

RESOLUTION

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

WHEREAS, the applicant, Brandywine MD Discovery District, LLC, submitted an application for approval of a detailed site plan; and

WHEREAS, pursuant to Section 27-1903(c) of the Zoning Ordinance, development proposals of any type may choose to be reviewed and approved under the requirements of the prior Zoning Ordinance; and

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

WHEREAS, in consideration of evidence presented at a public hearing on June 22, 2023, regarding Detailed Site Plan DSP-22024 for Discovery District, the Planning Board finds:

- Request:** The detailed site plan (DSP) approves two mixed-use buildings with approximately 286,390 square feet of office space and 28,626 square feet of commercial retail space.
- Development Data Summary:**

	EXISTING	EVALUATED
Zone(s)	M-U-I/D-D-O	M-U-I/D-D-O
Use(s)	Parking Lot/Institutional	(proposed) Office/Commercial Retail
Gross Tract Acreage	11.87	11.87
Lots	0	0
Parcels	8	8
Square Footage / Gross Floor Area	27,316 sq. ft.	315,016 sq. ft. Total 286,390 sq. ft. office 28,626 sq. ft. commercial retail
Dwelling Units	0	0

Other Development Data

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

	Requirement	Evaluated
Total Parking Required	483	331*
On-site standard spaces (9.0 feet x 18 feet)	-	331**
Compact parking (9 feet by 16.5 feet)	-	-
Handicap Accessible	11	11
Handicap Van-accessible	1	1

Note: *The application approves a modification from the parking requirement, which is discussed in detail in Finding 7.

**The applicable Development District Overlay (D-D-O) Zone does not have a standard for required parking space size. The DSP approves a parking space size of 9 feet by 18 feet, instead of the standard 9.5 feet by 19 feet required by Section 27-558(a) of the prior Prince George's County Zoning Ordinance. A departure was approved from this requirement, per Section 27-548.25(e) of the prior Zoning Ordinance, which does not require separate applications for such departures, but requires that the Prince George's County Planning Board find that the departure conforms to all the applicable development district standards. The reduced size of the parking spaces will contribute to the development district's vision of pedestrian-friendly, concentrated, mixed-use development in this area. Therefore, the Planning Board approved this departure.

Bicycle Spaces per the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*

Required (1 space per 3 parking spaces)	161
Provided	164
Interior	108

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

Office	3 spaces (12 feet x 33 feet)
Commercial Retail	2 space (12 feet x 33 feet)

Note: ***The 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (sector plan) and the applicable D-D-O Zone do not have a standard for required loading spaces. Therefore, per the Mixed Use-Infill (M-U-I) Zone regulations,

when a mix of residential and commercial uses will be located on a single parcel, the site plan shall set out the regulations to be followed. The subject site plan approves five loading spaces, in accordance with the requirements of Section 27-582(a), which lists the following requirement:

- Office Building or Office Building Complex: One space per 10,000 to 100,000 square feet of gross floor area (GFA), plus one for each additional 100,000 square feet of GFA (or fraction).
- Retail Sales and Service (per store): One space per 2,000 to 10,000 square feet of GFA, plus one space per 10,000 to 100,000 square feet of GFA.

The loading space for commercial retail space is provided inside Building 1. No height for the loading space access door was provided. Therefore, a condition has been included herein, requiring a label of the height of the loading space access door as at least 15 feet, as required per Section 27-578(b) of the prior Zoning Ordinance.

3. **Location:** The subject site is located in the southeast quadrant of the intersection of US 1 (Baltimore Avenue) and Campus Drive, in the M-U-I and D-D-O Zones of the sector plan. Further, it is noted that the property is located in the Walkable Node University Character Area of the D-D-O Zone.

The subject property is in Planning Area 66 and Council District 3, within the City of College Park. Parcels 1 and 2 currently contain an existing parking lot, which will be razed. Parcels 5 and 6 are to retain two University of Maryland (UMD) buildings of 9,599 square feet and 17,717 square feet of institutional uses, respectively, for a total 27,316 square feet of GFA to remain. Parcels 3 and 4 contain existing parking lots to remain; these are anticipated to be developed with future DSPs.

The subject property is also located within the Aviation Policy Area 6 Overlay Zone which regulates the traffic pattern for small general aviation airports, such as the College Park Airport. The applicant submitted a letter from the Maryland Aviation Administration dated April 1, 2023, that states "In accordance with COMAR 11.03.05, and the definitions therein, the proposals are determined not to be obstructions and hazards to air navigation."

4. **Surrounding Uses:** The property is bound to the north and east by Campus Drive, with undeveloped land and the Paint Branch Stream Valley Park in the Local Transit-Oriented Edge (LTO-E) Zone; to the west by US 1 and the UMD campus in the LTO-E Zone; and to the south by Testudo Way, with the Hotel at the University of Maryland in the LTO-E Zone.
5. **Previous Approvals:** On November 29, 2021, the Prince George's County District Council approved Prince George's County Council Resolution CR-136-2021, the Countywide Sectional Map Amendment, which reclassified the subject property from the M-U-I Zone to the LTO-E Zone, effective April 1, 2022. This application was processed under the previous zoning code and D-D-O/M-U-I standards.

The site is subject to Preliminary Plan of Subdivision (PPS) 4-22034 (PGCPB Resolution No. 2023-17), approved on February 16, 2023. This PPS covers 42.91 acres and approved 9 parcels for 915,402 square feet of nonresidential GFA and 353 dwelling units. The PPS was approved subject to 19 conditions. The development approved with this DSP is within the area approved under the PPS, and the lotting pattern with this DSP is consistent with that approved under the PPS. Therefore, a new PPS is not required at this time. The PPS also includes one parcel (known as Parcel 7) which is not included within the limits of this DSP. The property is also subject to Certificate of Adequacy ADQ-2022-013, which was approved on February 6, 2023, subject to eight conditions.

6. **Design Features:** The application approves two mixed-use buildings, with 286,390 square feet of office space and 28,626 square feet of commercial retail uses. The subject property is a corner lot, with principal frontage onto US 1 and secondary frontage onto Campus Drive. Buildings 1 and 2 are oriented inward, creating a public plaza in the space between them. Pedestrian access will be available from both US 1 and Campus Drive. Building 1 is an 8-story building and approximately 120 feet in height. Building 2 is a 4-story building and approximately 72 feet in height. The main pedestrian entrance and lobby are located on the west elevation of Building 1, facing US 1. There is also an additional entrance to the lobby area from the south elevation of Building 1, located internal to the pedestrian courtyard. The provided floor plan shows 12 entry points into Building 1. For Building 2, there are eight access points shown. The majority of the access doors are accented by glass windows and signage over the entrances.

This development will be designed to achieve or exceed National Green Building Standard certification standards required for a silver rating, including solar and ventilation standards and green materials. Other sustainable design features being employed in the project include the use of bioretention facilities to provide environmental site design, to the maximum extent practicable; and manage on-site stormwater runoff.

The main vehicle access to the development is located off Campus Drive, where there is one right-out only entrance and exit available. Campus Drive is also the access point to the loading area. There are several pedestrian access points provided to both Buildings 1 and 2. Frontage improvements will also be provided along Campus Drive, in compliance with the approved PPS 4-22034.

The existing streetscape includes a 16-foot-wide sidewalk zone along the frontage of Testudo Way, a 13-foot-wide sidewalk zone along the frontage of Diamondback Drive, and a 17-foot-wide sidewalk zone along the frontage of Hotel Drive. The subject property fronts the recommended master-planned bicycle lane along US 1. The Maryland State Highway Administration (SHA) is the operating agency and has constructed cycle tracks along portions of the US 1 roadway and are recommended along the property frontage. The sector plan also proposes bicycle lanes along US 1, as an interim facility, until a cycle track is constructed by SHA.

The ground floor of both buildings will contain retail/commercial uses with offices above. Also, on the ground floor are the main entrances and lobby, a fitness center, locker rooms, meeting rooms, a planned university bookstore, an exhibit hall, and restrooms.

The approved development also showcases a unique landmark feature, as required by the sector plan. The landmark feature is described as a modern pavilion. The 3-story pavilion is attached to the front of Building 2 and made up primarily of glass, with a glazing ratio of 88 percent. This design is to spotlight the activity within the pavilion to further accentuate its role as a landmark feature. The location of the pavilion will also draw pedestrians into the interior of the courtyard/public plaza area. The public plaza will serve as a gathering space, complete with outdoor seating, landscaping, and artwork.

The approved application provides five loading spaces. Two spaces will be located internally in Building 1, and three spaces will be located externally at the rear of Building 1. The loading area will be accessed from Campus Drive, and be minimally screened by 13 evergreen trees.

Architecture

The architectural design of the mixed-use buildings is contemporary and modern, with a generally flat roof, and is finished with a mix of materials including metal panels, glass elements, granite veneer, and brick veneer. The materials are arranged in a geometric pattern and provide bands of neutral colors on the building. Building 1 features mostly glass components and metal paneling, and has a maximum glazing ratio of 73 percent, located on the second story. Building 2 features mostly brick veneer and glass components, with a maximum glazing ratio of 88 percent, located on the second story. Emphasis has been given to the variety of materials used on the façades through different volumes, massing, and architectural design elements.

The brick veneer used on Building 2 provides a slight contrast to the modern glass and metal paneling used on Building 1. The change in materials provides additional architectural interest. Brick veneer of lighter and warmer colors, including light tan and dark gray, is used on the majority of the building, while dark grey metal paneling is used along the roofline. Building 2 also includes the mostly glass three-story pavilion.

The windows throughout both buildings are accentuated with either terracotta red metal paneling or light tan brick veneer. Along the ground floor, the building elevations propose large floor-to-ceiling glass windows highlighting the commercial and lobby spaces, in conformance with the requirement in the Walkable Node University Character Area of the D-D-O Zone. This section of the D-D-O Zone also requires a build-to-line of zero feet; the building is set back from US 1 by approximately 70 feet, to accommodate the public plaza and associated amenities. The application approves an amendment for the building setback requirements, as discussed in Finding 7 below.

Recreational Facilities

Per Condition 5 of the approved PPS, “The on-site recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George’s County Planning Department for adequacy and proper siting, in accordance with the Park and Recreation

Facilities Guidelines, with the review of the site plan. Timing for construction shall be determined at the time of site plan review.”

No residential component is approved, as part of this DSP. Future phases will include a residential component in which on-site recreational facilities will be provided. However, public amenities are provided on-site. Per the statement of justification (SOJ), the public open space includes a courtyard between Buildings 1 and 2 that will include trash receptacles, bicycle parking, an outdoor water feature, sculptural and retaining wall seating, and portable dining sets. These features, in addition to the approved planters and landscaping, will provide a manicured setting for this well-traveled corner.

Additional park and recreation amenities serve the subject property, including the Paint Branch Stream Valley Park I and II and Lakeland Park, which is within a quarter mile of the subject property. The parks are developed with basketball and tennis courts, the College Park Community Center, and ball fields. The area is served by both the Paint Branch Trail and the Rhode Island Trolley Trail, which connects to US 1 along the north side of Campus Drive. All are accessible to pedestrians and cyclists from the development site.

Signage

The application approves a variety of signage types including tenant blade signs, tenant pylon signs, facade signs, window signage, map kiosks, and gateway pylon signs. All signage except for the wayfinding signs will be building-mounted. Building numbers will be visible from the internal plaza. The large “Discovery Point” identity signage at the top of Building 1 is currently designed with a maximum letter height of 5 feet, to provide for greater legibility given that the sign will be 126 feet above grade. A condition has been included herein, to provide signage detail for the “Discovery Point” sign, which is shown on the Building 1 elevation, but is not shown on the building signage sheet.

The sign details for the project include the square footage for each sign type, but not all the details required to fully evaluate conformance with the sign requirements of the D-D-O Zone (page 254 of the sector plan). The maximum gross area of signs on a given façade shall not exceed 10 percent of the façade area of the commercial portion of the building, though architectural signs or signage painted on a building façade or mounted on the roof may exceed this limit, in certain cases. A condition has been included herein, requiring the applicant to demonstrate conformance with the applicable sign requirements.

Lighting

The DSP approves the integration of building-mounted, pole-mounted, and other accent lighting, such as bollards, sconces, and other architectural lighting throughout the site. The Planning Board finds that the photometric plan shows adequate lighting for users on-site and is sufficient for illuminating site access, drive aisles, building entryways, and walking paths. The labels for the various luminaires are included on the photometric plan.

Loading and Trash Facilities

Loading spaces are approved on the site near the rear of Building 1. The five loading spaces approved with this application meet the required number of spaces, and the access door is screened from the public rights-of-way by landscaping. Trash facilities will be located internal to the building. A condition has been included herein, to locate a trash facility area within Building 2.

COMPLIANCE WITH EVALUATION CRITERIA

7. **2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone:** The sector plan defines long-range land use and development policies, detailed zoning changes, design standards, and a D-D-O Zone for the Central US 1 Corridor area. The land use concept for the sector plan divides the corridor into four interrelated areas, walkable nodes, corridor infill, existing neighborhoods, and natural areas to examine issues, opportunities, and formulate recommendations for the area. Detailed recommendations are provided for six distinct areas within the sector plan: Downtown College Park, University of Maryland, Midtown, Uptown, Autoville and Cherry Hill Road, and the Hollywood Commercial District. The overall vision of the Central US 1 Corridor is a vibrant hub of activity highlighted by walkable concentrations of pedestrian and transit-oriented, mixed-use development; integration of the natural and built environments; extensive use of sustainable design techniques; thriving residential communities; a complete and balanced transportation network; and a world-class educational institution.

The subject property is primarily in the Walkable Node (University) character area of the sector plan, with a small portion of the site within the Walkable Node character area. The Walkable Nodes “consist of higher-density mixed-use buildings that accommodate retail, offices, row houses, and apartments, with emphasis on nonresidential land uses, particularly on the ground level. The land use and urban design policies of these areas are to develop a series of pedestrian-friendly, transit-oriented, mixed-use walkable nodes at appropriate locations along the Central US 1 Corridor (page 65); to establish a strong sense of place by ensuring the highest quality of development (page 67); and to create appropriate transitions between the nodes and existing residential neighborhoods (page 68). A landmark feature and zero-foot setback are also required for this site (page 230). The approved development deviates from the certain requirements of the Walkable Node character area but is consistent with the overall intent, which is to create a walkable, pedestrian-friendly environment with a strong sense of place. As a landmark feature, the design incorporates a public plaza with large planters, outdoor seating, wayfinding signage, a sculpture, and programmable open space, intended to facilitate the movement and gathering of pedestrians in the space.

One of the implementation tools set forth in the plan is the development district standards (page 227), which contain regulations that impact the design and character of the Central US 1 Corridor. The stated purpose of these standards in the sector plan is to shape high-quality public spaces with buildings and other physical features, and to create a strong sense of place for College Park, consistent with the land use and urban design recommendations of the sector plan.

Requests to Amend Development District Standards

The DSP indicated the need to deviate from several development district standards. In accordance with Section 27-548.25(c) of the prior Zoning Ordinance, Site Plan Approval, if an applicant so requests, the Planning Board may apply development standards which differ from the approved development district standards. These alternate standards may be approved, if they can be found to benefit the development and the development district and will not substantially impair implementation of the master plan, master plan amendment, or sector plan. The approved DSP generally meets the standards of the development district, such as the building form and coverage requirements. However, the following modifications from the development district standards in Walkable Node University Character Area 5B (all page numbers reference the sector plan) were approved:

- a. **Building Form/Building Configuration (page 234):** Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first-floor commercial use, which must be a minimum of 11 feet, and a maximum of 25 feet. Building 1 conforms to this criterion, but the third story of Building 2 will be 16 feet in height, to accommodate an assembly space. The increased height is to fulfill the function and technical requirements of the presentation room.

The Planning Board finds that this modification will not substantially impair implementation of the sector plan and **approves** this modification, for these reasons.

- b. **Building Form/Lot Occupation (page 234):** In the Walkable Node University Character Area, the frontage buildout shall be a minimum of 80 percent at the build-to-line. No frontage is provided along the build-to-line at US 1 because of the irregular geometry of the buildings. Building 1 has an 84 percent frontage buildout along Campus Drive, and Building 2 has an 82.3 percent frontage buildout along Testudo Way. No frontage buildout is provided along the build-to-line of US 1 to provide the plaza and pavilion spaces.

The intent of the sector plan is to preserve the street wall/urban edge and prioritize US 1 as the primary public realm space. In the approved design, the buildings and site plan are designed to draw pedestrians into the site to occupy an interior courtyard. The angle of the west side of Building 1 favors the path towards the courtyard instead of the path along US 1, which consequently, diverges from the build-to-line. However, in doing so, this design creates a larger open space for gatherings, outdoor seating, signage, and art that enhances the sense of place and pedestrian activity at this key intersection.

With the streetscape, landscape, and programming elements identified in the site plan, the Planning Board finds that the modification will benefit the development and the development district and will not substantially impair implementation of the sector plan. Therefore, the Planning Board **approves** this modification.

- c. **Building Form/Setback (page 234):** In the Walkable Node University Character Area, façades shall be built along the principal frontage to the minimum specified by the frontage buildout (mandatory shop frontage and build-to-line of zero feet). In addition, the front (principal) build-to-line shall be between zero feet and 10 feet, and the front (secondary) build-to-line shall be between zero feet and 12 feet.

The approved development shows a maximum 70-foot setback from the build-to-line of US 1. The development has secondary frontages on Campus Drive, Testudo Way, and Diamondback Drive. The frontage onto Diamondback Drive for Buildings 1 and 2 is between 33 feet and 53 feet.

The additional setbacks are to allow for outdoor activities and amenities, including restaurant seating, plaza areas, street trees, bike racks, and a wider sidewalk zone. The intent is to create a more inviting gathering space for pedestrians. This modification supports the creation of an active, outdoor plaza with substantial landscape treatment in the pedestrian realm. It aligns with the vision of Walkable Nodes for creating enhanced pedestrian connectivity and a sense of place.

The Planning Board finds that these modifications will further the purposes of the development district and should not substantially impair implementation of the sector plan. The Planning Board **approves** these modifications.

- d. **Building Form/Massing (page 237):** The sector plan requires an expression line above the second story. For the subject development, Building 2 has an expression line above the first story, to make the pedestrian plaza more pedestrian scaled. In addition, the height of Building 2 is four stories, compared to the height of Building 1, which is eight stories. The expression line above the first story of Building 2 will help the building appear less monumental.

The Planning Board finds that the expression line above the first story of Building 2 will not substantially impair implementation of the sector plan and **approves** this modification, for these reasons.

- e. **Building Form/Parking (page 239):** The applicable D-D-O Zone specifies using the net office and retail square footage for the parking calculations (page 239). For the subject development, the net office space is 225,774 square feet. The net retail space is 30,581 square feet.

Net area is described as taking the gross square footage and subtracting mechanical/plumbing/HVAC, circulation (hallways, lobbies), and bathrooms. Below is the calculation provided by the applicant:

Office Net Area

B1 Leasable Office Area	180,523 SF
B1 Huddle Rooms	368 SF
B1 Building Support	400 SF
B1 Building Storage	320 SF
B1 Conference Rm	2,087 SF
B2 Leasable Office Area	41,872 SF
B2 Building Storage	204 SF
	225,774 SF

Retail Net Area

B1 Leasable Retail Area	11,795 SF
B1 Fitness Area	2,979 SF
B2 Leasable Retail Area	10,511 SF
B2 Visitor Center Area (Excluding Auditorium)	5,296 SF
	30,581 SF

Auditorium Net Area

B2 Visitor Center Auditorium (3982 SF)	242 Seats
	242 Seats

For the walkable node university, the parking requirement for office is 2 spaces per 1,000 square feet of net office space ($2 \times (225,774/1,000) = 452$ spaces). The parking requirement for retail is 3 spaces per 1,000 square feet of net retail space ($3 \times (30,581/1,000) = 92$ spaces). The D-D-O Zone also allows a shared parking factor of 1.2, which results in a total amount of 453 parking spaces ($(452 + 92) / 1.2 = 453$).

The number of parking spaces required for uses not listed in the D-D-O Zone shall be reduced 50 percent from the number of required off-street parking spaces, in accordance with Section 27-568(a) of the prior Zoning Ordinance. The auditorium use, within the approved development, has a minimum parking requirement of 30.25 spaces.

Based on the above calculation, the minimum parking requirement for the subject development is 483 spaces.

With approved PPS 4-22034, the subject property will provide a total of 331 surface parking spaces, which currently exist. The subject property is approximately 0.2 miles from the Baltimore Avenue-College Park-UMD Purple Line Station. In addition, multiple bus routes have stops near the subject property, which are operated by the Washington Metropolitan Transit Authority and Prince George's County's "The Bus" transit system. The applicant is also providing 164 bicycle parking spaces, to serve the development, which is above the 161 bicycle parking spaces required.

Given the variety of alternative transit options, the Planning Board **approves** this modification.

f. **Building Form/Parking Lots, Loading, and Service Areas (page 242):** The sector plan requires the following:

- (1) Off-street surface parking shall be set back a minimum of 20 feet from all property lines along streets, except along alleys.
- (2) Parking lots shall be masked from the primary frontage street and the secondary frontage or side street by a liner building whenever possible. Where this is not possible, a street screen, such as a wall, a fence, or a hedge, should be provided to mask parked cars.
- (3) Interior planting shall be required for any parking lot that is 6,000 square feet or larger. At least six percent of the lot shall be interior planting area.
- (4) Landscape strips at least six feet in width shall be provided between parking aisles of either head-in or diagonal parking. A minimum of one tree shall be provided every 60 feet along landscape strips.
- (5) Loading and service areas shall not be visible from streets, except alleys. These areas shall be located a minimum of 30 feet away from public sidewalks.

The applicant requested modifications to the above parking and loading requirements. The approved development will utilize existing surface parking. The parking lot is not currently masked or screened. In future phases, the surface parking lot will be replaced with a building and structured parking.

A condition has been included herein requiring the applicant to restripe the parking lot prior to the first use and occupancy building permit.

The applicant states in their SOJ that it is impractical to locate the loading area 30 feet away from the public sidewalk along Campus Drive. The loading area is approved to be located near Building 1, with access from Campus Drive. The phasing plan on Sheet 1 of the DSP shows that Diamondback Drive, north of Testudo Way, will be removed prior to or concurrently with the completion of the intersection of Testudo Way and Campus Drive. A right-in/right-out turning lane at the new intersection will remain for access to the loading area only.

Due to the curved geometry of the site and the building's proximity to Campus Drive at the rear, it is not feasible to locate the loading garage access 30 feet from the sidewalk. The landscape design incorporates a hedge to minimize the impact of the view to the garage as much as possible. Delaying parking lot screening in this phase should not

substantially impair implementation of the plan. As a result of these reasons, the Planning Board **approves** these modifications.

- g. **Architectural Elements/Façades and Shopfronts (page 246):** The sector plan requires that each floor of any building facing a street, park, or square shall contain transparent windows covering between 20–70 percent of the wall area, as measured between finished floors.

In this case, two locations exceed the maximum glazing ratio. On Building 1, the Level 2 architecture has a glazing ratio of 76 percent. For Building 2, the 3-story pavilion contains a glazing ratio of 88 percent to spotlight the activity within, increasing its prominence as a landmark feature.

An additional modification was requested, from the sector plan requirement, stating that each floor of any building facing a frontage street (public right-of-way), or open space shall contain transparent window coverings from 20–70 percent of the wall area, as measured between finished floors. Building 1 exceeds that maximum percentage on the second floor, as previously stated. For Building 2, the second story contains 88 percent transparency to accommodate the pavilion. The percentages of transparency approved are utilized to create modern buildings, with a high degree of visibility from the public realm.

The sector plan also requires that doors or entrances for public access shall be provided at intervals no greater than 50 feet. For Building 1, the two entries along Campus Drive are 180 feet apart, as Campus Drive is not intended to be the primary frontage for public access. For Building 2, there is only one public entry facing US 1. The intent is for Building 2 to have a single retail tenant so multiple access points are not needed.

For these reasons, the Planning Board finds the modifications are justified and will not impair implementation of the sector plan. Therefore, the Planning Board **approves** these modifications.

- h. **Architectural Elements/Materials (page 251):** The sector plan provides a list of siding materials which are encouraged to be used, including wood or composition board, such as hardiplank. No siding materials were approved with the DSP. Materials for the development include metal panels, glass, granite veneer, and brick veneer. As shown on the architectural elevations, the building will be constructed with an attractive and distinctive modern design aesthetic that otherwise satisfies the sector plan vision for revitalization in the Walkable Node University Character Area. The lack of siding materials will not impair implementation of the sector plan. As a result of these reasons, the Planning Board **approves** of this modification.
- i. **Architectural Elements/Brick Detailing (page 252):** The sector plan provides a list of brick details regarding the header, sill, and cap architectural features. No headers, sills, or caps are approved with the development. The Planning Board finds that a modification to the strict material standards to permit more contemporary architectural materials and

treatments should not substantially impair implementation of the sector plan. As a result of these reasons, the Planning Board **approves** this modification.

- j. **Architectural Elements/Signage (page 254):** The sector plan states that a single external sign band may be applied to the façade of each building, provided that such signs shall not exceed three feet in height. The approved development shows a surface mounted identity sign at the top of Building 1 with a maximum height of five feet. The increase in height for the signage is to provide greater legibility given the sign will be mounted 126 feet above grade. The Planning Board finds that given the placement of the sign at the stated elevation, the letter height is appropriate and should not substantially impair implementation of the plan. As a result of these reasons, the Planning Board **approves** this modification.
 - k. **Sustainability and the Environment/Water Efficiency and Recharge (page 257):** All at-grade walks (excluding public sidewalks) and pathways shall be constructed with pervious materials. In the provided SOJ, the applicant notes that permeable materials with underdrainage will be used where practical. All stormwater runoffs will be directed to either bioretention plant beds or collected and filtered through underground vaults. The Planning Board believes that this modification will not substantially impair implementation of the sector plan. Therefore, the Planning Board **approves** this modification.
8. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-U-I and D-D-O Zones.

Section 27-546.19(c), Site Plans for Mixed Uses, of the prior Zoning Ordinance, requires that:

(c) A Detailed Site Plan may not be approved unless the owner shows:

- (1) The site plan meets all approval requirements in Part 3, Division 9;**
- (2) All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;**

The site plan meets the site design guidelines and development district standards of the sector plan, except those discussed in Finding 7 above.

- (3) Proposed uses on the property will be compatible with one another,**
- (4) Proposed uses will be compatible with existing or approved future development on adjacent properties and an applicable Transit or Development District; and**

The application approves a mixture of office and commercial/retail uses, located in two buildings, in a vertical mixed-use format. The existing surface parking located on Parcels 3 and 4 will serve the development, until future phases are implemented. The mixed-use buildings will be compatible with future phases of the Discovery District development, which will also include a residential component.

The Planning Board finds that the approved uses will be compatible with each other and also with adjacent developments, including the Hotel at the University of Maryland, various restaurants located therein, and offices along Diamondback Drive.

(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;

To the south, across Testudo Way, is the Hotel at the University of Maryland, which was approved by the Planning Board on March 26, 2015 (PGCPB Resolution No.14-122), for development of a 10-story mixed-use building to include a hotel, retail, conference center, and parking garage. Further to the south, beyond Hotel Drive and Rossborough Lane, exists University of Maryland (UMD)-owned buildings and parking lots. To the west, across US 1, are various buildings and parking lots belonging to the UMD campus. To the north and east of the property, across Campus Drive, exists undeveloped land and the Paint Branch Stream Valley Park.

The approved buildings and uses are in keeping with the vision and intent of the sector plan and the development district, and are compatible in size, height, and massing to existing and future buildings on adjacent properties. The Planning Board finds that the approved mixed-use buildings are compatible with other similar redevelopment projects in the Central US 1 Corridor and within the development district.

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

Both buildings front US 1 and contain main entries into the buildings from US 1. The buildings are oriented inward towards each other to draw pedestrians from US 1 to the created internal plaza. Sidewalks are located on all sides of the development, separating pedestrians from the

adjacent public street network. This ensures that existing public walkways are connected to the new public amenities.

On-site vehicular access is limited to one access point from Campus Drive, and a right-in/right-out at Testudo Way and US 1. Surface parking for the development will be located on Parcel 3, across Diamondback Drive. The subject DSP also shows crosswalks from the development to the surface parking lot, allowing safe crossings for pedestrians.

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

The photometric plan indicates that the approved lighting design will minimize glare, light, and visual intrusion onto nearby properties and buildings. In addition, it is noted that lighting is in locations that accentuate the building and provide well-lit areas, consistent with Crime Prevention Through Environmental Design practices.

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

The building materials and colors selected to face the approved building are compatible with those utilized in similar-scaled developments recently constructed within the development district. Recent nearby developments include the adjacent Hotel at the University of Maryland (DSP-14022). The façade of the hotel facing US 1 is finished in various types of glazing, with red metal accents and dark gray metal panels. The northern portion of the hotel façade includes a full finish in red brick with large windows and a reddish granite base. Another nearby development is the UMD Brendan Iribe Center for Computer Science and Engineering (Mandatory Referral MR-1526F). Located across US 1, the computer science building is of a modern design featuring lots of glass accentuated by red, orange, and grey metal paneling.

The approved development will complement the architectural style, materials, and finishes of both nearby developments. The materials approved include a mix of metal panels, extensive glazing, granite veneer, and brick veneer. The materials are provided in complementary tones, enhancing the streetscape and pedestrian realm. The colors used include various tones of gray, red, bronze, and light tan.

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

The subject DSP does not contain any outdoor storage areas. The mechanical equipment will be located internal to the buildings or on the roof.

- (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**

A condition has been included herein, requiring additional information demonstrating that the signs conform to the applicable development district standards prior to certification of the DSP.

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

- (i) Hours of operation or deliveries;**

The University of Maryland will control the surrounding rights-of-way and will limit the hours of operation and deliveries, as deemed necessary.

- (ii) Location of activities with potential adverse impacts;**

No activities are approved with potential adverse impacts to adjacent properties or the surrounding neighborhood.

- (iii) Location and use of trash receptacles;**

The approved trash facilities are located internally to the buildings and have no adverse impact on adjacent properties. Trash facilities are approved within Building 1 for office and commercial retail uses. A condition has been included herein, to locate an additional trash facility within Building 2.

- (iv) Location of loading and delivery spaces;**

The approved application provides five loading spaces. Two spaces will be located internally in Building 1, and three spaces will be located externally at the rear of Building 1. There is

sufficient room in the loading space area to serve any deliveries for the approved commercial retail spaces.

(v) **Light intensity and hours of illumination; and**

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

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

The subject DSP does not contain any outdoor vending machines.

9. **Preliminary Plan of Subdivision 4-22034:** PPS 4-22034 was approved by the Planning Board on February 16, 2023 (PGCPB Resolution No. 2023-17), subject to 19 conditions. The conditions relevant to the review of this approved DSP are listed below in **bold** text. The Planning Board analysis of the project's conformance to the conditions follows each one, in plain text:

1. **Prior to signature approval of the preliminary plan of subdivision (PPS), the plan shall be revised, as follows:**

- a. **Reflect roadway dedication along the entire site frontage along US 1 (Baltimore Avenue), to facilitate a minimum ultimate right-of-way (ROW) of 88 feet, in accordance with the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment, unless declined by the Maryland State Highway Administration (SHA) with written correspondence. If declined, ROW dedication shall be provided to ensure all vehicular travel lanes are within the SHA ROW, and a public use easement is provided along Parcel B and Parcel 7's entire frontage on US 1 sufficiently wide, to accommodate the pedestrian frontage improvements.**
- b. **Reflect and provide dimensions for the existing frontage improvements along the property's frontage of Campus Drive, and demonstrate that 40 feet of dedication from the centerline of Campus Drive is provided.**

Conditions 1a and 1b pertain to right-of-way dedication along US 1 and Campus Drive, respectively. Condition 1a requires dedication of right-of-way to facilitate an ultimate 88-foot-wide right-of-way for US 1, unless declined by the Maryland State Highway Administration (SHA) with written correspondence; while Condition 1b requires demonstration that correct right-of-way dedication has been provided for Campus Drive. Meeting these conditions may result in changes to the property lines fronting these roads. A condition has been included herein, requiring that the ultimate frontage lines shown on the certified PPS must be reflected on the DSP prior to DSP certification.

The applicant's SOJ claims that they have provided SHA plats which show improvements along US 1 and associated land and easements granted to SHA by UMD. However, the submittal package did not include any SHA plats or any correspondence from SHA related to roadway dedication.

- c. **Label the plan drawing to indicate that Diamondback Drive, north of Testudo Way, and the intersection of Diamondback Drive and Campus Drive are to be removed, prior to or concurrently with completion of construction of the intersection of Testudo Way and Campus Drive.**

The subject DSP shows the first phase of development of the overall Discovery District project, consisting of new development on Parcels 1 and 2. With this first phase, the section of Diamondback Drive north of Testudo Way, and the intersection of Diamondback Drive and Campus Drive, are noted to be removed prior to, or concurrent with, the completion of construction of the intersection of Testudo Way and Campus Drive.

Access to the Building 1 loading area on Parcel 1, will for this first phase be dependent on the existing access from Diamondback Drive. The phasing plan on Sheet 1 of the DSP shows that Diamondback Drive, north of Testudo Way, will be removed with a future phase of development. A right-in/right-out turning lane at the intersection will remain for access to the loading area only.

The phasing plan also shows that when Parcel 3 is developed with a future phase, Building 1 on Parcel 1 and the future building on Parcel 3 will share a new access to Campus Drive and Diamondback Drive north of Testudo Way which will be limited to driveway access to the loading area for service vehicles, and disconnected from the development's internal street network.

- d. **Dimension the street sections on the PPS to show the total right-of-way width (parcel line to parcel line) of each street section, and ensure that the private street parcels shown on the plan drawing are provided at the corresponding width.**

The street sections shown on the coversheet of the DSP are consistent with those shown on the PPS and are dimensioned to show the total widths for the existing private rights-of-way.

2. **Development of the site shall be in conformance with Stormwater Management Concept Plan 16969-2022-0, and any subsequent revisions.**

The applicant submitted an approved Stormwater Management (SWM) Concept Plan (16969-2022-0) and approval letter with the subject DSP. Unlike the DSP, the SWM concept plan submitted is not phased. The Prince George's County Department of

Permitting, Inspections and Enforcement (DPIE) provided a memorandum dated March 22, 2023, stating that “DSP-22024 is consistent with the Site Development Concept Plan 16969-2022-0 approved January 20, 2023”.

8. **The internal private roadways of Testudo Way, Diamondback Drive, and Hotel Drive shall be designed in accordance with the cross-sections and specifications shown on the approved Preliminary Plan of Subdivision, 4-22034, and shall be shown on the applicable site plan submission, unless a modification to the sector plan development standards is requested, at the time of detailed site plan.**

The private street cross-sections provided on the PPS are consistently reflected on the submitted DSP. The applicant’s SOJ did not request a modification to the sector plan development standards for street sections, and instead provides that the existing streets conform to the development standards. A condition has been included herein, requiring the right-of-way widths for the private streets to be dimensioned on the site plan per the existing street cross-sections.

9. **The site plan shall include the extent and limits of any public use easements, to facilitate public access for any pedestrian facility along the site’s US 1 (Baltimore Avenue) frontage, if applicable.**

Trapezoidal areas of Testudo Way and Hotel Drive (Parcel B), abutting US 1, are shown as public use easements to include portions of the public sidewalk and the crosswalk. A condition has been included herein, requiring the dimensions and areas of the public use easements to be labeled.

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

- a. **Minimum 5-foot-wide sidewalks or wide sidewalks throughout the site where feasible, including Americans with Disabilities Act curb ramps and associated crosswalks.**
- b. **Provide Americans with Disabilities Act curb ramps and crosswalks crossing all vehicular access points.**
- c. **Provide the pedestrian and bicycle facilities and amenities where applicable, as described in the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment.**
- d. **Minimum 5-foot-wide bicycle lanes or 6.5-foot cycle tracks along the property frontage of US 1 (Baltimore Avenue), unless modified by the operating agency with written correspondence.**

- e. **Long and short-term bicycle parking within the multifamily building and near the building entrance, and short-term bicycle parking near the entrances of the retail, in accordance with American Association of State Highway and Transportation Officials guidelines.**

- f. **A bicycle fix-it station on-site.**

A pedestrian and bikeway facilities plan was submitted by the applicant, which illustrates the location of sidewalks, Americans with Disabilities Act curb ramps, crosswalks, location of bicycle racks for short-term parking, and bike rooms for long-term bicycle parking. No bicycle lanes or cycle tracks are shown along the property frontage of US 1, or any correspondence provided from SHA modifying Condition 10d. Bike rooms are provided for both commercial buildings approved with this DSP, though Condition 10e does not require long-term bicycle parking for nonresidential buildings. A bicycle fix-it station required by Condition 10f is not shown or detailed on the site plan.

A condition has been included herein, requiring the applicant to update the pedestrian and bikeway facilities plan and the DSP to display the bicycle lane along the subject property's frontage of US 1, to display the width of all sidewalks, show the pedestrian path located between the approved buildings, show the location of the bicycle fix-it station, and provide a detail sheet for the short-term bicycle racks (inverted-U style or a similar model that provides two points of contact for a parked bicycle), as well as a detail sheet for the bicycle fix-it station.

- 11. **At the time of site plan, the applicant shall consider providing dedicated space for rideshare activities.**

The applicant provides in their SOJ that a pick-up and drop-off area for rideshare activities is provided along Diamondback Drive to serve both Buildings 1 and 2. This dedicated space is not labeled on the site plan and it is not clear where the dedicated area will be relocated to, once the portion of Diamondback Drive between Testudo Way and Campus Drive is removed in future phase of development.

A condition has been included herein, requiring that the dedicated space for rideshare activities be shown and labeled on the DSP, along with directional signage directing drivers to the specified location. In addition, the phasing plan shall be updated to include a note stating where the dedicated rideshare activity area will be relocated to once the portion of Diamondback Drive between Testudo Way and Campus Drive is removed.

- 17. **Prior to acceptance of a detailed site plan, a geotechnical report shall be submitted delineating the location and extent of all unstable fill located within the limits of Preliminary Plan of Subdivision 4-22034.**

A geotechnical report was submitted by the applicant, which is discussed in further detail in Finding 13 of this resolution.

18. At the time of detailed site plan, the applicant shall consider providing the following:

b. Parking hubs for micro-mobility vehicles.

The DSP does not provide parking for micro-mobility vehicles. However, the applicant has stated that they are coordinating with UMD to include such parking hub(s) in the existing network of e-bikes and scooter hubs.

19. If the development is to be phased, at the time of each detailed site plan, the applicant shall provide a development and roadway phasing plan.

The cover sheet of the DSP includes three plan views which depict the phasing of the entire development including the phasing of parking and roadways.

PPS 4-22034 and development of this site are supported by and subject to Certificate of Adequacy ADQ-2022-013, which was approved on February 6, 2023, subject to eight conditions. The conditions relevant to the review of this DSP are listed below in **bold** text. The Planning Board analysis of the project's conformance to the conditions follows each one, in plain text:

1. Total development within the proposed Preliminary Plan of Subdivision shall be limited to uses that generate no more than 1,081 AM peak-hour trips and 1,297 PM peak-hour vehicle trips.

Condition 1 established a cap on the development of GFA for the site and the subject DSP approves 315,016 square feet of GFA of development, which is within the trip cap established under ADQ-2022-013.

Although the current application is within the approved trip cap, the trip generation calculated in the traffic impact study for Phase 1 was based on 313,000 square feet of general office use, which would generate a total of 553 AM and 492 PM peak hour trips. The current DSP application approves 286,390 square feet of general office space, as well as 28,626 square feet of retail space, which would generate a total of 573 AM and 670 PM peak hour trips. The approved retail use will generate a larger number of trips than the general office use and, based on the submitted traffic impact study, there are a larger number of trips generated for Phase 1 than what is shown in the traffic impact study. Additional phases of development, and the uses within each phase, will be reviewed for conformance to this condition with subsequent development applications.

3. The applicant shall provide details of the on-site pedestrian and bicycle amenities and improvements consistent with Section 24-4506I(1)(G) of the Prince George's County Subdivision Regulations as part of the Site Plan submission.

The location and details of the on-site pedestrian and bicycle amenities are provided on the pedestrian and bikeway facilities plan and the landscape plan set.

4. **Prior to the acceptance of the detailed site plan, the applicant's heirs, successors, and/or assigns shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicycle adequacy improvements approved with ADQ-2022-013, consistent with Section 24-4506I(1)(G) of the Prince George's County Subdivision Regulations as part of the Site Plan submission.**

A pedestrian and bikeway facilities plan was submitted by the applicant, which lists the off-site pedestrian and bicycle facilities approved with ADQ-2022-013. However, the plan does not illustrate the location, dimensions, specifications, or details for these facilities. All off-site improvements will be evaluated at the time of building permit.

5. **Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-4506 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:**

- a. **Install a total of 12 Bus Sitting Walls along US 1 and Campus Drive.**
- b. **Install a recreational sign of "Rhode Island Avenue Trolley Trail" on eastbound and westbound Campus Drive before the Trail intersects Campus Drive.**

The pedestrian and bikeway facilities plan submitted by the applicant lists the pedestrian and bicycle facilities included in this condition. The plan, however, does not show a location and details for the bus sitting walls or the recreational sign. A condition has been included herein, requiring this information be shown prior to approval of the first building permit.

6. **Prior to the signature approval of Preliminary Plan of a Subdivision application, 4-22034, the applicant and the applicant's heirs, successors, and/or assignees shall evaluate if the installation of a Bikeshare station along the frontage of the "Hotel at the University of Maryland" is feasible and can be provided within the remaining cost cap allocation for the site's BPIS improvements. The bike-share station shall be evaluated with the following details:**

- i. **Design/build a 19-dock station.**

- ii. **Purchase 5 Classic Pedal bicycles (or the most current model)**
 - iii. **Purchase 5 Cosmo E-bikes (or the most current model)**
 - iv. **Pay for and execute a 5-year operating/maintenance agreement for the Bikeshare station.**
7. **If the improvement listed in condition 6 is within the cost cap the applicant shall provide the bike-share station in addition to any items listed in condition 5. If the recommended bike-share station is not feasible and is not within the remaining cost cap allocation (minus the improvements listed in condition 5), then the applicant shall only construct all the improvements provided in condition 5 in accordance with Section 24-4506 of the Subdivision Regulations.**

The PPS has not yet been certified, as of the writing of this resolution. The pedestrian and bikeway facilities plan submitted by the applicant lists the above-referenced details of a bike-share station. The plan, however, does not show a location for the bike-share station. The applicant also did not submit a feasibility analysis for such a bike-share station. A condition has been included herein, stating if the bike-share and associated amenities are to be provided, evaluation of this improvement will be required prior to the issuance of the first building permit.

10. **2010 Prince George's County Landscape Manual:** The sector plan states that Sections 4.2, 4.3, and 4.7 of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) do not apply within the development district (page 226). Therefore, the approved development was only subject to the requirements of Sections 4.4 and 4.9 of the Landscape Manual. A schedule has been provided for Section 4.9, Sustainable Landscaping Requirements.

The submitted plans are in conformance with the requirements, with the exception of revisions that are needed and have been conditioned herein. In addition, it is noted that the plans conform to the requirements of Section 4.4, Screening Requirements, for the loading space area because adequate screening with evergreen shrubs and trees is provided. The plans also conform to the requirements of Section 4.4 for trash, since the trash room will be located on the interior of the building and not visible from the public realm.

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** A Standard Letter of Exemption (S-163-2022) from the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) was issued for this site, which expires on September 13, 2024. The property is owned by UMD, and the Maryland Department of Natural Resources (DNR) has requested a review of this project for conformance with the Maryland State Forest Conservation Act. Either an approved forest conservation plan or an exemption from the Maryland State Forest Conservation Act issued by DNR is required to be submitted prior to issuance of any grading permits.

12. **Prince George's County Tree Canopy Coverage Ordinance:** The subject site is located in the Local Transit-Oriented Edge (LTO-E) Zone, and a 10 percent tree canopy coverage (TCC) requirement applies, per Section 25-128(b) of the Prince George's County Code. A condition has been included herein, requiring the TCC table to be revised to reflect the gross tract area of the subject DSP, which is 11.87 acres. Appropriate conditions have been included herein, which require the plant schedule and the TCC schedule to be revised, prior to signature approval of the DSP.
13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The Planning Board has reviewed and adopts referral comments that are incorporated herein by reference and are summarized, as follows:
 - a. **Historic Preservation and Archeological Review**—In a memorandum dated February 27, 2023 (Stabler, Smith, and Chisholm to Lockhart), a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. The subject property does not contain, and is not adjacent to, any designated Prince George's County historic sites or resources. Any DSPs that are adjacent to the Old Town College Park Historic District, in future phases, shall be reviewed by the Historic Preservation Commission for potential impacts to the historic district.
 - b. **Community Planning**—In a memorandum dated May 9, 2023 (Hartsfield to Lockhart), an analysis of the subject DSP's conformance with the recommendations of the 2014 *Plan Prince George's 2035 Approved General Plan* and the sector plan was completed, and supported the approved alternative development district standards requirements, which are discussed in Findings 7 and 8 above.
 - c. **Transportation Planning**—In a memorandum dated May 17, 2023 (Patrick to Lockhart), an analysis of the subject DSP and prior approvals was completed, which is incorporated into the findings above.

Master Plan Roads

The subject site has frontage along the master-planned roadway US 1 (Baltimore Avenue), which is designated in the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) as MC-200, a major collector roadway. US 1 along the property's frontage is also designated as a master plan roadway in the sector plan. The subject site also has frontage along the master-planned roadway Campus Drive, designated in the MPOT as a collector roadway.

Master Plan Pedestrian and Bicycle Facilities

The subject property fronts the recommended master-planned bicycle lane along US 1. SHA is the operating agency and has constructed cycle tracks along portions of the US 1 roadway and are recommended along the property frontage.

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

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

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

This development is also subject to the sector plan, which also proposes bicycle lanes along US 1, as an interim facility until a cycle track is constructed by SHA, and a shared-use roadway along Cherokee Street. The following policies and strategies are provided for pedestrian and bicyclist facilities.

Policy 1: Improve bicycle, pedestrian, and vehicular accessibility throughout the internal street network and to US 1 and Rhode Island Avenue by filling in missing linkages and ensuring the internal network is bicycle and pedestrian friendly through appropriate design, including traffic calming techniques (page 135).

Policy 2: Implement a comprehensive wayfinding system to complement the street network and orient residents, visitors, students, and through traffic to the area (page 136).

Policy 2: Facilitate bicyclists along entire corridor and through development so that bicycle routes are enhanced or established (page 141).

The above policies, strategies, and recommendations all support a multimodal community. A continuous network of sidewalks is provided along the site's frontage of US 1 and Campus Drive, as well as along the interior roads of the development. Striped crosswalks are provided across all access points and at the intersections located within the subject site. Bicycle racks are provided at several locations surrounding the approved buildings, as well as bicycle rooms within both buildings. A condition has been included herein, for the applicant to update the DSP, as well as the bicycle and pedestrian facilities plan, to display the bicycle lane along the subject property's frontage of US 1, as well as display the dimensions of all sidewalks.

- d. **Subdivision**—In a memorandum dated May 10, 2023 (Diaz-Campbell to Lockhart), an analysis of the subject DSP's conformance with the prior approvals was provided, as included in Finding 9 above.

- e. **Environmental Planning**—In a memorandum dated May 9, 2023 (Juba to Lockhart), the following comments were offered:

Natural Resources Inventory/Existing Conditions

The site has an approved Natural Resources Inventory Plan (NRI-027-08-02), which correctly shows the existing conditions of the property. No specimen or historic trees, or champion trees are mapped on-site. The site is not associated with any regulated environmental features (REF), such as streams, wetlands, or associated buffers. No primary management area, which is comprised of REFs, 100-year floodplain, and any adjacent steep slopes is mapped on-site. The site contains no existing woodlands, and is fully developed with existing buildings, parking, and vehicular circulation.

Woodland Conservation

A standard letter of exemption (S-163-2022) from the WCO was issued for this site, which expires on September 13, 2024. The property is owned by UMD, and DNR has requested review of this project for conformance with the Maryland State Forest Conservation Act. Either an approved forest conservation plan, or an exemption from the Maryland State Forest Conservation Act issued by DNR, will be required to be submitted with all grading permits prior to their issuance. No additional information is required regarding woodland conservation.

Soils

The predominant soils found to occur, according to the United States Department of Agriculture Natural Resource Conservation Service Web Soil Survey, includes Beltsville Urban land complex (0–2 percent slopes), Urban land, Urban land-Sassafras complex (0–5 percent slopes), and Urban land-Woodstown complex (0–5 percent slopes).

The subsurface soils found in sections of the subject site have been contaminated by past uses, such as a landfill, and must be reviewed by Prince George’s County Health Department and the U.S. Environmental Protection Agency (EPA).

The grading of the site will potentially disturb a former landfill location (EPA Identification Paint Branch Landfill Area 1A). This subject landfill was used to dispose of fly ash from a former UMD coal burning steam plant, along with refuse, garbage, and other debris generated by the University. According to the Declaration of Notice of Use Restriction and Easement deed, recorded in Liber 27624 folio 288 in the Prince George’s County Land Records, the Definitions Section 2 under Notice of Use Restriction states:

“...the groundwater located at or beneath the Landfill Area shall not be used as drinking water. In addition, certain activities, including but not limited to exaction, grading, dewatering, sheeting or shoring, which could result in undesirable exposures to the waste/contaminates previously disposed on the property or interfere with or adversely affect Landfill Areas (‘Prohibited

Activities') are expressly prohibited without the prior written approval of the Declarant [University of Maryland]. Activity to USEPA for approval may require the requesting person to obtain USEPA approval of any such work..."

Any corrective actions implemented at the site will be reviewed by the EPA during development of the site. It is worth noting that, in September 1991, the EPA issued a Corrective Action Permit (MDD98082872) to UMD. According to the EPA's webpage, regarding hazardous waste cleanup at the university:

"The permit required UM to investigate whether releases occurred from various Solid Waste Management Units (SWMUs). UM conducted soil and groundwater investigations at the SWMUs. Areas identified with soil contamination were remediated as follows: (1) soil was removed from the Pesticides Wash and Diesel Fuel Tank Areas; and (2) a Diesel Fuel Tank was removed and replaced. EPA determined that other areas did not require remediation. Groundwater investigations showed some low-level dioxin and methane in the three Paint Branch Landfills and the Metzerott Road Landfill. The EPA concluded that the low-level dioxin and methane, coupled with the low risk of human exposure, would not pose a risk to human health and the environment under current conditions. Ground water underlying the University is not used for drinking water."

At the time of review of PPS 4-14009, for the Hotel at the University of Maryland, which is located immediately adjacent to the west of the subject property, correspondence from DPIE was obtained that also pertains to this site. In a letter dated October 29, 2014 (Haitham Hijazi, Director of DPIE to the Maryland-National Capital Park and Planning Commission, Development Review Division), it states that:

"Part of this site to be disturbed is covered by an EPA Permit for Corrective Action (hereinafter, the Permit) that mandates approval from the EPA before the commencement of certain activities, including the disturbance of the surface of land. Accordingly, to ensure the safety of the public and compliance with Federal regulations, DPIE's approval of any rough grading activities that are subject to the Permit will be conditioned on the receipt of the approval from EPA from those activities."

At the time of PPS 4-14009 (PGCPB Resolution No. 14-142), no further action by the Planning Board was required. It is similarly found with the prior PPS (4-22034) for the subject property, that no further action by the Planning Board was required, since no work can proceed without EPA approval.

The removal of any unsuitable fill from the site or any opportunities for a waiver to allow the fill to remain, must be secured through DPIE. The applicant is required to submit the environmental management plan to the EPA and the Health Department for approval and

further progress of the project. The environmental management plan shall be approved and submitted at the time of grading permits.

Per correspondence with DPIE, it is recommended that the fly ash, debris fill, and any other unsuitable materials be fully removed from the site and replaced with engineered compacted fill. An environmental management plan shall be submitted and approved by the Health Department and DPIE prior to the performance of the environmental site remedial work. An environmental consultant shall be contracted by the developer for a full-time presence on-site during the earthwork operation related to the potential contaminated and unsuitable soils for the site.

The site is located within an area with a problematic over-consolidated clay, also known as Christiana Clay. The site is relatively flat. Therefore, there are no slope stability issues identified on-site.

Stormwater Management

An approved SWM Concept Letter and Plan (16969-2022-0) was submitted with the subject application. The approved SWM concept plan shows the use of eight micro-bioretenment and three underground storage systems that are to be constructed across the entire site (not just Phase 1). Unlike the DSP, the SWM concept plan submitted is not phased. DPIE has provided a memorandum dated March 22, 2023, stating that “DSP-22024 is consistent with the Site Development Concept Plan 16969-2022-0 approved January 20, 2023”.

- f. **Permit Review**—In a memorandum dated March 28, 2022 (Bartlett to Lockhart), it was noted that the application did not address the standards and requirements for the parking areas and a phasing plan. The applicant provided the revised information 35 days prior to the June 22, 2023, Planning Board hearing.
- g. **Prince George’s County Department of Parks and Recreation (DPR)**—In a memorandum dated May 8, 2023 (Thompson to Lockhart), an analysis of the subject DSP for conformance with the requirements considered in PPS-22034 was provided, as they pertain to public parks and recreation. There were five conditions of approval to PPS 4-22034, addressing the parkland dedication requirement for the residential development. This approval is for construction of two buildings with commercial office and retail uses, which are exempt from the mandatory parkland and recreation requirement.

DPR also oversees the operation of the College Park Airport, a Maryland licensed public-use facility, which is within three nautical miles (and approximately 1.2 miles) of the development area. Code of Maryland Regulations (COMAR) 11.03.05, Obstructions to Air Navigation, requires notification to Maryland Aviation Administration (MAA) to review and perform an airspace analysis of tall structure proposals. The site plan shows Building 1 as 8 stories, with a height of 120 feet; and Building 2 as 4 stories, with a height of 72 feet. Per COMAR 11.03.05, the standard proposal of 198 feet above mean sea level or lower, to include all mechanicals, screenings, antennas, flags, lights and/or

appurtenances would meet Maryland regulations. MAA provided a letter, dated April 1, 2023, stating that the approved building heights conform to COMAR 11.03.05 and are not obstructions and hazards to air navigation. Thus, the development will not impact College Park Airport operations.

- h. **Prince George's County Fire/EMS Department**—In emails dated May 7, 2023, and May 9, 2023 (Reilly to Lockhart), an analysis of the subject DSP was offered. A condition has been included herein, for the applicant to provide the distances from hydrants to be measured as hose is laid, rather than radially.
 - i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated March 22, 2023 (Giles to Lockhart), it was noted that DSP-22024 is consistent with Site Development Concept Plan 16969-2022-0, which was approved on January 20, 2023.
 - j. **University of Maryland (UMD)**—At the time of the writing of this resolution, comments have not been received from UMD regarding the subject project.
 - k. **Prince George's County Health Department**—At the time of the writing of this resolution, comments have not been received from the Health Department regarding the subject project.
 - l. **Maryland State Highway Administration (SHA)**—At the time of the writing of this resolution, SHA offered no comments on the subject application.
 - m. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this resolution, WSSC offered no comments on the subject application.
 - n. **City of College Park**—The subject property is located within the geographical boundary of the City of College Park. The DSP application was referred to the municipality for review. The application was heard at the City Council meeting on June 13, 2023. Recommended conditions were provided to the Planning Board on the subject application. The Planning Board agrees with the recommended conditions, which have been included herein.
14. The subject application adequately takes into consideration the requirements of the D-D-O Zone and the sector plan. The modifications to the development district standards required for this development would benefit the development and the development district, as required by Section 27-548.25(c), and would not substantially impair implementation of the sector plan.

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

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

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

The subject property does not contain any REFs, such as streams, wetlands, or associated buffers.

16. **Community Feedback:** As of the writing of this resolution, no comments have been received from the community regarding this DSP.

17. **Planning Board Hearing:** The Planning Board held a public hearing on this application on June 22, 2023. At the hearing, and in rendering its decision, the Board considered all written and oral testimony, along with all exhibits submitted according to the Planning Board's procedures. During the hearing, the applicant's team provided a presentation on the application. The City of College Park summarized their conditions of approval, which were in the additional backup, and included in the conditions contained herein. The added conditions include numbers 1n, 2c, and 4-8. Technical corrections were also noted to be made to the staff report, and those changes are reflected in this resolution. The Planning Board was in agreement and approved the technical corrections and conditions, as revised.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and:

- A. APPROVED alternative development district standards for:

1. **Building Form/Building Configuration (page 234):** To allow the third story of Building 2 to exceed 14 feet in height from finished floor to finished ceiling.
2. **Building Form/Lot Occupation (page 234):** To allow no frontage buildout at the build-to-line at US 1 (Baltimore Avenue).
3. **Building Form/Setback (page 234):** To allow a maximum build-to-line setback of 70 feet along the primary frontage, and a maximum build-to-line setback of 53 feet along the secondary frontages.
4. **Building Form/Massing (page 237):** To allow an expression line above the first story of Building 2.
5. **Building Form/Parking (page 239):** To decrease the number of parking spaces provided on-site by 152 spaces.

6. **Building Form/Parking Lots, Loading, and Service Areas (page 242):** To allow the off-street parking to be setback less than 20 feet from all property lines. To allow the parking to not be masked by a liner building or street screen. To allow no interior plantings or landscape strips throughout the parking lot. To allow the loading and service areas to be less than 30 feet away from public sidewalks.
 7. **Architectural Elements/Façades and Shopfronts (page 246):** To allow the maximum transparent window coverings to exceed 70 percent. To allow doors or entrances for public access to be provided at intervals less than 50 feet.
 8. **Architectural Elements/Materials (page 251):** To allow no siding to be used throughout the development.
 9. **Architectural Elements/Brick Detailing (page 252):** To allow no brick detailing architectural features, including the header, sill, and cap to be used throughout the development.
 10. **Architectural Elements/Signage (page 254):** To allow a single, external sign band to exceed three feet in height.
 11. **Sustainability and the Environment/Water Efficiency and Recharge (page 257):** To allow at-grade walks (excluding public sidewalks) and pathways to be constructed without pervious materials.
 12. **Section 27-558(a) of the prior Prince George’s County Zoning Ordinance:** A reduction in the standard parking space size to 9 feet by 18 feet.
- B. APPROVED a departure from the parking and loading standards of Section 27-558(a) of the prior Prince George’s County Zoning Ordinance, for a reduction in the standard parking space size to 9 feet by 18 feet.
- C. APPROVED Detailed Site Plan DSP-22024 for Discovery District, subject to the following conditions:
1. Prior to certification, the applicant shall revise the detailed site plan (DSP), as follows, or provide the specified documentation:
 - a. Provide the correct areas for the office and commercial square footage in the general notes.
 - b. Revise the site plan, as necessary, to conform to Preliminary Plan of Subdivision 4-22034, as approved and certified.
 - c. Provide dimensions and areas for the public use easements.

- d. Provide a sign table listing the number of signs, size, material, lighting, and their location on the façades, in accordance with the applicable Development District Overlay (D-D-O) Zone standards.
 - e. Display the bicycle lane along the subject property's frontage of US 1 (Baltimore Avenue).
 - f. Include specific details and profiles for the striping and signage for the designated pickup/drop-off space for rideshare vehicles.
 - g. Provide a detail sheet for the bicycle repair station.
 - h. Provide a detail sheet for the inverted-U, or similar style, bicycle racks.
 - i. Provide a dedicated rideshare space with directional signage.
 - j. Provide dimensions for all sidewalks within the DSP.
 - k. Provide the signage detail for the "Discovery Point" sign.
 - l. Dimension the right-of-way widths for the private streets per the existing street cross-sections.
 - m. Show that the most remote portion of the buildings are less than 450 feet as hose is laid by the Prince George's County Fire Department (not radially), from a fire access road.
 - n. Identify one micro-mobility parking area on Parcels 1-4.
2. Prior to certification, the applicant shall revise the landscape plan, as follows:
- a. Provide a note on the landscape plan that states "The trash, loading facilities, and mechanical equipment are interior to the building, in conformance with Section 4.4 of the 2010 *Prince George's County Landscape Manual*."
 - b. Revise the tree canopy coverage table to reflect the correct gross tract area of the subject detailed site plan, which is 11.87 acres.
 - c. The applicant shall consider tree substitutions for problematic species as identified by the City of College Park City horticulturist and/or City arborist.
3. Prior to certification, the applicant shall revise the architectural plans and elevations, as follows:

- a. Label of the height of the loading space access door as at least 15 feet, as required per Section 27-578(b) of the prior Prince George's County Zoning Ordinance.
 - b. Locate and label a trash facility area within Building 2.
 - c. Indicate a clearance bar with dimensioned height be placed at the loading garage entrance.
4. Prior to certification, the applicant shall submit a proposed revision of the certificate of adequacy, to reflect the City of College Park recommended off-site improvements. These improvements are listed in order of priority, as follows, not to exceed the cost cap:
 1. Design and construct the Campus Drive/Trolley Trail (Leonardtown) – Access Enhancement Hub #1 along the north side of Campus Drive to include adding a bus shelter at the bus stop, and to exclude the artistic treatment on the crosswalk (Discovery District Multi-Use Trail Access Plan, July 2022, page 44 and identified as Project 13, on page 61).
 2. Design and construct the Campus Drive/Trolley Trail (Leonardtown) – Access Enhancement Hub #1 along the south side of Campus Drive to include adding a bus shelter at Rossborough Lane. It is not feasible to construct the bus shelter due to existing or proposed construction, the bus shelter will be constructed at another location, mutually approved by the applicant and the City of College Park (Discovery District Multi-Use Trail Access Plan, July 2022, page 44 and identified as Project 13, on page 61).
 3. Construct a 5-foot-wide sidewalk along the north side of Norwich Road from the existing sidewalk to Rhode Island Avenue within the City of College Park right-of-way. This will include new ADA pedestrian ramps on the northwest, northeast, and southwest corners of the intersection of Rhode Island Avenue and Norwich Road, and continental crosswalks on the west and north legs of the intersection.
 4. Construct a 5-foot-wide sidewalk along the south side of Norwich Road from Rhode Island Avenue to connect to the existing sidewalk within the City of College Park right-of-way. This will include new ADA pedestrian ramps on the southwest and southeast corners of the intersection of Norwich Road and Dartmouth Avenue, and a continental sidewalk on the south leg of the intersection.
 5. Construct a 5-foot-wide sidewalk along the east side of Dartmouth Avenue from College Avenue to Norwich Road. This will include new ADA pedestrian ramps and continental crosswalks on all corners/legs of the intersection of College Avenue and Dartmouth Avenue, as well as a new ADA pedestrian ramp and

crosswalk to connect to the existing sidewalk on Howard Lane, and appropriate signage at the intersection.

6. Install two continental crosswalks across College Avenue at the intersection with Dickinson Avenue (west leg and east leg of intersection). This will include new ADA pedestrian ramps on all four corners of the intersection, and appropriate pedestrian crossing signage at the intersection.
5. Prior to issuance of any building permit involving land disturbance in the restricted area (Parcels 1-6), as shown in the Declaration of Notice of Use Restriction and Easement, the applicant shall demonstrate compliance with the most recently executed declaration and/or covenant with the U.S. Environmental Protection Agency and provide evidence of the same to the City of College Park.
6. Prior to issuance of a building permit, the applicant shall provide proof of compliance with Federal Aviation Regulation Part 77.
7. Prior to the first use and occupancy permit for the office building, the applicant shall restripe the parking lot.
8. Prior to certification of the detailed site plan (DSP), the applicant shall execute a Declaration of Covenants and Agreement with the City of College Park that includes, at a minimum, the following provisions:
 - a. Payment in Lieu of Taxes (PILOT) to the City, if the property becomes tax exempt.
 - b. Prior to final plat approval, a public access easement shall be granted to the City to accommodate any of the sidewalks on Campus Drive not in the right-of-way.
 - c. Prior to the first use and occupancy permit for the office building, the applicant shall restripe the parking lot.
 - d. Acknowledgement of responsibility for maintenance of pedestrian light fixtures, landscaping, and sidewalks.
 - e. Prior to issuance of a building permit, the applicant shall provide proof of compliance with Federal Aviation Regulation Part 77.
 - f. The applicant shall submit and support a proposed revision of the certificate of adequacy to the Maryland-National Capital Park and Planning Commission to reflect the City's recommended bicycle and pedestrian impact statement (BPIS) off-site improvements. Whatever portion for the monetary cap for the BPIS improvements are determined to be required for Phase 1 of the project (the full amount of the monetary cap, or the proportionate share of the monetary cap

based on Phase 1 development only) will be constructed prior to issuance of the first use and occupancy permit for Phase 1 of the development. At a minimum, the improvements listed above will be constructed in Phase 1. Any improvements not constructed in Phase 1 will be constructed prior to issuance of the first use and occupancy permit for the related subsequent phases of the development. These improvements are listed in order of priority, as follows, not to exceed in total the cost cap of \$341,800.02 (established in ADQ-2022-013, page 5):

1. Design and construct the Campus Drive/Trolley Trail (Leonardtown) – Access Enhancement Hub #1 along the north side of Campus Drive to include adding a bus shelter at the bus stop, and to exclude the artistic treatment on the crosswalk (Discovery District Multi-Use Trail Access Plan, July 2022, page 44 and identified as Project 13, on page 61).
2. Design and construct the Campus Drive/Trolley Trail (Leonardtown) – Access Enhancement Hub #1 along the south side of Campus Drive to include adding a bus shelter at Rossborough Lane bus stop (Discovery District Multi-Use Trail Access Plan, July 2022, page 44 and identified as Project 13, on page 61).
3. Construct a 5-foot-wide sidewalk along the north side of Norwich Road from the existing sidewalk to Rhode Island Avenue within the City of College Park right-of-way. This will include new ADA pedestrian ramps on the southwest and southeast corners of the intersection of Norwich Road and Dartmouth Avenue, and continental crosswalks on the west and north legs of the intersection.
4. Construct a 5-foot-wide sidewalk along the south side of Norwich Road from Rhode Island Avenue to connect to the existing sidewalk within the City of College Park right-of-way. This will include new ADA pedestrian ramps on the southwest and southeast corners of the intersection of Norwich Road and Dartmouth Avenue, and a continental crosswalk on the south leg of the intersection.
5. Construct a 5-foot-wide sidewalk along the east side of Dartmouth Avenue from College Avenue to Norwich Road. This will include new ADA pedestrian ramps and continental crosswalks on all corners/legs of the intersection of College Avenue and Dartmouth Avenue, as well as a new ADA pedestrian ramp and crosswalk to connect to the existing sidewalk on Howard Lane, and appropriate signage at the intersection.
6. Install two continental crosswalks across College Avenue at the intersection with Dickinson Avenue (west leg and east leg of intersection). This will include new ADA pedestrian ramps on all four

corners of the intersection, and appropriate pedestrian crossing signage at the intersection.


BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *


This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Bailey, seconded by Commissioner Doerner, with Commissioners Bailey, Doerner, and Shapiro voting in favor of the motion, and with Commissioners Washington and Geraldo absent at its regular meeting held on Thursday, June 22, 2023, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 29th day of June 2023.

Peter A. Shapiro
Chairman

By 
Jessica Jones
Planning Board Administrator

PAS:JJ:DL:jah


Approved for Legal Sufficiency
M-NCPPC Office of General
Counsel
Dated 6/29/23