed site plan review. For the purposes of this report, staff is analyzing 275 multifamily units and 11,000 square feet of retail. The property was rezoned from the R-55 (One-Family Detached Residential) Zone to the M-X-T Zone pursuant to a conditional zoning map amendment approved by the District Council for this site (A-10011-C). Additionally, the property is subject to Conceptual Site Plan CSP-09002, which was approved by the Planning Board on June 3, 2010.

Access to the site is proposed via two driveways. The applicant is proposing an access for residents on Mowatt Lane and for retail users and visitors to access the site via Campus drive.

SETTING

The site is located in the southwest quadrant of the intersection of Campus Drive and Mowatt Lane. The site is currently undeveloped except for one residential house which will be razed. The site is located adjacent to the University of Maryland's College Park Campus. The site is also located northeast of the approved Mosaic at Turtle Creek project (DSP-08001). This project is approved for 300 multifamily dwellings. Properties to the west and south are zoned R-55, with an existing church located to the west of the property.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

	EXISTING	PROPOSED
Zone	M-X-T	M-X-T
Uses	Vacant	275 Multifamily Units 11,000 sq ft of retail
Acreage	2.66	2.66
Lots	0	0
Parcels	4	1
Building	0	272,000 square feet
Public Safety Mitigation		No

2. **Previous Approvals**—The subject property was rezoned to the M-X-T Zone pursuant to Zoning Map Amendment A-10011-C, which was approved by the District Council on July 13, 2009. That approval was subject to four conditions:

1. **The Preliminary Plan shall dedicate the required right-of-way for Campus Drive and Mowatt Lane.**
2. **Road improvements necessary for Campus Drive and Mowatt Lane shall be coordinated with planned improvements by the University of Maryland and Mosaic at Turtle Creek.**
3. **Sidewalk improvements, internal pedestrian connections, connectivity with adjacent properties, and other pedestrian-oriented development and transit-oriented development features shall be evaluated at the time of preliminary plan and detailed site plan.**
4. **The detailed site plan shall show the following:**
 - a. **The building shall feature vertical mixing of uses with residential space in the upper stories above ground-floor retail oriented towards the public streets.**
 - b. **Parking shall be primarily provided in a parking garage. The building shall be designed to minimize the visibility of the garage through screening and attractive design of the garage façade.**
 - c. **The façades of the building shall utilize high-quality building materials such as brick, stone, and stucco.**
 - d. **The floor plans shall feature closed corridor design and shall not provide for open corridors or breezeways.**

3. **Environmental**—The 2.66-acre site is located in the southwest quadrant of Campus Drive and Mowatt Lane. A review of the available information indicates that there are no streams, wetlands, 100-year floodplain, areas of severe slopes, and areas of steep slopes on highly erodible soils on the site. There are no Marlboro clays found on the site. There are no traffic-generated noise sources nearby. The soils found to occur on the site, according to the *Prince George's County Soil Survey*, are in the Matapeake and Matawan series. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. There are no designated scenic or historic roads adjacent to this property. The site is in the Northeast Branch watershed of the Anacostia River Basin. This property is located in the Developed Tier as delineated on the adopted General Plan.

Master Plan Conformance

The subject property is located within the *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity and Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67*. There are no specific environmental recommendations or design standards that require review for conformance. The environmental requirements for woodland conservation, stormwater management, and noise are addressed in the environmental review section below.

Countywide Green Infrastructure Plan Conformance

The southern part of the site contains a network gap within the *Approved Countywide Green Infrastructure Plan*. Network gaps are areas where efforts to connect regulated and evaluation areas should be considered. Because the site is partially disconnected from the network because of existing parking and dwelling units to the south, it will not be possible to establish an effective connection on this site.

Comment: No additional information is required with regard to green infrastructure.

Environmental Review

- a. The preliminary plan application has a signed Natural Resources Inventory (NRI/031/09), dated December 12, 2009 that was included with the application package. The site does not contain any regulated features. The existing site information is correctly shown on the NRI and the associated plans.

Comment: No additional information is required with regard to the NRI.

- b. This property is exempt from the requirements of the Prince George's County Woodland Conservation Ordinance because it contains less than 10,000 square feet of woodland on-site. A standard letter of exemption for this site was issued on December 20, 2009. A Type I tree conservation plan is not required at this time.

Comment: No additional information is required with regard to woodland conservation.

- c. Copies of the approved stormwater management concept letter and associated plan were submitted with this application. The concept plan shows a proposed infiltration trench along the western boundary of the property. The site was also approved for a fee-in-lieu for on-site water quality/quantity control.

Comment: No additional information is required with regard to stormwater management.

Water and Sewer Categories

The 2008 Water and Sewer Plan designated Parcel 39 in water sewer Category 3. Parcels E, F-1, and 38 are designated in a “dormant” water and sewer Category 3. An active Category 3, obtained through the Administrative Amendment procedure, must be approved before approval of a final plat.

4. **Community Planning**—The property is in Planning Area 66. The 2002 General Plan places the property in the Developed Tier, which envisions a network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhoods. This site is not located within a corridor, as it is outside the one-quarter mile distance from the street center line established for corridors by the General Plan. The distance to the subject property is approximately 1,800 feet (or one-third of a mile) from the centerline of University Boulevard. The subject property is not located in one of the 27 General Plan-designated centers.

While there are concerns about the location of this proposed development because it will not encourage more intense housing and economic development in centers and corridors, it is consistent with the General Plan’s vision for medium- to high-density neighborhoods in the Developed Tier.

The 1989 master plan for Langley Park-College Park-Greenbelt and vicinity recommends medium-suburban land uses for the site, and retained the existing R-55 Zone to reflect the zoning and character of the property that surrounds the site (surrounded by private property in the R-55 Zone and the University property in the R-R Zone). The subject property was rezoned to the M-X-T Zone in 2009, but the proposed development does not conform to the land use recommendation for medium-suburban land uses with a density between 3.6 and 5.7 dwelling units per acre.

The M-X-T Zone places no maximum cap on dwelling unit density. Instead, a range of 0.4 FAR (floor area ratio) to 8.0 FAR is permitted in this zone, with the provision of optional amenities. The applicant proposes amenities (including the provision of residential uses and an outdoor plaza) to raise the maximum permissible FAR to 2.85, with a FAR at build-out set at 2.35.

The 1989 master plan recommends infill development with “residential densities compatible with existing densities to preserve acceptable levels of public facility service, primarily an adequate transportation system (p. 65).” Guideline 6 on page 72 states: “High-density housing should be located only in such a manner as to relate to, and maximize convenience to, public and private service facilities for the greatest number of people in the area, and only where designated in the Plan.” Guideline 8 on the same page states: “Multifamily development should have direct access to arterial or collector roads and should not have primary access through single-family residential streets.” The proposed development program does not appear to be inconsistent with these guidelines.

The 2002 General Plan outlines a number of goals for the Developed Tier, three of which are of particular relevance to this application: strengthen existing neighborhoods, encourage appropriate infill, and encourage more intense, high-quality housing and economic development in centers and corridors. Since this proposal is not located in a center or corridor, there are some concerns with regard to compatibility that should be addressed at the time of detailed site plan review.

Based upon previous meetings with the applicant and review of the recommendations of the relevant plans at the time of the rezoning application, it appears that the proposed development will maximize convenience to the public and private facilities and amenities offered by the

proximity of the University of Maryland, and is not inconsistent with the existing development character and intensities of the university.

Other Comments

Staff notes that the subject property is within 1,800 feet of an intersection of two streets classified by the Countywide Master Plan of Transportation (MPOT) as arterial roadways. The subject property is also in proximity to several existing bus transit stops. In addition, per the Maryland Transit Authority's Locally Preferred Alternative (LPA), the Purple Line is proposed to be located within a quarter-mile to the northwest of the site. The proximity of several transit options offers flexibility to future residents and users of the development on the subject property.

It is unclear if the proposed right-of-way (ROW) dedication will be sufficient, particularly along Mowatt Lane. The submitted site plan drawing indicates an 80-foot ROW for this segment, but the Countywide Master Plan of Transportation specifies a range of between 80 and 100 feet. Staff defers to the Transportation Planning Section for additional comments on this topic.

The following guidelines on pages 72–73 of the 1989 master plan are pertinent to the review of this proposal:

- 6. High-density housing should be located only in such a manner as to relate to, and maximize convenience to, public and private service facilities for the greatest number of people in the area, and only where designated in the Plan. Sufficient space should be available for the provision of new or expanded supporting facilities in proportion to the expected population increase.**
 - 7. The site planning of apartment projects should provide adequate open space at the perimeter to serve as a buffer between the project and adjacent lower density residential development.**
 - 8. Multifamily development should have direct access to arterial or collector roads and should not have primary access through single-family residential streets.**
 - 15. Future apartment development should be located within walking distance (usually a 1,500-foot radius) of public transportation access points.**
5. **Parks and Recreation**—The staff of the Department of Parks and Recreation (DPR) has reviewed the above-referenced preliminary plan application. Their review considered the recommendations of the 1989 approved master plan and for Langley Park-College Park-Greenbelt and vicinity, the Land Preservation and Recreation Program for Prince George's County, current zoning and subdivision regulations, and existing conditions within the vicinity of the proposed development.

Background

The applicant is proposing a subdivision that comprises combining four parcels of land, 2.66 acres in size, into one building lot. The proposed use will be a mixed-use multifamily and retail development, all within one building. The subject property is bordered to the north and east by the University of Maryland at College Park. Located to the west of the subject property is the existing University United Methodist Church, and directly to the south is an existing Potomac Electric Power Company (PEPCO) substation. The existing parcels are undeveloped, except for one residential house which will be demolished.

The subject property is not adjacent to existing Maryland-National Capital Park and Planning Commission (M-NCPPC)-owned property. The surrounding parks and recreation facilities in the area include:

- Northwest Branch Stream Valley Park—approximately one-half mile to the west.
- University Hills Neighborhood Park—approximately one-half mile to the west.

The master plan has provided specific guidelines for parks and recreation and the following goals and objectives:

Goals:

- **To provide parks, recreation facilities and programs to respond to the needs of residents and employees of the Planning Areas.**
- **To develop facilities that are functional, safe and sensitive to the surrounding environment.**
- **To protect and conserve public open space and natural resources.**

Objectives:

- **To establish priorities for acquisition and development of parkland within the Planning Area based on need, interest and the availability of resources.**
- **To maximize accessibility to park facilities.**
- **To encourage joint efforts between the various public agencies in the County and private groups which can result in the provision of additional parks and recreation facilities.**
- **To utilize alternative methods of park acquisition and facility development such as donation, mandatory dedication within subdivisions, and the conversion of surplus government property to parkland.**

Analysis

The applicant is proposing up to 275 multifamily units, which will generate a population of 660 persons, at a density of 104 units per acre. The housing units are not intended to be student housing. One of the goals of the 2002 General Plan, Public Facilities, Infrastructure Elements states that public facilities are to be established in the locations needed to serve existing and future county residents. The provisioning of public facilities is an important component of strong, safe, and vibrant communities. It further states, that facilities such as parks are essential to establishing more livable communities.

Section 24-134 of the Subdivision Regulations requires mandatory dedication of parkland for all residential development at the time of preliminary plan approval. Based on the density of the development, the subject property is required to dedicate 15 percent of the land area or (0.40 acre) for public parklands. The subject property is not adjacent or contiguous to any property currently owned by M-NCPPC. The 0.40 acre of dedicated land required would not be sufficient to provide for active recreational activities that are needed for the existing community and neighborhood. A second option, per Section 24-135(a) of the Subdivision Regulations, is to require a fee-in-lieu

payment for the mandatory dedication of parkland. The fee-in-lieu would be equal to five percent of the new market value of the land.

Private Recreational Facilities

The applicant is proposing a third option of providing private recreational facilities in order to satisfy the mandatory dedication requirements per Section 24-135(b) of the Subdivision Regulations. The evaluation criteria for private recreational facilities are based on the following requirements:

- a. The private recreation facilities will be superior, or equivalent, to those that would have been provided under the provisions of mandatory parkland dedication.
- b. The facilities will be properly developed and maintained to the benefits of future residents through covenants, a recreational facilities agreement, or other appropriate means.

With the previous Conceptual Site Plan (CSP -09002) submission for the development, the applicant proffered a resort-style amenity package to meet the requirements for private recreational facilities. Amenities proposed were:

- Ground Floor Clubhouse and Leasing Center (4,000–5000 square feet)
- Main Courtyard with Outdoor Swimming Pool
- Indoor Fitness Center
- Multiple Outdoor Courtyards
- Premier Fitness Club

The applicant did not propose any active outdoor recreational facilities such as walkable fitness trails or connectors, tennis courts, multiuse courts or multi-age playgrounds. No additional information on the private recreation facilities has been submitted with the preliminary plan application. The applicant will be required to execute a recreation facilities agreement with the Development Review Division (M-NCPPC) to ensure that the private recreational facilities are built in accordance to the approved plans; however, DPR is concerned that the proposed recreational facilities will remain and be maintained in an appropriate fashion. Since the dwelling units are proposed to be rental apartments, there are no covenants or mechanisms in place to ensure the longevity of the facilities or the proper maintenance and upkeep of each facility.

Findings

The plan proposal, as submitted, is termed by the applicant as a dynamic resort-style amenity package; however, DPR does not find that the private recreational facilities proposed will be superior or equivalent to those that would have been provided under the provisions of mandatory parkland dedication. DPR has determined that outdoor recreational goals and programming components have not been addressed in the applicant’s proposal. The proposed plan provides few opportunities for active outdoor recreation. While the applicant has proposed outdoor recreational activities, such as courtyards, grilling areas, an outdoor fireplace, and seating areas, there are no year-round, outdoor active recreational activities proposed. The outdoor pool proposed will only offer active recreational opportunities for one season. It should also be noted that all of the recreational facilities provided are for the benefit of residents within the development and will not be shared with the local community or afford residents the opportunity to interact with other residents of the community.

6. **Trails**—Staff reviewed this proposal for conformance with the Approved Countywide Master Plan of Transportation (MPOT) and the approved Langley Park-College Park-Greenbelt and Vicinity master plan (area master plan).

Area Master Plan and MPOT Recommendations

The subject property lies within Planning Area 66, as described in the area master plan. The plan does not contain any specific master-plan trail types for Campus Drive or Mowatt Lane. However, the area master plan noted that infill development should have residential densities compatible with existing densities to preserve acceptable levels of public facility service, primarily an adequate transportation system, page 65. The plan’s guidelines on high-density housing stressed that direct access to transportation access points was needed. High-density residential housing is proposed in the subject application, and it appears from the application that this proposal will have direct access to roads, sidewalks, and transit.

Property Description

The property is located at the southwest corner of Campus Drive and Mowatt Lane at the entrance to the University of Maryland. The property is surrounded by a University of Maryland parking facility across Campus Drive, a PEPCO substation to the south, the University of Maryland campus to the east across Mowatt Lane, and the University United Methodist Church property to the west.

There is a Shuttle UM bus stop directly across from the site on Mowatt Lane. There are also other bus stops within a half-mile radius of the subject property on Adelphi Road. The subject property lies within 1.3 miles of the College Park Metro Station and within two miles of the Prince George’s Plaza Metro Station. The proposed Purple Line light rail transit facility currently being planned by the State of Maryland would be constructed very close to the subject site along Campus Drive near Adelphi Road.

Campus Drive and Mowatt Lane (both identified in the MPOT as C-203) are master-planned collector roads. Mowatt Lane is identified as a connection for Guilford Road. Campus Drive has sidewalks on both sides, while Mowatt Lane only has a sidewalk on the side adjacent to the University. Both Campus Drive and Mowatt Lane are recommended in the MPOT for widening to between 80 and 100 feet, with each having four lanes.

Evaluation of the Preliminary Plan for the MXT Zone

The applicant rezoned its property from the R-55 Zone to the M-X-T Zone to allow the development of a mixed-use building with approximately 261,000 square feet of residential use and 11,000 square feet of nonresidential use. The FAR will be 2.35. The retail commercial uses will be located on the lower level of the apartments. The parking will be behind the retail façade and one level below.

The applicant is proposing road dedication sufficient to meet the master-plan right-of-way recommendation for an 80-foot-wide right-of-way on both roads. The applicant is not proposing to widen the roads, but they are proposing to improve Mowatt Lane with a center median and a small separator island at the traffic circle, or “mini-roundabout.” This roundabout currently has pedestrian crossings marked on all four quadrants.

The subject preliminary plan must further the purposes of the M-X-T Zone, found in Section 27-542 of the Zoning Ordinance. To do this, the applicant proposes a multistory development in the vicinity of a major intersection and transit stops. The proposal will promote the effective and optimum use of existing and proposed transit and other major transportation systems, and

facilitate and encourage a 24-hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area.

The preliminary plan must show the locations of sidewalks per Section 24-123 of the Subdivision Regulations. The applicant proposes “streetscape” area for wide sidewalks along Mowatt Lane and Campus Drive. The area is a 25-foot-wide streetscape along Mowatt Lane and a 35-foot-wide streetscape along Campus drive. The proposed width of the sidewalk is not shown on the preliminary plan. Staff assumes that the streetscape area will be for streetscape elements such as street lights, sidewalks, etc.

The applicant has proposed that the clubhouse and residential entrance will front on the intersection. There will probably be many pedestrians and bicycle traffic in this area and on the local sidewalks.

The conceptual site plan indicates where the sidewalks will be located and their proposed widths, and the approximate locations of buildings, parking, and streets.

These locations appear to be adequate for the proposed use. The sidewalks proposed on the conceptual site plan are to be a minimum 14 feet wide on Campus Drive. The landscape plan indicates that the Mowatt Lane sidewalk will be ten feet wide.

A sidewalk ramp is proposed on the preliminary plan on Mowatt Lane near Campus Drive. This sidewalk ramp is near the traffic circle at Campus Drive and it appears to be in its current location. This curb ramp is more perpendicular to the traffic circle than it is diagonal. It is proposed to be five feet wide on the plan.

A curb ramp should be provided on Campus Drive at the location of the existing crossing.

Traffic circles can significantly complicate travel for people with vision and cognitive impairments so it is important to plan for busy times of the day. Motorists exiting the roundabout are often not required to yield to pedestrians. The existing traffic circle has this feature. There are no yield markings in the pavement or signage that alerts drivers to pedestrians using the crosswalk. The U.S. Department of Transportation has developed an informational guide on roundabout design, and pedestrian crossing considerations are contained in that document. One of these considerations is for word or symbol markings that supplement signage or markings. The existing roundabout at Campus Drive and Mowatt Lane could be improved with these markings. This typically consists of the word “YIELD” painted on the entrance to the roundabout immediately prior to the yield signs. Lane control markings, approach markings, and pedestrian crosswalk markings should be improved at this roundabout and shown on the conceptual and detailed site plans. The existing zebra crosswalk markings are sufficient and are less likely to be confused with the yield line than a transverse crosswalk. If this crosswalk is moved for the subject application, zebra striping should be utilized.

This is a particular problem with designs where exiting design speed is increased. If properly designed, the crosswalk locations are set back from the intersection to enhance pedestrian visibility and to prevent drivers from stopping at the entrance of the roundabout. This design has safety benefits for most pedestrians at the entering leg because vehicles are required to yield to vehicles in the roundabout. Pedestrians crossing the existing leg may be at a greater disadvantage because exiting speeds are usually increased. Set-back crosswalks are difficult for people with vision impairments to identify because they are not at the roundabout itself.

Busy roundabouts provide very few gaps long enough to cross. This can be especially problematic and unsafe for pedestrians such as children, elderly with mobility and cognitive impairments, and people with vision impairments.

Pedestrians with vision impairments experience difficulty seizing the right-of-way from exiting drivers due to the lack of pedestrian to driver eye contact.

For persons with vision impairments, vehicles exiting the circle sound the same as motorists continuing around the circle.

Due to the wide turning radii at the corner, pedestrians with vision impairments may fail to identify the intersection.

Roundabouts are confusing for people with cognitive impairments due to the irregular design of the intersection. People with cognitive impairments may not be able to travel independently if these intersections exist in routes that are traveled in order to conduct daily functions and activities.

When a crosswalk is set back from the intersection, pedestrians have to walk longer distances out of their way to cross the street. Some pedestrians will use the most direct route regardless of crosswalk placement.

7. **Transportation**—The subject preliminary plan of subdivision proposes one five-story, mixed-use building with four levels of residential, ground floor retail/parking, and one level of underground parking. This property will provide up to 275 dwelling units and 11,000 square feet of retail to the College Park community. The 2.66-acre property is located at 7720 Mowatt Lane in College Park and has frontage on Mowatt Lane and Campus Drive. The property was rezoned from the R-55 Zone to the M-X-T Zone on July 13, 2009 through Zoning Map Amendment A-10011 for the purpose of providing market-rate luxury rental units and commercial development. The development site is within walking distance of existing and proposed public transportation facilities.

The findings and recommendations contained herein are based on the most recent information obtained from the reviewing agencies, as well as additional traffic analyses that supplement the original October 2009 traffic study submitted by the applicant.

The subject property consists of approximately 2.66 acres of land in the M-X-T Zone. The M-X-T Zone was approved by the Prince George's County District Council in 2009 (A-10011-C). The property is located adjacent to the University of Maryland College Park campus, along the west side of Mowatt Lane and south of its intersection with Campus Drive. The applicant proposes to develop the site with a mix of uses consisting of 11,000 square feet of ground floor commercial retail, and 275 garden/mid-rise residential apartment units in four stories above the retail.

Analysis of Traffic Impacts

The application is a preliminary plan of subdivision for a mix of uses consisting of 275 mid-rise residential apartment units and 11,000 square feet of related commercial retail space. Using trip rates in the "Guidelines for the Analysis of the Traffic Impact of Development Proposals," the proposed development would generate 177 AM (52 inbound and 125 outbound) and 292 PM (169 inbound and 123 outbound) weekday peak-hour vehicle trips. Considering a 60 percent

reduction for commercial retail as outlined in the guidelines, the proposed development is expected to generate 151 AM (36 inbound and 115 outbound) and 210 PM (128 inbound and 82 outbound) new weekday peak-hour vehicle trips. The related zoning map amendment and conceptual site plan application approvals did not include any specific AM or PM trip caps.

The traffic generated by the proposed preliminary plan would impact the following intersections in the transportation system:

- MD 193 with Adelphi Road (signalized)
- Campus Drive with Adelphi Road (signalized)
- Campus Drive with Mowatt Lane (unsignalized roundabout)
- Mowatt Lane/Guilford Drive with US 1 (signalized)
- Campus Drive/Paint Branch Parkway with US 1 (signalized)

The application is supported by a traffic study dated October 2009, provided by the applicant and referred to the Maryland State Highway Administration (SHA) and the County Department of Public Works and Transportation (DPW&T). Comments from DPW&T and SHA have been received. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the guidelines.

The subject property is located within the Developed Tier, as defined in the *Prince George's County Approved General Plan*. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level-of-Service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Regulations, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the guidelines.

Unsignalized intersections: *The Highway Capacity Manual* procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

The following critical intersections, interchanges, and links identified above, when analyzed with existing traffic using counts taken in June 2009 and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 193 with Adelphi Road	974	1,163	A
Campus Drive with Adelphi Road	982	1,092	A	B
Mowatt Lane/Guilford Drive with US 1	719	831	A	A
Campus Drive/Paint Branch Parkway with US 1	1,043	1,232	B	C
Campus Drive with Mowatt Lane (single Lane roundabout)	8.5*	9.7*	A	A
Campus Drive with Valley Drive and proposed site access	39.2*	43.4*	E	E
*In analyzing unsignalized intersections, or roundabout average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

None of the critical intersections identified above are programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program. Background traffic has been developed for the study area using eight approved developments in the area and 1.5 percent annual growth rate in through traffic for three years along all major routes. Per staff request, the submitted traffic study has included the traffic expected to be generated by the proposed East Campus development in the background traffic, even though the submitted detailed site plan application for this site is on hold at this time. The reason for requiring the inclusion of the traffic anticipated by the East Campus development is due to the Planning Department determination in 2008 that the East Campus project is deemed eligible for exemption from filing a preliminary plan of subdivision pursuant to Section 24-107(c)(7)(D). This determination provides the East Campus site with similar vested development rights that any other recorded lot within the study area would have and therefore, should be included in the background development.

The critical intersections, when analyzed with background traffic and existing lane configurations, operate as follows:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 193 with Adelphi Road	1,014	1,226	B
Campus Drive with Adelphi Road	1,022	1,117	B	B
Mowatt Lane/Guilford Drive with US 1	819	961	A	A
Campus Drive/Paint Branch Parkway with US 1	1,185	1,491	C	E
Campus Drive with Mowatt Lane (single Lane roundabout)	9.7*	10.4*	A	B
Campus Drive with Valley Drive and proposed site access	51.9*	67.5*	F	F
*In analyzing unsignalized intersections, or roundabout average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

The following critical intersections, interchanges, and links identified above, when analyzed with the programmed improvements and total future traffic as developed using the guidelines, including the site trip generation as described above and the distribution as described in the traffic study, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 193 with Adelphi Road	1024	1252	B
Campus Drive with Adelphi Road	1065	1152	B	C
Mowatt Lane/Guilford Drive with US 1	839	1007	A	B
Campus Drive/Paint Branch Parkway with US 1	1258	1714	C	F
Campus Drive with Mowatt Lane (single Lane roundabout)	11.3*	12.4*	B	B
Campus Drive with Valley Drive and proposed site access	77.9*	150.6*	F	F
*In analyzing unsignalized intersections, or roundabout average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

It is found that one of the critical intersections operates unacceptably under existing, background, and total traffic in both peak hours, while one of the proposed site access driveways, adjacent to Valley Drive and along Campus Drive, would degrade to unacceptable levels in both peak hours under background and total traffic. The recommendations are summarized below.

Campus Drive/Paint Branch Parkway with US 1—The signalized intersection of Campus Drive/Paint Branch Parkway with US 1 operates unacceptably and well below LOS E

(CLV of 1714) under total traffic in the PM peak hour. In response to this inadequacy, the traffic study concludes that provision of double left-turn lanes, two through lanes, and two exclusive right-turn lanes along the Paint Branch Parkway approach at this intersection, if constructed per DPW&T standards, would be adequate to mitigate as least 150 percent of site-generated trips during the PM peak hour, as required by Section 24-124(a)(6)(B)(i) of the Subdivision Regulations. During the PM peak hour, the site adds 4 CLV units to this intersection, and the improvement mitigates 41 CLV units (the intersection operates acceptably during the AM peak hour). The provision of this improvement is made necessary with the inclusion of all background development, including the vested trips associated with the East Campus site. It is important to note that as part of any future detailed site plan application approval for East Campus, staff recommendations should include the provision of similar lane configurations at this location. The proposed mitigation at this location was reviewed by DPW&T and SHA, and neither agency had any issue, except for provision of funding with the recommended improvements. Therefore, this mitigation action is determined to be acceptable.

Campus Drive with Valley Dr and proposed site access—The traffic study notes that under background and total traffic, this intersection operates below the LOS E standard. The traffic study does not propose signalization as a way to improve the expected level-of-service because the intersection is less than 200 feet west of the existing roundabout. Instead, the traffic study proposes limiting access to the subject site to right-in/right-out operations and reconfiguring Valley Drive to also function as right-in/right-out and not as a full access driveway. Either signalization or access limitations at this location are sufficient to alleviate the reported inadequacy. Because either action would be operational in nature, however, the measure to be provided must be acceptable to both the University of Maryland and DPW&T.

The plan shows adequate dedication for Campus Drive and Mowatt Lane of a minimum of 40 feet from centerline, as required by the approved master plans.

Transportation Conclusions

Based on the preceding findings, the plan conforms to the required findings for approval of the preliminary plan of subdivision pursuant to Section 24-124 of the Subdivision Regulations if the application is approved with conditions.

- 8. **Schools**—The proposed development has been reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and County Council Resolution CR-23-2003 and concluded the following:

Impact on Affected Public School Clusters

Affected School Clusters #	Elementary School Cluster 7	Middle School Cluster 4	High School Cluster 4
Dwelling Units	275 MF-DU	275 MF-DU	275MF-DU
Pupil Yield Factor	.04	.03	.03
Subdivision Enrollment	11	8	8
Actual Enrollment	32,508	9,899	16,049
Total Enrollment	32,519	9,907	16,057
State Rated Capacity	39,039	11,571	16,314
Percent Capacity	83.2%	85.6%	98.4%

Source: Prince George’s County Planning Department, M-NCPPC, January 2007

County Council Bill CB-31-2003 established a school facilities surcharge in the amounts of: \$7,000 per dwelling if a building is located between I-95/495 and the District of Columbia; \$7,000 per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$12,000 per dwelling for all other buildings. County Council Bill CB-31-2003 allows for these surcharges to be adjusted for inflation and the current amounts are \$8,120 and \$ 13,921 to be paid at the time of issuance of each building permit.

The school facilities surcharge may be used for the construction of additional or expanded school facilities and renovations to existing school buildings or other systemic changes.

Nonresidential

The preliminary plan has been reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the *Adequate Public Facilities Regulations for Schools* (CR-23-2001 and CR-38-2002) and concluded that the nonresidential use portion of the preliminary plan is exempt from a review for schools.

- 9. **Fire and Rescue Service**—The subject subdivision plan has been reviewed for the adequacy of fire and rescue services in accordance with Section 24-122.01(a)(2), Section 24-122.01(d), and Section 24-122.01(e)(1)(B) through (E) of the Subdivision Regulations.

Special Projects staff has determined that this preliminary plan is within the seven-minute required response time for the first due fire station using the *Seven-Minute Travel Times and Fire Station Locations Map* provided by the Prince George’s County Fire/EMS Department.

Fire/EMS Company #	Fire/EMS Station Name	Address
12	College Park	8115 Baltimore Avenue

Pursuant to CR-69-2006, the Prince George’s County Council and the County Executive temporarily suspended the provisions of Section 24-122.01(e)(1)(A) and (B) regarding sworn fire and rescue personnel staffing levels.

The Fire/EMS Chief has reported that the Fire/EMS Department has adequate equipment to meet the standards stated in CB-56-2005.

The above findings are in conformance with the 2008 *Approved Public Safety Facilities Master Plan* and the “Guidelines for the Analysis of Development Impacts on Fire and Rescue Facilities.”

Nonresidential

This portion of the subdivision has been reviewed for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(B) through (E) of the Subdivision Regulations.

Fire/EMS Company #	Fire/EMS Station Name	Service	Address	Actual Travel Time (minutes)	Travel Time Guideline (minutes)	Within/Beyond
12	College Park	Engine	8115 Baltimore Ave.	2.00	3.25	Within
12	College Park	Ladder Truck	8115 Baltimore Ave.	2.00	4.25	Within
12	College Park	Paramedic	8115 Baltimore Ave.	2.00	4.25	Within
12	College Park	Ambulance	8115 Baltimore Ave.	2.00	7.25	Within

10. **Police Facilities**—The subject property is located in Police District I, Hyattsville.

The response time standard is ten minutes for emergency calls and 25 minutes for nonemergency calls. The times are based on a rolling average for the preceding 12 months. The preliminary plan was accepted for processing by the Planning Department on April 8, 2010.

Reporting Cycle	Previous 12 Month Cycle	Emergency Calls	Nonemergency Calls
Cycle 1	4/2009-3/2010	8 minutes	8 minutes
Cycle 2			
Cycle 3			

The response time standards of ten minutes for emergency calls and 25 minutes for nonemergency calls were met April 21, 2010. The Police Chief has reported that the Police Department has adequate equipment to meet the standards stated in CB-56-2005. Pursuant to CR-69-2006, the Prince George’s County Council and the County Executive temporarily suspended the provisions of Section 24-122.01(e)(1)(A) and (B) regarding sworn police personnel staffing levels.

Nonresidential

This portion of the proposed development is within the service area of Police District I, Hyattsville. There is 267,660 square feet of space in all of the facilities used by the Prince George’s County Police Department. As of July 1, 2009, the U.S. Census Bureau county population estimate is 834,856. Using 141 square feet per 1,000 residents, it calculates to 117,672 square feet of space for police. The current amount of space exceeds the guideline of 267,660 square feet.

11. **Capital Improvement Program (CIP)**—There are no CIP projects for public safety facilities proposed in the vicinity of the subject site.

The above findings are in conformance with the 2008 *Approved Public Safety Facilities Master Plan* and the “Guidelines for the Analysis of Development Impacts on Fire and Rescue Facilities.”

12. **Health Department**—The Prince George’s County Health Department reviewed the subject application and stated that a raze permit should be obtained through the Department of Environmental Resources (DER) prior to the removal of the existing house. Any hazardous materials located in the structure must be removed and properly stored or discarded prior to the structure being razed.
13. **Stormwater Management**—The Department of Environmental Resources, Development Services Division, approved a Stormwater Management Concept Plan (32124-2009-00) for the proposed development on December 10, 2009. Development must be in accordance with this approved plan, or any approved revision thereto.
14. **Cemeteries**—There are no known cemeteries on or near the subject property.
15. **Historic Preservation**—A Phase I archeological survey is not recommended for the proposed subdivision located at 7720 Mowatt Lane in College Park, Maryland. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low.

However, Section 106 review may require archeological survey for state or federal agencies. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties, to include archeological sites. This review is required when state or federal monies, or federal permits are required for a project.

16. **Public Utility Easement**—A ten-foot public utility easement (PUE) is provided along the frontage of the property along Campus Drive. The applicant is not proposing a PUE along Mowatt Lane because there are a number of existing utilities along Mowatt Lane. The applicant has sought approval from various utility companies to forego providing a ten-foot PUE along Mowatt Lane. At the present time, only Verizon and Washington Gas have agreed to the applicant’s request. At the time of detailed site plan it should be determined if a PUE is appropriate based on approvals from the utility companies.
17. **Urban Design**—The subject preliminary plan of subdivision proposes one five-story, mixed-use building with four levels of residential, ground floor retail/parking, and one level of underground parking. This property will provide up to 275 dwelling units and 11,000 square feet of retail to the College Park community. The 2.66-acre property is located at 7720 Mowatt Lane in College Park and has frontage on Mowatt Lane and Campus Drive. The property was rezoned from the R-55 Zone to the M-X-T Zone on July 13, 2009 through Zoning Map Amendment A-10011 for the purpose of providing market-rate luxury rental units and commercial development. The development site is within walking distance of existing and proposed public transportation facilities.

Previous Conditions of Approval

- a. Zoning Map Amendment A-10011 rezoned the property to the M-X-T Zone by District Council order on July 13, 2009. The conditions of approval which pertain to the preliminary plan and the future submission of a detailed site plan are as follows:

1. **The Preliminary Plan shall dedicate the required right-of-way for Campus Drive and Mowatt Lane.**

Comment: Right-of-way dedication is depicted on the preliminary plan.

3. **Sidewalk improvements, internal pedestrian connections, connectivity with adjacent properties, and other pedestrian-oriented development and transit-oriented development features shall be evaluated at the time of preliminary plan and detailed site plan.**

Comment: Thirty-five feet for streetscape improvements is delineated along Campus Drive and 25 feet for streetscape improvements is shown along Mowatt Lane. Detailed design review of streetscape improvements will occur at the time of detailed site plan.

4. **The detailed site plan shall show the following:**
 - a. **The building shall feature vertical mixing of uses with residential space in the upper stories above ground floor retail oriented towards the public streets.**
 - b. **Parking shall be primarily provided in a parking garage. The building shall be designed to minimize the visibility of the garage through screening and attractive design of the garage façade.**
 - c. **The façades of the building shall utilize high quality building materials such as brick, stone, and stucco.**
 - d. **The floor plans shall feature closed corridor design and shall not provide for open corridors or breezeways.**

Comment: The public streets in this application are Campus Drive and Mowatt Lane. Retail was envisioned oriented towards Campus Drive and Mowatt Lane. Further review of the application's conformance with this condition will occur at the time of detailed site plan.

Conformance with the Prince George's County Landscape Manual

- b. Per Section 27-548 of the Zoning Ordinance, landscaping, screening, and buffering within the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Conformance with additional screening and buffering requirements should be determined when a more detailed plan of development is submitted for review.
- c. For the purposes of Section 4.7 of the Landscape Manual, Buffering Incompatible Uses, the mixed-use building will be considered a high-impact use. The adjacent church site is considered a medium-impact use. A Type B bufferyard, including a minimum building setback of 30 feet and a minimum landscaped yard of 20 feet, is required between the two sites.

- d. Section 4.1(g), Residential Requirements, requires that multifamily dwellings provide one major shade tree per 1,600 square feet or fraction of green area provided. The site's conformance with the requirements of the Landscape Manual will be reviewed at the time of detailed site plan.

Other Design Issues

- e. According to the order of approvals, a conceptual site plan must be approved by the Planning Board before the preliminary plan of subdivision can be approved. On June 3, 2010, CSP-09002 was approved for the subject property with two conditions. The preliminary plan must be in conformance with the approved conceptual site plan.
- f. The outdoor plazas, as shown to meet the increase in FAR, are insufficient. Bonus density credits for public benefit features will be determined at the time of detailed site plan. The Urban Design Section recommends that the highest quality building materials and design be considered in the plaza designs to receive maximum bonus density credits at the time of detailed site plan. Additionally, all plazas or rooftop activities must be public in nature to receive any bonus density credits.
- g. The M-X-T Zone encourages a true mix of land uses in proximity to public transit facilities. Three of the purposes of the zone specifically relate to providing a mix of land uses for the vitality of the zone. Section 27-542, Purposes, reads:
 - (4) **To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;**
 - (5) **To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;**
 - (6) **To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;**

The preliminary plan proposes one mixed-use building with ground-level retail development and four levels of residential/condo development above. The total proposed square footage is 272,000 square feet, of which only 11,000 square feet is retail. The retail component is approximately four percent of the development proposal as a whole. If the ground floor is approximately 45,000 square feet, then less than one-quarter of the ground floor is dedicated to retail development. It is unclear in this application if the development, as proposed, could accommodate a mix of retail offerings within the 11,000 square feet allotted.

In order to encourage an active 24-hour environment, a mix of land uses is recommended, including a mix of retail. People combined with a mix of uses and well-designed public spaces activate the streetscape. The retail proposal in the preliminary plan is modest, and potentially too modest to achieve an active and vibrant mixed-use development.

18. **City of College Park**—In a letter dated June 1, 2010 (Schum to Parker), the City of College Park acknowledged a vote of 8-0-0 for approval of the subject application (4-09039) on May 25, 2010. College Park City Council voted to approve the subject application with conditions.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. The applicant and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of \$210 to the Department of Public Works and Transportation (DPW&T) for the placement of "Share the Road" bikeway signage. A note shall be placed on the final plat for payment to be received prior to the issuance of the first building permit.
2. At the time of detailed site plan, conceptual bicycle parking locations should be evaluated.
3. Prior to approval of the final plat, the following note shall be placed on the plat:

"Development of this site shall be in conformance with Stormwater Management Concept Plan 32124-2009-00."
4. At the time of final plat, the applicant shall dedicate a ten-foot public utility easement (PUE) along Campus Drive as delineated on the approved preliminary plan of subdivision. The applicant shall dedicate a ten-foot PUE along Mowatt Lane, if determined to be appropriate or necessary at the time of detailed site plan.
5. In coordination with the University of Maryland's plans for improvement and subject to approval by the Department of Public Works and Transportation and the University of Maryland, the applicant shall revise the Mowatt Lane section along its property frontage (to the centerline of the road) as follows:

12-foot planting lawn for foundation plantings
Eight-foot sidewalk
Five-foot planting lawn for street trees
Five-foot bike lane
Ten-foot travel lane
Ten-foot median
6. Subject to approval by the University of Maryland, the applicant shall provide a left-turn lane, with sufficient stacking area, into the subject property from Mowatt Lane. The left-turn lane can be "carved-out" of the median.
7. Should a new access road be constructed immediately to the west of the Domain College Park property, the applicant shall remove its Campus Drive curb cut and gain access to the proposed parking garage on the property from the new road, subject to approval of the entity with jurisdiction over the new access road.
8. Subject to approval by the Department of Public Works and Transportation and the University of Maryland, the applicant shall revise the section for Campus Drive along the subject property's frontage to reflect a relocated access drive for the University's surface parking lot, a tree-planted median, and left-turn lanes into the subject property and the University's surface parking lot.

9. Prior to the issuance of a building permit, the applicant shall provide full financial assurance in the form of a bond with, and in an amount acceptable to, the Prince George's County Department of Public Works and Transportation, for the above-referenced Campus Drive and Mowatt Lane improvements. The Campus Drive and Mowatt Lane improvements shall be constructed prior to the issuance of a building permit. If at the time of building permit the final Purple Line alignment has not been determined, the applicant may delay bonding and construction of the tree-planted median on Campus Drive until such time as the location of the Purple Line is finally determined. If the Purple Line is finally determined to be located along Campus Drive in front of the property, then the applicant shall not be required to bond or construct the tree-planted median.
10. Prior to the approval of a detailed site plan, the applicant shall provide a recreational facility list with verified cost information for review and approval by the City of College Park and M-NCPPC.
11. Total development within the subject property shall be limited to 275 mid-rise residential apartment units and 11,000 square feet of related commercial retail space, or equivalent development with approved uses which generate no more than 151 AM (36 inbound and 115 outbound) and 210 PM (128 inbound and 82 outbound) new weekday peak-hour vehicle trips. Any development generating a traffic impact greater than identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
12. At the time of detailed site plan review, the applicant shall comply with Zoning Ordinance No. 12-2009.