



Note: Staff reports can be accessed at <http://mncppc.igmp2.com/Citizens/Default.aspx>.

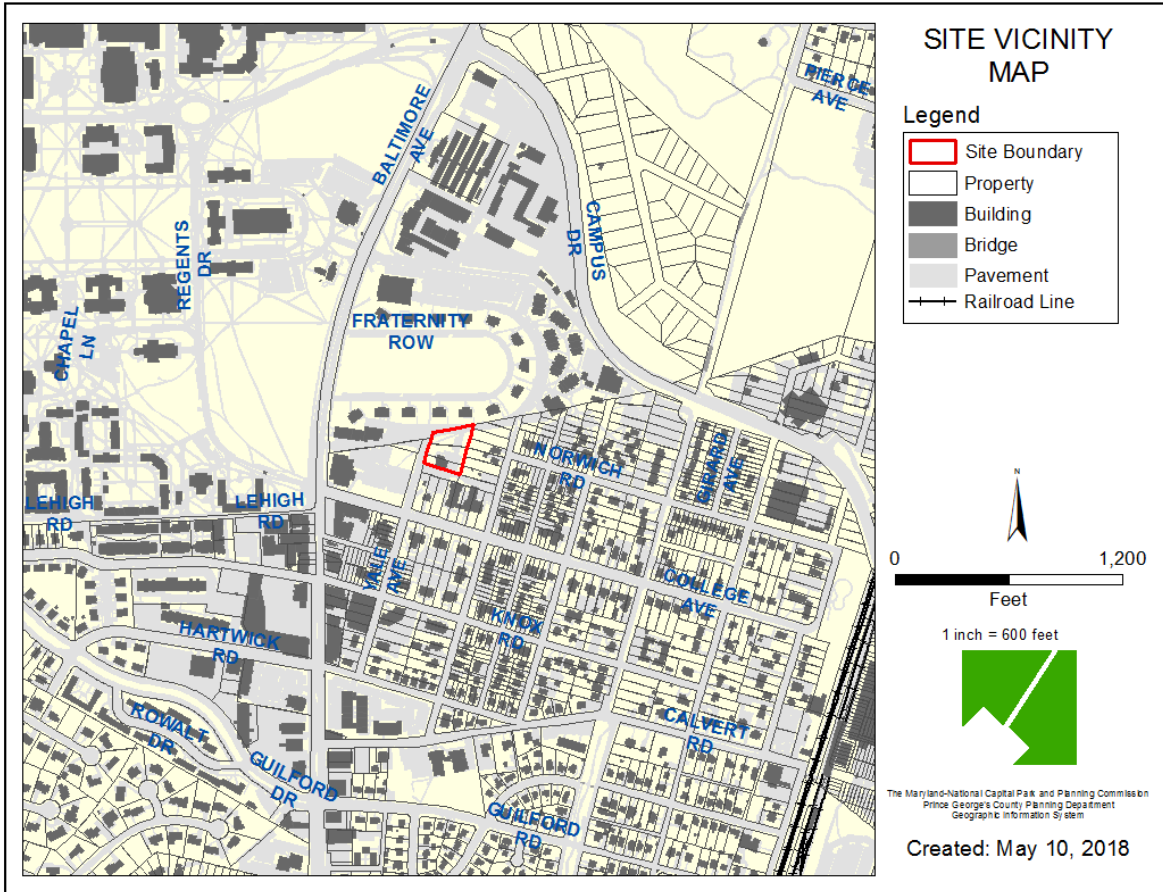
Preliminary Plan of Subdivision

4-17038

Application	General Data	
Project Name: Hillel Center Location: Along Yale Avenue, approximately 260 feet north of its intersection with College Avenue. Applicant/Address: Maryland Hillel 7612 Mowatt Lane College Park, MD 20740 Property Owner: State of Maryland 218 Main Administration Building Room 1132 College Park, MD 20742	Planning Board Hearing Date:	10/25/18
	Staff Report Date:	10/11/18
	Date Accepted:	05/15/18
	Planning Board Action Limit:	11/02/18
	Mandatory Action Timeframe:	140 days
	Plan Acreage:	0.87
	Zone:	M-U-I/D-D-O
	Gross Floor Area:	38,728 sq. ft.
	Lots:	0
	Parcels:	3
	Planning Area:	66
	Council District:	03
	Election District	21
	Municipality:	College Park
	200-Scale Base Map:	209NE04

Purpose of Application	Notice Dates	
One lot for the development of a 38,728-square-foot cultural center.	Informational Mailing	11/20/17
	Acceptance Mailing:	05/10/18
	Sign Posting Deadline:	09/25/18

Staff Recommendation		Staff Reviewer: Joseph Onyebuchi Phone Number: 301-952-3665 E-mail: Joseph.Onyebuchi@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: Preliminary Plan of Subdivision 4-17038
Hillel Center at University of Maryland

OVERVIEW

The subject property is 38,020 square feet in size and known as Lots 17, 18, and 19 recorded in Plat Book JWB 5- 479 on June 6, 1890. The property is located along Yale Avenue, approximately 260 feet north of its intersection with College Avenue. A University of Maryland student housing campus abuts the subject site to the north. The site is zoned Mixed Use Infill (M-U-I), within the Development District Overlay (D-D-O) Zone and is subject to the 2010 *Central US 1 Corridor Approved Sector Plan and Sectional Map Amendment*. The applicant is proposing one parcel for the construction of a Hillel cultural center totaling 38,728 square feet of gross floor area.

There is an existing Hillel center located across US 1 (Baltimore Avenue), to the west of the subject site and approximately 620 feet south of the intersection of Campus Drive and Mowatt Lane, also on the campus of the University of Maryland. This facility will eventually be replaced by a larger facility, which is the subject of the pending PPS application.

The applicant is proposing vehicular access via a private ingress/egress easement, which abuts the subject property to the north, through the University of Maryland property. Pursuant to Section 24-128(b)(8) of the Subdivision Regulations, access via a private easement may be permitted in the D-D-O Zone with the approval of the Planning Board. The final location of the driveway access to the proposed vehicular access easement should be determined with the detailed site plan and is discussed further in the Transportation finding of this technical staff report.

Staff recommends **approval** of the PPS, with conditions, based on the findings contained in this technical staff report.

SETTING

The property is located on Tax Map 33, Grid D-3 in Planning Area 66. The site is bounded to the east by single-family detached lots in the One-Family Detached Residential (R-55) Zone; by a parking lot serving a church and single-family detached lots in the R-55 Zone to the south; by Yale Avenue, a police station and a retail use in the M-U-I Zone to the west; and to the north by private University of Maryland, College Park property.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

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

	EXISTING	PROPOSED
Zone	M-U-I & D-D-O	M-U-I & D-D-O
Use(s)	Vacant	Cultural Center
Acreage	.87	.87
Lots	3	0
Outlots	0	0
Parcels	0	1
Gross Floor Area:	0	38,728
Variance	No	No
Variation	No	No

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) on June 1, 2018.

2. **Community Planning**—The property is located in the University of Maryland East (Future Purple Line) Campus Center, also known as a Local Center, pursuant to *Plan Prince George's 2035 Approved General Plan* (Plan 2035). “Plan 2035 designates 26 Local Centers, which includes new Purple Line stations, as focal points for development and civic activity based on their access to transit or major highways. The plan contains recommendations for directing medium to medium-high residential development, along with limited commercial uses, to these locations, rather than scattering them throughout the Established Communities. These centers are envisioned as supporting walkability, especially in their cores and where transit service is available. Town Centers will often be larger in size and may rely more on vehicular transportation.” (page 19)

The property is also located in an Employment Area. “The Employment Areas were identified because of two major County plans: the 2013 *Strategic Development Plan* and the 2014 *Southern Green Line Station Area Plan*. These designated employment areas have the highest concentrations of economic activity in our four targeted industry clusters—healthcare and life sciences; business services; information, communication, and electronics (ICE); and the Federal Government. Plan 2035 recommends continuing to support business growth in these geographic areas—in particular in the targeted industry clusters—concentrating new business development near transit where possible, improving transportation access and connectivity, and creating opportunities for synergies.” (page 19)

The property is also part of the General Plan’s Innovation Corridor (see map, page 22). The Innovation Corridor “[e]ncompasses parts of the City of College Park, City of Greenbelt, areas along the US 1 corridor and areas surrounding the Beltsville Agricultural Research Center. The Innovation Corridor capitalizes on the synergy that comes from businesses, research institutions, and incubators being in close proximity to one another. The Innovation Corridor has countywide importance as a key opportunity to leverage existing strengths and act as an employment catalyst.” (page 288)

Master Plan and Sectional Map Amendment/Zoning

The 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (sector plan) retained the subject property in the M-U-I (Mixed Use Infill) Zone and superimposed a D-D-O (Development District Overlay) Zone. The sector plan recommends “Residential

Medium” land uses on the subject property. In addition, the property is located in the Corridor Infill (CI) Character Area. The CI Character Area “consists of mixed-use but primarily residential urban fabric. It may have a wide range of building types, such as single-family, sideyard, and row houses. Setbacks and landscaping are variable. New development in corridor infill areas is regulated in detail in these development district standards.” (see page 228). In addition, the majority of the subject site is within the plan-identified area of Downtown College Park. The Urban Design recommendations include reestablishing this area as the focus of community activity. The northernmost portion of the property is within the plan-identified area of University of Maryland. The community vision for this area includes redesigning a portion of US 1 as a new town center and accommodation of safer pedestrian crossings. (page 79)

Pursuant to Section 24-121(a)(5), the proposed subdivision conforms to the land use recommendations for the CI Character Area and is consistent with the land uses permitted within the M-U-I/D-D-O Zones. Further, the cultural center promotes community activity that is compatible with the abutting residential areas while serving as an appropriate transition to abutting institutional and mixed-use areas.

Aviation/Military Installation Overlay (M-I-O) Zone

This application is located within the College Park Airport Aviation Policy Area 6, the Traffic Pattern Area. At this specific location, the elevation of the Horizontal Surface is 198 feet above mean sea level. The approximate ground elevation is 99 feet. Therefore, a hypothetical structure must be less than 99 feet in height to avoid penetrating the imaginary surface and obstructing air navigation. Pursuant to Section 27-548.43 of the Zoning Ordinance, a disclosure clause shall be placed on the final plat and deed for the subject property that notifies prospective purchasers that the property has been identified as within approximately one mile of a general aviation airport. The disclosure shall include the cautionary language from the General Aviation Airport Environment Disclosure Notice.

Building Form / Parking

The applicant will be required to provide 49 on-site parking spaces as a requirement of the sector plan, based on the gross floor area proposed with this PPS. The applicant submitted a statement of justification with this application to reduce the parking requirement. However, an amendment to the Development District Standards should be requested as part of the Detailed Site Plan (DSP) approval process, when details regarding site layout are further determined. Therefore, the applicant did withdraw that request. The ability to develop the gross floor area proposed in this application may be impacted by the approval of the DSP.

3. **Stormwater Management**—An approved Stormwater Management (SWM) Concept Plan and Letter (56978-2017-00) was submitted with the subject application, which expires on March 22, 2021. The Site/Road Plan Review Division of the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE) will review the project for conformance with the current provisions of the Prince George’s County Code that address the state regulations. Development must conform to the approved SWM concept plan, or subsequent revisions, to ensure that on-site or downstream flooding do not occur
4. **Trails**—This PPS has been reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 *Central US 1 Corridor Approved Sector Plan and Sectional Map Amendment* (Central US 1 Corridor Sector Plan and SMA) in order to implement planned trails, bikeways, and pedestrian movements.

No master plan trails facilities are identified in the MPOT or the area master plan. However, the Complete Streets element of the MPOT reiterates the need for continuous sidewalks along internal roads and all road frontages for new development under Policies 1 and 2.

The submitted plan shows adequate sidewalks along the frontage of the subject property. It is determined that the plan is consistent with the MPOT.

The sector plan includes several policies, recommendations and standards that are applicable to the subject site. Policy 1 calls for continuous sidewalks, bikeways, and trails in the area around the Hillel site (page 147). Policy 2 of the Bicycle Parking sections recommends the installation of bicycle parking spaces along sidewalks (page 147).

Review of the Bicycle and Pedestrian Impact Statement (BPIS) and Proposed Off-Site Improvements

Due to the location of the subject site within the Central US 1 Corridor Sector Plan and SMA, the application is subject to Prince George's County Council Bill CB-2-2012, which includes a requirement for the provision of off-site bicycle and pedestrian improvements.

The BPIS was submitted on June 11, 2018 and recommended the continued construction of the existing sidewalk along the west side of Princeton Avenue to the existing crosswalk and sidewalk at Yale Avenue as referenced in Applicant's Exhibit B. This proposed sidewalk will provide access between existing student housing, the cultural center, as well as other destinations on the University of Maryland, College Park campus.

Finding of Adequate Bicycle and Pedestrian Facilities and Demonstrated Nexus Finding:

With the sidewalks and bicycle parking provided on-site and the off-site sidewalk connection proposed off-site, the facilities for pedestrians and bicyclists will be improved consistent with the requirements of Section 24-124.01 of the Subdivision Regulations. With the construction of the off-site sidewalk extension along Princeton Avenue, a significant gap in the local sidewalk network will be completed and pedestrian access will be accommodated between US 1 and the Hillel Center. With the facilities proposed by the applicant and supported by the Transportation Planning Section, staff finds that pedestrian and bicycle facilities are adequate for the subject application.

5. **Transportation**—This PPS has been reviewed for conformance with the “Transportation Review Guidelines” otherwise termed the “Guidelines.”

The subject property is located within the Transportation Service Area (TSA) 1, as defined in the Plan 2035. As such, the subject property is evaluated according to the following standards:

- a. **Links and signalized intersections:** Level-of-service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better;
- b. **Unsignalized intersections:** The procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. Once the CLV exceeds 1,150, this 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.

- c. **Roundabouts:** Where the analysis using *The Highway Capacity Manual* (Transportation Research Board) indicates a volume-to-capacity (v/c) ratio greater than 0.850 for the intersection, geometric improvements or trip reduction measures should be considered that will reduce the v/c ratio to an acceptable level. The operating agency can deem a v/c between 0.850 and 0.900 to be acceptable, and that agency must do this in writing in order for the Planning Board to make a similar finding.

Neither the “Guidelines” nor the *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers (ITE)), has provided trip generations for the proposed cultural center. The ITE manual provides a trip generation rate for a Recreation Community Center (Land Use Code – 495). The description provided by the ITE manual for this land use is as follows:

“A Recreational Community Center is a stand-alone public facility similar to and including YMCAs. These facilities often include classes and clubs for adults and children; a day care or nursery school; meeting rooms; swimming pools and whirlpools; saunas; tennis, racquetball, handball, basketball and volleyball courts; outdoor athletic fields/courts; exercise classes; weightlifting and gymnastics equipment; locker rooms; and a restaurant or snack bar. Public access is typically allowed but a fee may be charged. Racquet/tennis club (Land Use 491), health/fitness club (Land Use 492), and athletic club (Land Use 493) are related land uses.”

There is an existing Hillel center that is located on Mowatt Lane, also on the campus of the University of Maryland. This facility will eventually be replaced by a larger facility, which is the subject of the pending PPS application. Based on information provided by the Director of Operations for the current facility, the following represents typical operations at the center during the weekday:

Meals:

Breakfast:	8:30 a.m.–9:30 a.m.
Lunch:	11:30 a.m.– 2:00 p.m.
Dinner:	5:00 p.m.–7:00 p.m.

Prayer services: 7:00 a.m.; 8:00 am; 1:00 p.m.; 6:00 p.m.

Staff has also been informed by the applicant that the clientele of the existing and future Hillel Center are primarily Jewish students enrolled at the university. There are other similar religious-themed facilities that exist on the campus as well.

In comparing the operation for the Hillel Center, with the description by ITE for the above-mentioned Recreation Community Center (Land Use Code – 495) it is the opinion of staff that these two land uses are dissimilar in their functionality, and therefore trip generation. Consequently, staff concludes that the ITE trip rate for a community center should not be used for the proposed Hillel Center. To that end, staff requested that the applicant conduct a peak-hour trip count of vehicular traffic at the existing Hillel facility in order that a trip generation for the proposed facility can be established.

Staff is in receipt of a peak-hour trip count (vehicular and pedestrian) that was conducted on August 29, 2018 and August 30, 2018. The results of the data show that during the morning peak hour (8:00–9:00 a.m.), seven trips are generated. During the evening peak hour (5:15 p.m.–6:15-p.m.), 17 trips are generated. During both peak periods for vehicular traffic, approximately 65 patrons (students) were observed entering and exiting the facility during the morning, while an average of 83 students were observed during the evening.

While the existing facility consist of a gross floor area (GFA) of approximately 17,000 square feet, and the planned facility’s GFA will be 37,728 square feet, one should not necessarily presume that the vehicular traffic generation will be proportional to its expanded floor area.

Traffic engineering best practices have demonstrated that trip generation for various uses can be determined by multiple independent variables such as floor area, number of students or staff, hospital beds, and fueling positions in the case of gas stations. The applicant has communicated to planning staff that staffing needs of the proposed Hillel Center will remain about the same as the current facility. The possibility does exist that as the facility expands, there could be an induced demand for services at the new facility by more students. Even if this were to happen, the target patrons who will be served by this proposed development, will be students who are currently living on campus. Since on-campus student residents are unlikely to own vehicles, any increase in student participation is likely to result in an increase in pedestrian traffic rather than vehicular. Consequently, the vehicular traffic is not likely to be increased. Staff, therefore, concludes that the traffic generation of the proposed development (and subsequent trip cap) should be 7 (4-in, 3-out) AM trips and 17 (7-in, 10-out) PM trips during the respective peak periods.

In evaluating the effect of the proposed traffic impact, staff requested and received a peak-hour turning movement count at the critical intersection of Yale Avenue and College Avenue. The table below shows the intersection deemed to be critical, as well as the levels of service representing existing conditions:

EXISTING TRAFFIC CONDITIONS		
Intersections	AM	PM
	(LOS/CLV)	(LOS/CLV)
Yale Avenue and College Avenue *	7.6 seconds	8.5 seconds
* Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. If delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using <i>The Highway Capacity Manual</i> (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. If the CLV falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.		

Given the location of the critical intersection, staff found no background development whose impact is likely to affect this intersection. Both streets creating this intersection are not likely to see any appreciable growth in through traffic given the urban nature of this section of College Park. Hence, staff does not expect any significant increase in traffic under background conditions. Regarding the total traffic scenario, staff applied the projected future traffic on top of the traffic data representing existing conditions. This new analysis yielded the following results:

TOTAL TRAFFIC CONDITIONS		
Intersections	AM	PM
	(LOS/CLV)	(LOS/CLV)
Yale Avenue and College Avenue	7.6 seconds	8.9 seconds

The results show that the delays in both peak hours are well below the 50-second acceptable threshold. Staff further concludes that the proposed development will have no discernable impact on the critical intersection.

Master Plan, Right-of-Way Dedication, Access and Circulation

The property is in an area where the development policies are governed by the Central US 1 Corridor Sector Plan and SMA. There are no recommendations of this plan that will have any direct impact on Yale Avenue, the public street on which the property fronts. The section of Yale Avenue in the vicinity of the site has variable width right-of way.

All of Yale Avenue falls within the limits of the City of College Park. By way of electronic mail, staff has been informed that the City will not be requiring any additional right-of-way from this applicant. Staff supports this decision.

The application proposes one vehicular access to the site. The sole vehicular access point is along the northern periphery of the site. That section of the property shares a border with the University of Maryland. As of the writing of this technical staff report, the applicant is negotiating an easement that would allow access to the loading dock on the northern elevation of the proposed building. Prior to final plat, the applicant shall record an access easement in the Prince George's County Land Records and shall not extinguish or modify that recorded access easement, which provides sole vehicular access to the site, without the approval of the Maryland-National Capital Park and Planning Commission (M-NCPPC). This requirement shall be included in the easement agreement. Regarding other vehicular access to the site, none is being proposed by the applicant. The basic assumption regarding the functionality of this development is that it will serve a clientele that is predominantly pedestrian in nature. Consequently, the need for on-site parking is obviated. There is a pedestrian access that is being provided on Yale Avenue as well as along the northern boundary of the site.

Regarding the parking needs of daily support staff, off-site parking is being proposed through a pending easement agreement that would allow for the provision of 15 parallel spaces along the northern boundary of the proposed site. Staff finds the pedestrian access as well as the access to the loading dock to be acceptable, pending the recordation of the easement agreement. Pursuant to Section 27-568(a) of the Zoning Ordinance, a building with a GFA of 38,728 square feet will require 97 parking spaces. Recommendations from the Central US 1 Corridor Sector Plan and SMA requires a reduction of 50 percent of the spaces required by the Zoning Ordinance. Consequently, this site would be required to provide 49 parking spaces. However, Applicant's Exhibit A addresses access as well as off-site parking for the proposed development. This exhibit shows an area of 2,163 square feet directly across the northern periphery of the site where pedestrians including staff could access the property. Directly above that area is another 12,353-square-foot lease area which includes 15 vehicular parking spaces.

At the time of DSP, the applicant may request a modification of the on-site parking requirements of the sector plan, for both the location and number of spaces required if necessary. Staff notes

that the layout used for analysis at this stage could be modified at the time of DSP if the proposed parking is not approved and/or modified.

Based on the preceding findings, adequate transportation facilities will exist to serve the proposed subdivision, as required in accordance with Section 24-124 of the Subdivision Regulations, if the application is approved with conditions.

6. **Use Conversion**—The total development included in this PPS is one parcel for the development of a cultural center in the M-U-I and D-D-O Zones. If a revision to the mix of uses or the site layout on the subject property is proposed that affects Subtitle 24 adequacy findings as set forth in the resolution of approval, that revision shall require approval of a new PPS prior to approval of any building permits.
7. **Public Facilities**—Adequate public facilities for water and sewerage, police facilities, and fire and rescue facilities are adequate to serve the proposed subdivision in accordance with Section 24-122.01 of the Subdivision Regulations, which are further outlined in memorandums dated May 16, 2018 (Mangalvedhe to Onyebuchi and Branch to Onyebuchi), included in the back-up of this technical staff report and incorporated by reference herein. In accordance with Section 24-122.02 of the Subdivision Regulations, this proposal will have no effect on public schools as it is a nonresidential use.
8. **Public Utility Easement (PUE)**—In accordance with Section 24-122(a) of the Subdivision Regulations, when utility easements are required by a public company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at folio 748.”

The PPS delineates a ten-foot-wide public utility easement (PUE) along Yale Avenue. All PUEs will also be required to be reflected on the final plat prior to approval.

9. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations, this PPS is exempt from mandatory dedication of parkland requirements because it consists of nonresidential use.
10. **Historic**—The subject site is located in the Old Town College Park Historic District. This PPS was reviewed by the Historic Preservation Commission (HPC) at its June 19, 2018 meeting. The HPC found that this application will not have a significant impact on the historic district as further outlined by the findings and conclusions provided in a memorandum dated June 25, 2018 (Berger and Stabler to Onyebuchi), included in the back-up of this technical staff report and incorporated by reference herein. Due to the extensive modern disturbance on the subject property, Phase I archeology survey is not recommended.
11. **Environmental**—The site has a Natural Resource Inventory Equivalency Letter (NRI-096-2017), which was issued on October 31, 2017. The site is partially developed with a parking lot. The remainder of the site is characterized by green space with landscaped trees. No woodland or regulated environmental features are located on this site. According to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), the site contains a Beltsville-Urban land complex soil. No unsafe soils containing Christiana complexes or Marlboro clays are associated with this site. This site is not located within a Sensitive Species Protection Review Area (SSPRA) based on a review of the SSPRA GIS layer

prepared by the Heritage and Wildlife Service, Maryland Department of Natural Resources. This site is within aviation policy area (APA) Zone 6 of the College Park Airport and will be reviewed for conformance to any building height restrictions imposed by this zone at the time of detailed site plan review by the Urban Design Section.

The site is located within the Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by Plan 2035. The site is also located in the approved *Central US 1 Corridor and College Park Area Master Plan and Sectional Map Amendment* (June 2010), and falls within the University of Maryland corridor node. Based on the proposed layout, the project demonstrates conformance with the applicable policies and strategies of the 2017 *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* because the site contains no regulated or evaluation areas within the existing network. The project was found to be in conformance with applicable environmental policies within the General Plan, Master Plan and Countywide Green Infrastructure Plan.

Staff finds this application to be in conformance with the environmental requirements of Subtitle 24 (Subdivision), Subtitle 25 (Woodland and Wildlife Habitat Conservation Ordinance) and Subtitle 27 (Zoning Ordinance).

12. **City of College Park**—At the time of the writing of this technical staff report, a memorandum from the City of College Park had not been received.
13. **Urban Design**—Pursuant to the requirements of Part 3, Division 9, of the Zoning Ordinance and the 2010 *Central US 1 Corridor Sector Plan and SMA*, this site will be subject to detailed site plan review and conformance with the Development District Standards.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to make the following technical corrections:
 - a. Add a general note that vehicular access via a private easement is authorized pursuant to Section 24-128(b)(8) of the Subdivision Regulations.
 - b. Reflect the location of the proposed off-site vehicular access easement which will provide access to the subject site from the public right-of-way of Yale Avenue.
2. Total development within the subject property shall be limited to uses, which generate no more than 7 AM and 17 PM peak-hour trips. Any development generating an impact greater than that identified herein above shall require a new determination of the adequacy of transportation facilities and a new preliminary plan of subdivision.
3. A substantial change to the uses on the subject property that affects Subtitle 24 adequacy findings shall require the approval of a new preliminary plan of subdivision prior to the approval any building permits.

4. Development of this site shall be in conformance with the approved Stormwater Management Concept Plan 56978-2017-00 and any subsequent revisions. The final plat shall note the Stormwater Management Concept Plan number and approval date.
5. Prior to approval of the final plat of subdivision:
 - a. The applicant and the applicant's heirs, successors, and/or assignees shall grant a 10-foot-wide public utility easement along the public right-of-way of Yale Avenue.
 - b. A draft 22-foot-wide vehicular access easement pursuant to Section 24-128(b)(8) of the Subdivision Regulations shall be submitted and approved by The Maryland-National Capital Park and Planning Commission (M-NCPPC), Subdivision and Zoning Section and be fully executed. The easement documents shall set forth the rights, responsibilities, and liabilities of the parties and shall include the rights of M-NCPPC. The easement shall be recorded in land records and the Liber/folio of the easement shall be indicated on the final plat.
 - c. The following note shall be placed on the final plat in accordance with Section 27-548.43(b)(2):

“This property is located within APA-6 within one-mile of the College Park General Aviation airport and is subject to overflight by aircraft and the regulations of the Zoning Ordinance, Subtitle 27.”
6. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 *Approved US 1 Corridor Sector Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors and assignees shall provide the following:
 - a. All sidewalks provided on-site shall comply with current Americans with Disabilities Act (ADA) standards and requirements, unless modified by the City of College Park.
 - b. The amount, type, and location of bicycle parking will be determined at the time of Detailed Site Plan.
7. Prior to the approval of any building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following required adequate pedestrian and bikeway facility as designated below, in accordance with Section 24-124.01 of the Subdivision Regulations and the cost cap in Part (c), have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:
 - a. Provide the off-site sidewalk along Princeton Avenue as shown on the submitted BPIS exhibit.
8. At the time of Detailed Site Plan submittal, provide an exhibit that illustrates the location, limits, specifications and details of the off-site sidewalk improvements recommended by the Department of Public Works and Transportation (DPW&T), consistent with Section 24-124.01(f) and the cost cap in Section 24-124.01(c) of the Subdivision Regulations.

STAFF RECOMMENDS:

- Approval of Preliminary Plan of Subdivision 4-17038