



The Maryland-National Capital Park and Planning Commission  
Prince George's County Planning Department  
Development Review Division  
301-952-3530

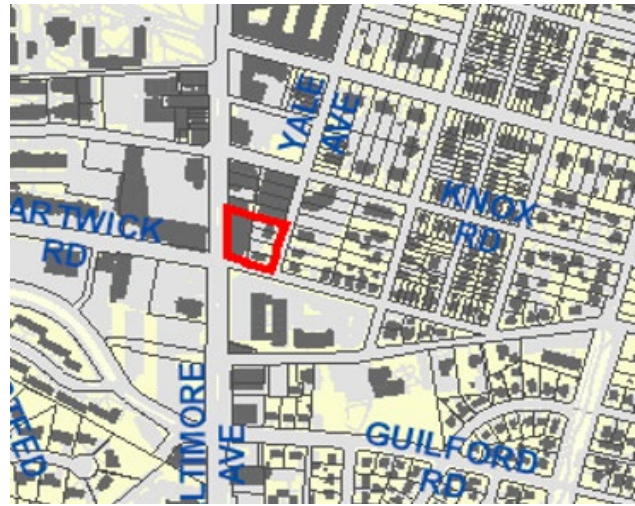
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# Preliminary Plan of Subdivision 4-21055

## Terrapin House

REQUEST	STAFF RECOMMENDATION
One parcel for development of 175 multifamily dwelling units, and 15,000 square feet of commercial use.	With the Conditions Recommended herein: <ul style="list-style-type: none"><li>•Approval of Preliminary Plan of Subdivision 4-21055</li><li>•Approval of a Variation from Section 24-122(a)</li></ul>

<b>Location:</b> On the north side of Hartwick Road, between Yale Avenue and US 1 (Baltimore Avenue).	
Gross Acreage:	0.89
Zone:	LTO-E/RSF-65
Zone Prior:	M-U-I/D-D-O
Reviewed per prior Subdivision Regulations:	Section 24-1703(a)
Gross Floor Area:	15,000 square feet
Dwelling Units:	175
Lots:	N/A
Parcels:	1
Planning Area:	66
Council District:	03
Municipality:	College Park
<b>Applicant/Address:</b> Green Hill Capital Corporation 4901 Fairmount Avenue Bethesda, MD 20814	
<b>Staff Reviewer:</b> Antoine Heath <b>Phone Number:</b> 301-952-3554 <b>Email:</b> Antoine.Heath@ppd.mncppc.org	



Planning Board Date:	05/26/2022
Planning Board Action Limit:	06/08/2022
Mandatory Action Timeframe:	70 days
Staff Report Date:	05/13/2022
Date Accepted:	03/30/2022
Informational Mailing:	12/01/2021
Acceptance Mailing:	03/24/2022
Sign Posting Deadline:	04/26/2022

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at [http://www.mncppcapps.org/planning/Person\\_of\\_Record/](http://www.mncppcapps.org/planning/Person_of_Record/). Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-21055  
Terrapin House

**OVERVIEW**

The subject property is located on the north side of Hartwick Road, between Yale Avenue and US 1 (Baltimore Avenue). The property consists of 0.89 acre and is currently comprised of four lots and one parcel known as Lots 9–12, recorded in the Prince George's County Land Records in Plat Book LIB A, page 50, and Parcel A recorded in the Land Records in Liber 15708 at folio 576. The property is located within both the Local Transit–Oriented–Edge (LTO-E) and the Residential, Single-Family-65 (RSF-65) Zones under the current Prince George's County Zoning Ordinance. Under the prior Zoning Ordinance, the property was located within the Mixed Use-Infill (M-U-I) and the One-Family Detached Residential (R-55) Zones. This property was also formerly located in a Development District Overlay (D-D-O) Zone. This application is being reviewed in accordance with the prior Zoning Ordinance and Subdivision Regulations, as required by Section 24-1703(a) of the Prince George's County Subdivision Regulations. The site is also subject to the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (sector plan), Subtitles 24 and 27 of the Prince George's County Code, and other applicable plans as outlined herein. This preliminary plan of subdivision (PPS) proposes one parcel for the development of 175 multifamily dwellings and 15,000 square feet of commercial development. The site is currently occupied with commercial and residential development, which is to be removed.

Section 24-122(a) of the Subdivision Regulations requires that 10-foot-wide public utility easements (PUE) be provided along public rights-of-way. US 1, Hartwick Road, and Yale Avenue abut the property to the west, south, and east, respectively. The applicant is requesting approval of a variation to the PUE requirement, which is discussed further in this report.

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

**SETTING**

The property is located on Tax Map 33 in Grid C4 and is within Planning Area 66. The abutting properties to the north are located in the LTO-E Zone (formerly the M-U-I Zone) and consist of commercial development. The adjacent properties beyond Yale Avenue to the east are located within the Residential, Multifamily-20 Zone (formerly the Multifamily Medium Density Residential [R-18] Zone) and the RSF-65 Zone (formerly the R-55 Zone) and consist of single-family detached dwellings. The properties to the south beyond Hartwick Road are located within the LTO-E Zone

and consist of commercial development. The adjacent properties to the west beyond US 1 are located in the LTO-E Zone and consist of commercial development.

## 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	LTO-E/RSF-65	LTO-E/RSF-65
Use(s)	Commercial/ Residential	Commercial/ Residential
Acreage	0.89	0.89
Proposed Right-of-way Dedication		0.04 acres
Lots	4	0
Parcels	1	1 (0.85 acre)
Dwelling Units	11	175
Gross Floor Area (sq. ft.)	13,100	15,000

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee meeting on April 15, 2022.

- 2. Previous Approvals**—PPS 4-02051 was approved by the Prince George’s County Planning Board on September 19, 2002 (PGCPB Resolution No. 02-199). This PPS approved one parcel for 13,100 square feet of mixed-use commercial development on what is currently Parcel A. PPS 4-21055 will supersede this PPS, if approved.

Detailed Site Plan DSP-03008 was approved by the Planning Board on July 24, 2003 (PGCPB Resolution No. 03-163), for development of 13,100 square feet of commercial development, on what is now Parcel A. A new DSP will be required for the development proposed in this application and will supersede this prior approval.

DSP-11005 was approved by the Prince George’s County District Council on November 18, 2013. This DSP rezoned the subject site from R-18 to M-U-I, and approved four additional dwelling units to an existing multifamily building on what is currently Lots 11 and 12. A new DSP will be required for the development proposed in this application and will supersede this prior approval.

Conceptual Site Plan CSP-20002 was approved on June 21, 2021 by the District Council. This CSP approved the rezoning of a portion of the property (Lots 9 and 10) in the R-55 Zone to the M-U-I Zone, and approved 10,000–15,000 square feet of commercial use, along with 160–175 multifamily dwelling units. The applicable conditions of the CSP approval are discussed within this technical staff report.

- 3. Community Planning**—The 2014 *Plan Prince George’s 2035 Approved General Plan* (Plan 2035) and conformance with the sector plan are evaluated, as follows:

### **Plan 2035**

The subject property falls within the University of Maryland (UMD) East Local Center, as designated in Plan 2035, as well as the designated Employment Area. Also identified as a Campus Center, it is a focal point for development because of access to transit (future Purple Line) and major highways (Plan 2035, page 19). The desired development for Campus Centers is mid- and low-rise apartments, condominiums, townhouses, and small-lot single-family residential, at a density of 10–15 dwelling units per acre. The desired floor area ratio for new development is .5–3 (Plan 2035, Center Classification, page 108). Employment Areas have the highest concentration of economic activity in the County's targeted industry clusters and is where Plan 2035 recommends supporting business growth, concentrating new business development near transit where possible, improving transportation access and connectivity, and creating opportunities for synergies (Plan 2035, page 19). The proposed application aligns with the growth policy of Local Centers and Employment Areas of Plan 2035 by concentrating residential and commercial development near transit centers and existing industry clusters.

### **Sector Plan Conformance**

The sector plan recommends residential-medium development on Lots 9 and 10, and mixed-use commercial development on Lots 11 and 12, and Parcel A. As previously discussed, CSP-20002 approved a zoning change for Lots 9 and 10, from R-55 to M-U-I. The proposed density is consistent with Mixed-Use-Commercial development recommendation, and the Walkable Node and Downtown College Park District, in accordance with the sector plan.

### **Planning Area/Community**

The subject property is located in Planning Area 66 and the College Park-Berwyn Heights and Vicinity Community.

### **Aviation Policy Area**

This application is located within Aviation Policy Area (APA) 6. Section 27-548.38(a) of the Zoning Ordinance states that, for an individual property, APA regulations are the same as in the property's underlying zone, except as stated in this Subdivision. Section 27-548.38(b)(4) states that in APA-4 and APA-6, development densities and intensities are the same as in the underlying zone. Section 27-548.39(b) states that in APA-4, APA-5, or APA-6, every application shall demonstrate compliance with height restrictions in this Subdivision. Section 27-548.42(b) states that in APA-4 and APA-6, no building permit may be approved for a structure higher than 50 feet unless the applicant demonstrates compliance with Federal Aviation Regulations (FAR) Part 77. With a DSP proposing buildings for the site, the applicant shall complete a Federal Aviation Administration (FAA) Form 7460-1 and submit it to the Maryland Aviation Administration (MAA), and subsequently provide evidence that the project complies with FAR 77. If the MAA identifies an issue, then the plan shall be revised to reduce or eliminate any perceived obstruction identified by MAA.

### **SMA/Zoning**

The 2010 *Approved Central US 1 Corridor Sectional Map Amendment* retained 7313 Baltimore Avenue in the M-U-I Zone; retained 4424 Hartwick Road in the R-55 Zone; and retained 7302 Yale Avenue in the R-18 Zone, all with a superimposed D-D-O Zone. The property at 4424 Hartwick Road was rezoned M-U-I/D-D-O by CSP-20002 in 2021.

Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, staff finds that this application conforms to the sector plan's recommended land use, as evaluated in this finding.

4. **Stormwater Management**—An unapproved Stormwater Management (SWM) Concept Plan (7312-2022-0) was submitted with the current application. These plans are still under review by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). The unapproved SWM concept plan shows the use of an underground storage facility that connects to an underground sand filter. In accordance with Section 24-130 of the Subdivision Regulations, development of the site shall conform with the approved SWM concept plan and any subsequent revisions, to ensure no on-site or downstream flooding occurs. An approved SWM concept plan will be required as part of the application at the time of DSP review. No further information is required at this time regarding SWM with this PPS application.
5. **Parks and Recreation**—This PPS was reviewed for conformance with the requirements of CSP-20002, the sector plan, the *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, the Zoning Ordinance, and the Subdivision Regulations, pertaining to public parks and recreational facilities.

The subject property is not adjacent to any Maryland-National Capital Park and Planning Commission parkland. However, several existing parks and community centers are with the vicinity of this development: University Hills Park (approximately 1 mile to the west), which has a playfield, picnic area, and trails; College Park Community Center (approximately 1.3 miles to the northeast); Prince George's Plaza Community Center (approximately 2 miles to the southwest); Acredale Park (approximately 1.7 miles to the north), which has a dog park, fields, and playground; and Calvert Park (approximately 0.6 mile to the southeast), which has a playground, picnic area, and trails.

In accordance with Section 24-134(a)(1) of the Subdivision Regulations, the proposed development with the current density proposed on the subject property will require 0.13 acre of land to meet the mandatory dedication of parkland requirement. However, in accordance with Section 24-135(b) of the Subdivision Regulations, the Planning Board may approve on-site recreational facilities, in lieu of parkland dedication, provided the following are met:

1. **Such facilities will be superior, or equivalent, to those that would have been provided under the provisions of mandatory dedication.**
2. **The facilities will be properly developed and maintained to the benefit of future residents.**

On a conceptual basis, the applicant has indicated there will be on-site recreational facilities provided with the development of this property, such as a fitness center/ yoga-Pilates/sauna, game room, lobby/lounges, study-collaboration rooms, and coffee bar/bistro.

Condition 3 of CSP-20002 applies to this application, and is as follows:

- 3. At the time of preliminary plan of subdivision, consider the inclusion of a pocket park to fulfill the mandatory dedication of parkland requirement.**

At the time of the CSP approval, the applicant stated that the project is conceptual and that they are exploring several alternatives to ensure that any redevelopment is responsive to and compatible with existing or approved future development. The sector plan prioritizes increasing the recreation level of service at existing parks, place-making and facility upgrades, and improving connectivity to the neighborhoods and the trail system. It also recommends that mixed-use redevelopments incorporate a plaza or green space on-site. The applicant has indicated that given the proposed use, and the limited area available for development, they have decided to provide indoor private on-site facilities, absent a public on-site plaza or green space. However, staff strongly encourages the applicant to pursue development that may satisfy the design guidelines for public amenities through outdoor seating, bike racks, and benches, at the time of DSP.

Staff finds some of the applicant's proposed on-site recreational facilities should not be counted toward the recreational facilities, such as the study room. However, the on-site recreational facilities may be further evaluated at the time of DSP and further refined when the building details are provided. Staff recommends that the applicant should further consider the addition of a pocket park or mini park, as part of their amenity design with their DSP submission, as the design of the building frontage zone is further detailed. Formula 2040 defines a pocket or mini park as less than a quarter acre, consisting of planted areas, hardscape, seating, and visual amenities, such as a fountain or artwork, along with a public use easement. The inclusion of a plaza, pocket park, or mini park along the US 1 and Yale Avenue frontage would be consistent with the sector plan and enhance the streetscape, not only for this development, but for the surrounding community, as well. This facility would not be required for dedication. These facilities shall be reviewed in detail at the time of DSP.

Staff finds that the applicant's proposal to provide on-site recreational facilities will meet the requirements of Section 24-134(a), subject to the recommendations in this technical staff report.

- 6. Bicycle and Pedestrian**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the sector plan to provide the appropriate pedestrian and bicycle transportation recommendations.

#### **Previous Approvals**

CSP-20002 has one condition related to transportation, and it is as follows:

- 4. At the time of detailed site plan, the applicant shall:**
  - b. Consider providing publicly accessible bicycle racks and an area reserved for micro-mobility shared parking.**

Conformance to this condition will be evaluated at the time of DSP.

### **Master Plan Pedestrian and Bike Facilities**

This application is subject to the MPOT. The subject property fronts the recommended master-planned bicycle lane along US 1, and a shared roadway facility along Hartwick Road.

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, and a shared-use roadway along Hartwick Road. 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 Route 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)**

### **Strategies**

**Provide bicycle parking, including bicycle racks and lockers, to encourage and facilitate bicycle travel. (page 153)**

**Encourage nonresidential and mixed-use developments to provide shower facilities and bicycle lockers as further incentives for increasing bicycle use. (page 153)**

**Special decorative paving materials, such as brick, precast pavers, Belgium block, or granite pavers, are recommended in the walkable nodes and at appropriate locations within the corridor infill areas. (page 264)**

**Sidewalk materials should be continued across driveways whenever possible, and accent paving should be used to define pedestrian crossings. (page 264)**



The above policies, strategies, and recommendations all support a multimodal community. Per the area sector plan (page 261), the frontage along US 1 should include a five- to eight-foot-wide landscape strip, six-foot-wide cycle track, and a five- to ten-foot-wide sidewalk. The cross section provided on the PPS reflects these recommendations and is acceptable. Staff also recommends that all streetscape amenities described in the sector plan (page 264) be provided along the property frontage of US 1.

Due to the proximity of the US 1 and Hartwick Road intersection, shared roadway infrastructure is not recommended along the property frontage of Hartwick Road. However, the required Pedestrian and Bicycle Impact Statement (BPIS), does propose shared roadway infrastructure along Hartwick Road, beyond the property frontage.

### **Analysis of Bicycle and Pedestrian Impact Statement**

The subject property is located in the Central US 1 Corridor and is, therefore, subject to Section 24-124.01 of the Subdivision Regulations and the "Transportation Review Guidelines, Part 2."

The cost cap for the proposed development's off-site facilities, adjusted for inflation, is \$69,864 as of February 2022.

### **Off-Site Adequacy**

The applicant has provided a detailed list of several off-site pedestrian and bicycle facilities to meet pedestrian and bikeway adequacy.

Infrastructure along Hartwick Road includes the following:

1. Continental-style crosswalk along the north approach at Hartwick Road and Yale Avenue.
2. Upgrade pedestrian ADA curb ramps along the northeast and northwest corners at Hartwick Road and Princeton Avenue.
3. Upgrade pedestrian ADA curb ramps along the northeast and northwest corners at Hartwick Road and Dickinson Avenue.
4. Upgrade pedestrian ADA curb ramps along the northwest and southwest corners at Hartwick Road and Hopkins Avenue.
5. Shared roadway signage along Hartwick Road between Yale Avenue and Calvert Street

Estimated total: \$24,600

Infrastructure along Calvert Road includes the following:

1. Upgrade pedestrian ADA curb ramps along the northeast and southeast corners at Calvert Road and Hopkins Avenue.

2. Upgrade pedestrian ADA curb ramps along the southeast corner at Calvert Road and Rhode Island Avenue.
3. Upgrade pedestrian ADA curb ramps along the northwest, northeast, and southwest corners of Calvert Road and Dartmouth Avenue.

Estimated total: \$18,000

Infrastructure along College Park Trolley Trail includes the following:

1. Stop sign along the trail for pedestrians and bicycles at Calvert Road and Trail.
2. Stop sign along the trail for pedestrians and bicycles at Howard Lane and Trail.

Estimated total: \$4,500

Staff recommends minor modifications to the improvements provided by the applicant. Staff recommends that Item 5 along Hartwick Road be modified to shared road pavement markings in lieu of signage, due to the lower traffic volume along the roadway.

The City of College Park Planning Department also recommends a minimum five-foot-wide sidewalk be constructed along the north side of Guilford Road from US 1 to connect to the existing eastern sidewalk, as part of the off-site facilities improvements. In addition, the City recommends three U-shaped bicycle racks at the southeast quadrant of US 1 and Hartwick Road near the existing bus stop. The proposed modifications are included in the conditions recommended in this staff report.

### **On-Site Adequacy**

On-site pedestrian and bicycle adequacy facilities are also required pursuant to Section 24-124.01(c). The applicant has not indicated specific pedestrian and bicycle facilities that will be included in the BPIS. However, staff recommends, as a condition of approval, that the site shall be served by on-site facilities that connect to facilities along the property's frontage. Details of these facilities shall be provided with the DSP.

### **Demonstrated Nexus**

The identified off-site improvement creates new and/or improves the site's connection to the surrounding area. The site has major trip generators and destinations, including the University of Maryland campus, several retail/commercial areas, nearby Trolley Trail, and transit stops along US 1.

Pursuant to Section 24-124.01, staff finds that there is a demonstrated nexus between the proposed off-site facilities and improvements for the proposed development and nearby destinations.

Based on the preceding findings, the pedestrian and bicycle transportation facilities will serve the proposed subdivision, meet the findings required by Subtitle 24, and conform to the sector plan and the MPOT, subject to the conditions recommended in this technical staff report.

7. **Transportation**—Transportation findings related to adequacy are made with this application, along with any determinations regarding dedication, access, and general subdivision layout. The applicant has submitted a full traffic impact analysis, which is used as the basis for a determination of adequacy. The findings and recommendations outlined below are based upon a review of the materials and analyses by staff consistent with the “Transportation Review Guidelines, Part 1” (Guidelines).

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

**Links and Signalized Intersections:** Level-of-Service E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better.

### Traffic Impacts

The application is a PPS for residential and commercial development. The table below summarizes trip generation in each peak hour that will be used in reviewing traffic and developing a trip cap for the site:

TRIP GENERATION SUMMARY: 4-21055 TERRAPIN STATION									
				AM Peak Hour			PM Peak Hour		
Existing	Land Use	Quantity	Metric	In	Out	Total	In	Out	Total
	Multifamily	4	units	0	2	2	1	1	2
	Single-Family	1	units	0	1	1	1	0	1
	Strip Retail	13,500	sq. ft.	21	14	35	48	48	96
	- 50% Pass-by			-11	-7	-18	-24	-24	-48
	Total Existing Trips			10	10	20	26	25	51
Proposed	Multifamily	175	units	18	73	91	68	37	105
	Strip Retail	15,000	sq. ft.	23	15	38	52	52	104
	- 50% Pass-by			-11	-8	-19	-26	-26	-52
	Total New Trips			30	80	110	94	63	157
Net Primary Trips for 4-21055				30	80	110	94	63	157

The sector plan requires that traffic counts be averaged, as indicated by the following standard: “Within the Central US 1 Corridor Development District, the transportation facilities adequacy standard shall be Level of Service E, based on the average peak period levels of service for all signalized intersections in three designated segments of the Central US 1 Corridor.” The site falls within the segment between Campus Drive and Guilford Drive. Each traffic count is grouped together and averaged with other signalized intersections within the segment, as defined by the sector plan to determine adequacy. This procedure is explained in the Guidelines on pages 31 and 32. The study area includes the following signalized intersections:

- US 1 and Campus Drive
- US 1 and Hotel Drive
- US 1 and Rossborough Drive
- US 1 and Fraternity Row

- US 1 and College Avenue/Regents Drive
- US 1 and Knox Road
- US 1 and Hartwick Road
- US 1 and Calvert Road
- US 1 and Guilford Drive

Additional intersections, Hartwick Road/Site Access, Hartwick Road/Yale Avenue, and Yale Avenue/Site Access are included in the study area as all-way, 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, and the standards are explained below:

For two-way stop-controlled intersections, a three-part process is employed:  
 (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the 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.

For all-way stop-controlled intersections, a two-part process is employed:  
 (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed.

The following critical intersections, interchanges and links identified above, when analyzed with existing traffic and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
US 1/Campus Drive	599	920	A	A
US 1/Hotel Drive	428	557	A	A
US 1/Rosborough Lane	344	509	A	A
US 1/Fraternity Row	226	445	A	A
US 1/College Avenue/Regents Drive	443	622	A	A
US 1/Knox Road	438	741	A	A
US 1/Hartwick Road	346	492	A	A
US 1/Calvert Road	362	543	A	A
US 1/Guilford Drive/Guilford Lane	479	584	A	A
Hartwick Road/Yale Avenue*	4.6s	6.8s	A	A
Hartwick Road/Site Access*	-	-	-	-
Yale Avenue/Site Access*	-	-	-	-
<b>AVERAGE CLV</b>	<b>407</b>	<b>601</b>	<b>A</b>	<b>A</b>
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

The Maryland State Highway Administration (SHA) is currently constructing improvements along the US 1 Corridor between College Avenue and MD 193. The lane assignments that are impacted by this construction were used to analyze the background and total traffic volumes.

The traffic study identified 26 background developments whose impact would affect some or all of the study intersections. In addition, a growth of 1 percent over 6 years was also applied to all traffic volumes. A second analysis was done to evaluate the impact of the background developments. The analysis revealed the following results:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
US 1/Campus Drive	787	1296	A	C
US 1/Hotel Drive	579	785	A	A
US 1/Rosborough Lane	344	509	A	A
US 1/Fraternity Row	374	666	A	A
US 1/College Avenue/Regents Drive	592	855	A	A
US 1/Knox Road	589	1077	A	B
US 1/Hartwick Road	595	879	A	A
US 1/Calvert Road	554	924	A	A
US 1/Guilford Drive/Guilford Lane	675	946	A	A
Hartwick Road/Yale Avenue*	4.5s	6.9s	A	A
Hartwick Road/Site Access*	-	-	-	-
Yale Avenue/Site Access*	-	-	-	-
<b>AVERAGE CLV</b>	<b>565</b>	<b>882</b>	<b>A</b>	<b>A</b>
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

The following critical intersections identified above, when analyzed with total future traffic as developed using the Guidelines including the site trip generation as described above, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
US 1/Campus Drive	796	1326	A	D
US 1/Hotel Drive	589	808	A	A
US 1/Rossborough Lane	498	756	A	A
US 1/Fraternity Row	403	689	A	A
US 1/College Avenue/Regents Drive	602	888	A	A
US 1/Knox Road	599	1111	A	B
US 1/Hartwick Road	666	937	A	A
US 1/Calvert Road	563	931	A	A
US 1/Guilford Drive/Guilford Lane	684	954	A	A
Hartwick Road/Yale Avenue*	6.5s	7.7s	A	A
Hartwick Road/Site Access*	1.4s	2.8s	A	A
Yale Avenue/Site Access*	5.7s	4.2s	A	A
<b>AVERAGE CLV</b>	<b>600</b>	<b>933</b>	<b>A</b>	<b>A</b>
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

The analysis indicates that all critical intersections will operate adequately under total traffic conditions.

#### **Review of Sector Plan Compliance**

The subject site is along US 1 (MC-200), which has a variable width of 88–97 feet of ultimate right-of-way established with the sector plan. The subject property also has frontage along Hartwick Road and Yale Avenue, which are not designated as master plan roadways. The ultimate right-of-way is accurately displayed on the plan sheets. Additional right-of-way dedication is proposed along US 1 (792 square feet), and along Hartwick Road (914 square feet). Access to the site is proposed along Hartwick Road with a 120-foot distance from its intersection with US 1, in addition to a second access proposed along Yale Avenue with a 200-foot distance from its intersection with Hartwick Road.

Based on the preceding findings, adequate transportation facilities will exist to serve the proposed subdivision, as required, in accordance with Section 24-124, with the recommended conditions.

8. **Schools**—This PPS was reviewed for impact on school facilities, in accordance with Section 24-122.02, Prince George's County Council Resolutions CR-23-2001 and CR-38-2002, *Amended Adequate Facilities Regulation for Schools*. Commercial development is exempt from a review of school impacts because it is a nonresidential use.

### Impact on Affected Public School Cluster by Multifamily Dwelling Units

	Affected School Cluster		
	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2
Multifamily (MF) Dwelling Units	175 DU	175 DU	175 DU
Pupil Yield Factor (PYF) – Multifamily (MF)	0.162	0.089	0.101
MF x PYF = Future Subdivision Enrollment	28	16	18
Adjusted Student Enrollment 9/30/19	22,492	9,262	9,372
Total Future Student Enrollment	22,520	9,278	9,390
State Rated Capacity	19,425	7,121	8,494
Percent Capacity	116	130	111

Per Section 24-114.01, School Planning Capacity Analysis, this adequacy analysis was completed for planning purposes to assess the need for new or expanded school facilities; it is not a condition of approval for a subdivision.

#### **Section 10-192.01 School Facilities Surcharge**

Section 10-192.01 of the County Code establishes school surcharges and an annual adjustment for inflation, unrelated to the provisions of Subtitle 24. The current amount is \$10,180 per dwelling if a building is located between I-95/495 (Capital Beltway) and the District of Columbia; \$10,180 per dwelling if the building is included within a basic plan or CSP that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$17,451 per dwelling for all other buildings. This project is located between the Capital Beltway and the District of Columbia; thus, the surcharge fee is \$10,180 per dwelling.

Per Section 10-192.01(c)(2)(A), the school facilities surcharge does not apply to a dwelling unit that is a studio apartment or an efficiency apartment if the dwelling unit is located within the regional transit districts and local centers (Growth Policy Areas), as defined in Plan 2035, and the sector plan. The applicant did not provide a breakdown of the number of each type of unit proposed within the 175 total units. If the applicant proposes studio or efficiency apartments as part of this project, the school facilities surcharge will not apply, however, the surcharge will apply to all other multifamily dwelling units.

This fee is to be paid to DPIE at the time of issuance of each building permit.

9. **Public Facilities**—In accordance with Section 24-122.01, police, water and sewerage, and fire and rescue facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section, dated April 22, 2022 (Perry to Heath), provided in the backup of this technical staff report, and incorporated by reference herein.

#### **Conformance to the Sector Plan**

This PPS was reviewed for conformance to the sector plan in accordance with Section 24-121(a)(5). The sector plan provides goals and policies related to public facilities. The proposed development aligns with the sector plan goal to “provide needed public facilities in locations that efficiently serve the population,” and the schools, libraries, and public safety policies and strategies. There are no police, fire and

emergency medical service facilities, schools, parks, or libraries proposed on the subject property. The 2008 *Approved Public Safety Facilities Master Plan* also provides guidance on the location and timing of upgrades and renovations to existing facilities and construction of new facilities.

- 10. Public Utility Easement**—Section 24-122(a) requires that 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 standard requirement for PUEs is 10 feet wide along both sides of all public rights-of-way. The subject site fronts on the public rights-of-way of US 1, Hartwick Road, and Yale Ave. The applicant has requested a variation from the standard PUE requirement, in accordance with Section 24-113 of the Subdivision Regulations, which sets forth the following required findings for approval of a variation (in **BOLD**), followed by review comments:

#### **Section 24-113 Variations**

- (a) **Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle and Section 9-206 of the Environment Article; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon the evidence presented to it in each specific case that:**

- (1) **The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property;**

The granting of the variation will not be detrimental to public safety, health, or welfare, or injurious to other properties. Utilities currently exist in the public right-of-way and provide service to the existing developed site, as well as surrounding developed sites. This application has been referred out to public utility agencies, none of which have objected to the request.

- (2) **The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;**

The conditions, on which the variation, are based are unique because the site is limited in size and constrained by existing development on all four sides. The property is currently made up of five lots and one parcel. The site has frontage on three different public rights-of-way, US 1, Hartwick Road, and Yale Avenue. This creates additional constraints on a property that is



already relatively small in size. In addition, US 1 and Hartwick Road both require additional right-of-way dedication that will decrease the developable area even further. The subject property is also located within “Walkable Node” in accordance with the Sector Plan, which require a build-to line of 0-10 feet on the western and eastern sides of the property, and 0-12 feet on the southern side of the property, from the property boundary line to the façade of the building. Further limiting the space for PUEs along the property’s frontage.

**(3) The variation does not constitute a violation of any other applicable law, ordinance, or regulation; and**

The requested variation does not constitute a violation of any other applicable law, ordinance, or regulation. More specifically, the requested variation will facilitate the redevelopment of the property as envisioned by the sector plan. The variation from Section 24-122(a) is unique to the Subdivision Regulations and under the sole authority of the Planning Board. This PPS and variation request for the location of PUEs was referred to the public utility companies and none have opposed this request. Staff is not aware of any other law, ordinance, or regulation that would be impacted by this request.

**(4) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out;**

As stated above, the property abuts three public rights-of-way. Two of these rights of way require dedicated area which encroach the site. The property is also located within the Walkable Node of the sector plan, which encourages small blocks with wide sidewalks and buildings set close to the frontages. Carrying out the strict letter of these regulations would cause the applicant to violate the sector plan build-to line requirement. Furthermore, the property has existing development on all four sides. As a result, existing utilities are already available to serve the subject property and are located within the public rights-of-way. Following the strict letter of these regulations would require additional areas of the site to be reserved, but not likely utilized for utilities since the relocation of utilities for this site only would be incongruent with existing conditions. These factors, along with the relatively small site, constrain the site and make it a hardship to provide 10-foot-wide PUEs along any of the public rights-of-way.

**(5) In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where multifamily dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113(a), above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George’s County Code.**

The subject property is not within any of the zones specified by this criterion; therefore, this provision does not apply.

- 11. Historic**—The underlying CSP-20002 was reviewed by the Historic Preservation Commission (HPC) at its March 2021 meeting. The HPC previously voted 6-1-1 to recommend approval of the CSP to the Planning Board.

The subject property is adjacent to the Old Town College Park Historic District (66-042-00). Developed gradually, Old Town College Park retains much of its original grid plan, as platted by Johnson and Curriden in 1889. Today, Old Town consists of 250 developed properties. Residential buildings make up most of the historic neighborhood. Primary resources include single-family dwellings, multifamily dwellings, educational housing (fraternities and sororities), religious, governmental, and social buildings. The resources date from the 1890s to the last decade of the twentieth century, with a single resource erected prior to the 1889 platting of the neighborhood. The buildings of College Park are generally set back from the tree-lined streets on lots of varying widths. Many of the residential properties have driveways to the side of the primary resources, several with freestanding garages at the rear.

The subject application is adjacent to the Old Town College Park Historic District (66-042-00). This, and all subsequent applications, will be reviewed by the Old Town College Park Local Advisory Committee and the HPC for effects of the proposed development on the historic district. The Old Town College Park Local Advisory Committee reviewed the PPS application at its April 27, 2022 meeting.

The sector plan includes goals and policies related to historic preservation (pages 193-201). However, these are not specific to the subject site or applicable to the proposed development. The sector plan does generally state in Chapter 3: Development Pattern, Policy 4, Strategy 5 (page 64):

- 5. Ensure that redevelopment of Downtown College Park does not adversely impact the properties located within the Old Town College Park Historic District.**

The proposed development would have the greatest visual impact on the three properties on the east side of Yale Avenue facing the subject property: 7301, 7303, and 7305 Yale Avenue, three 2.5-story, early twentieth-century, single-family dwellings that are contributing properties in the Old Town College Park Historic District.

Due to modern disturbance on the subject property, a Phase I archeology survey is not recommended.

In its review of the CSP-20002 for the subject property, the District Council adopted one condition in its final decision regarding historic preservation:

- B. APPROVED of Conceptual Site Plan CSP-2002, Terrapin House, subject to the following conditions:**

- 2. Prior to the issuance of demolition permits, the buildings located at 4424 Hartwick Road and 7302 Yale Avenue shall be**

**recorded on individual Maryland Inventory of Historic Properties forms by a 36CFR-certified consultant. The forms shall be submitted to Historic Preservation staff for review and approval.**

At the time of DSP, the HPC should carefully consider the massing, height, architecture, and materials of new construction adjacent to and visible from the Old Town College Park Historic District. Great care should be taken to ensure that the materials and details of any new building elevations visible from the Old Town College Park Historic District are commensurate with the new building's primary elevations visible from US 1. Further, the design of any service-related functions for the new building, such as garage entrances, loading spaces, and trash receptacles should be respectful of the adjacent historic district if they are visible from it. Every effort should be made to reduce the visual impact of new construction to avoid the creation of a building that walls off nearby low-rise structures in the historic district. At the time of DSP, the HPC will review the impacts of the scale, massing, architecture, and materials of proposed new construction on the early twentieth century detached residential character of the adjacent historic district.

After review of the subject application at its April 27, 2022, meeting, the Old Town College Park Local Advisory Committee voted 5-3 to recommend that the HPC recommend approval to the Planning Board.

Conformance with the sector plan will be further addressed through the review of a DSP which will focus on the size, scale, massing, architecture, materials, lighting, and landscaping of the proposed project.

Architectural compatibility of the proposed structure, as visible from the Old Town College Park Historic District (66-042-00), will be reviewed by the Old Town College Park Local Advisory Committee and the HPC at the time of DSP. Review of architectural compatibility will include consideration of the size, scaling, massing, architecture, materials, lighting, and landscaping of the proposed development.

- 12. Environmental**—The following applications and associated plans have been reviewed for the subject site:

Development Review Case #	Associated Tree Conservation Plan or Natural Resources Inventory #	Authority	Status	Action Date	Resolution Number
NA	NRI-080-11	Staff	Approved	4/12/2011	NA
CSP-20002	NA	Planning Board	Approved	4/26/2021	2021-45
NA	NRI-080-11-01	Staff	Approved	10/21/2020	NA
NA	S-103-202	Staff	Approved	7/10/2020	NA
4-21055	NA	Planning Board	Pending	Pending	Pending

#### **Grandfathering**

This project is not grandfathered with respect to the environmental regulations contained in Subtitle 24 that came into effect on September 1, 2010, because the application is for a new PPS.

### **Previous Approvals**

Condition 4a of CSP-20002 applies to this application, and is as follows:

- 4. At the time of detailed site plan, the applicant shall:**
  - a. Explore opportunities to preserve the two specimen trees located adjacent to Hartwick Road and Yale Avenue.**

Although the PPS shows all specimen trees removed from the site, staff continues to encourage the applicant to explore alternatives to preserve the two specimen trees located adjacent to Hartwick Road and Yale Avenue.

### **General Plan Conformance**

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, and the Established Communities area of the General Plan Growth Policy.

### **Sector Plan Conformance**

The site falls within the Downtown College Park portion of the sector plan. The plan does not indicate any environmental issues associated with this property.

### **Countywide Green Infrastructure Plan**

This property is not within the designated network of 2017 *The Countywide Green Infrastructure Plan of the Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* (Green Infrastructure Plan). The site was entirely cleared, graded, and developed prior to the enactment of the Woodland and Wildlife Habitat Conservation Ordinance (WCO).

### **Natural Resources Inventory/Existing Conditions**

The site has an approved Natural Resources Inventory (NRI-080-11-01), which correctly shows the existing conditions of the property. Four specimen trees are located on-site. This site is not associated with any regulated environmental features, such as streams, wetlands, 100-year floodplain, or associated buffers. The site is not within the primary management area (PMA).

### **Woodland Conservation**

The site is exempt from the provisions of the WCO because the property is less than 40,000 square feet and has no previous tree conservation plan approvals. A standard Letter of Exemption (S-103-2020) from the WCO was issued for this site, which expires on July 10, 2022. No additional information is required regarding woodland conservation.

### **Soils**

The predominant soils found to occur, according to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, include Beltsville-Urban land complex (0–5 percent slopes) and urban land.

No unsafe soils containing Christiana complexes or Marlboro clay have been identified on or within the immediate vicinity of this property. There are no geotechnical concerns with this project.

### **Specimen, Champion, or Historic Trees**

In accordance with approved NRI-080-11-01, four specimen trees have been identified on the subject property. Although this site is exempt from the WCO, preservation of as many specimen trees as practicable should be considered during the final site design process, with particular emphases on the two specimen trees located adjacent to Hartwick Road and Yale Avenue. No further information is required regarding specimen, champion, or historic trees.

13. **Urban Design**—Conformance with Subtitle 27, and the standards of the D-D-O Zone are evaluated, as follows:

#### **D-D-O and Sector Plan Conformance**

The subject site is governed by the D-D-O standards approved with the sector plan, and the proposed commercial uses and multifamily dwellings are permitted on the property, subject to the approval of a DSP. In accordance with the sector plan, D-D-O standards replace comparable standards and regulations of the Zoning Ordinance where applicable. Whenever a conflict exists between the D-D-O standards and the Zoning Ordinance or the *2010 Prince George's County Landscape Manual* (Landscape Manual), the D-D-O shall prevail. For development standards not covered by the D-D-O Zone, the Zoning Ordinance or Landscape Manual shall serve as the requirements, as stated in Section 27-548.21. Conformance with the regulations and standards of the D-D-O Zone will be further reviewed at the time of DSP.

The D-D-O has more than 40 pages of development standards focused on criteria including building form, architectural elements, sustainability, streets, and open space requirements. While conformance with these requirements will be evaluated at the time of DSP, the applicant should be particularly mindful now of the D-D-O development standards that define spatial relationships within the subject site and with the surrounding neighborhood. Special attention should be paid to development standards on lot coverage, building siting, parking, and streetscape elements.

#### **Conformance to Zoning**

All development proposals in a D-D-O Zone are subject to DSP review, as indicated in Section 27-548.25, Site Plan Approval, which states:

- a. **Prior to issuance of any grading permit for undeveloped property or any building permit in a Development District, a Detailed Site Plan for individual development shall be approved by the Planning Board in accordance with Part 3, Division 9. Site plan submittal requirements for the Development District shall be stated in the Development District Standards. The applicability section of the Development District Standards may exempt from site plan review or limit the review of specific types of development or areas of the Development District.**

#### **Conformance with the 2010 Prince George's County Landscape Manual**

The proposed development is subject to the Landscape Manual. The D-D-O Zone includes development district standards that replace many requirements of the Landscape Manual,

and the project will be required to demonstrate conformance with the applicable development district standards and Landscape Manual requirements, at the time of DSP.

**Conformance with the Tree Canopy Coverage Ordinance**

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 5,000 square feet of gross floor area or disturbance and require a grading permit. Compliance with the tree canopy coverage requirements will be evaluated at the time of DSP review.

- 14. City of College Park**—At the time of publishing of this report, the Prince George’s County Planning Department staff had not received a final recommendation from the City of College Park. The City’s planning staff did provide staff a memorandum on April 25, 2022 containing recommendations, which are included in the backup of this report and incorporated by reference herein. The City planning staff also indicated that a City Council meeting is to be held on May 24, 2022. Prince George’s County Planning staff believes that the recommendations provided by the City’s planning staff is consistent with the findings and recommendations contained in this technical staff report.

**RECOMMENDATION**

APPROVAL, subject to the following conditions:

1. Prior to signature approval, the preliminary plan of subdivision shall be revised to update the “4’ ULTIMATE ROW” note to read “4 DEDICATION AREA.”
2. Development of the site shall be in conformance with the Stormwater Management Concept Plan (7312-2022-0) and any subsequent revisions.
3. Total development within proposed preliminary plan of subdivision (PPS) shall be limited to uses which generate no more than 110 AM peak-hour trips and 157 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities and a new PPS.
4. In accordance with Section 24-135(b) of the prior Prince George’s County Subdivision Regulations, the applicant and the applicant’s heirs, successors, and/or assignees shall provide adequate on-site recreational facilities.
5. 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 Prince George’s County Park and Recreation Facilities Guidelines, with the review of the detailed site plan (DSP). Triggers for construction shall also be determined at the time of DSP.
6. Prior to submission of the final plat of subdivision, the applicant, and the applicant’s heirs, successors, and/or assignees shall submit three original executed private recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George’s County Planning Department for construction of on-site recreational facilities, for

approval. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat, prior to plat recordation.

7. Prior to approval, the final plat of subdivision shall include right-of-way dedication of 792 square feet along US 1 (Baltimore Avenue) and 914 square feet along Hartwick Road, in accordance with the approved preliminary plan of subdivision.
8. Prior to approval of the final plat of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall:
  - a. Enter into a public use easement agreement with the City of College Park, to ensure full public access to the six-foot-wide public use easement shown on the preliminary plan of subdivision along US 1 (Baltimore Avenue). The easement agreement shall be recorded, and the Liber/folio reflected on the final plat, along with the delineation of the easement, prior to recordation.
  - b. Enter into public use easement agreement with the Maryland-National Capital Park and Planning Commission, or the City of College Park, to allow public access to a ground level outdoor plaza, pocket or mini park, if determined to be feasible at the time of detailed site plan (DSP). The easement agreement shall be recorded, and the Liber/folio reflected on the final plat, along with the delineation of the easement, prior to recordation. The terms of the public use easement shall be established at the time of DSP, if applicable.
9. The applicant shall provide on-site pedestrian and bicycle amenities and improvements consistent with Section 24-124.01(c) of the prior Prince George's County Subdivision Regulations. The details of the on-site facilities shall be provided as part of the detailed site plan submission.
10. The applicant 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 Preliminary Plan of Subdivision 4-21055, consistent with Section 24-124.01(f) of the prior Prince George's County Subdivision Regulations, as part of the detailed site plan submission.
11. 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 detailed site plan, prior to its acceptance:
  - a. A six-foot wide bicycle cycle track along the property frontage of US 1, consistent with the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*, unless modified by the operating agency with written correspondence.
  - b. A five- to ten-foot-wide sidewalk and a five- to eight-foot landscape amenity panel along the frontage of US 1 (Baltimore Avenue) consistent with the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*. The final width shall be determined by the operating agency with written correspondence.

- c. A minimum eight-foot-wide sidewalk and associated ADA curb ramps and crosswalk along the property frontage of Hartwick Road, unless modified by the operating agency, with written correspondence.
  - d. A minimum five-foot-wide sidewalk and associated ADA curb ramps and crosswalk along the property frontage of Yale Avenue, unless modified by the operating agency, with written correspondence.
  - e. Long- and short-term bicycle parking consistent with *The AASHTO Guide for the Development of Bicycle Facilities* to accommodate residents and visitors.
  - f. Decorative pavement along all sidewalks and accent pavement for crosswalks.
  - g. Provide all sidewalk/streetscape amenities and bicycle facilities, per the 2010 *Approved Central US 1 Corridor Sector Plan and Sector Map Amendment* (pages 261 and 264), unless modified by the operating agency, with written correspondence.
12. 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 24-124.01 of the prior Prince George's County 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 three U-shaped bicycle racks at the southeast quadrant of US 1 (Baltimore Avenue) and Hartwick Road near the existing bus stop.
  - b. Continental-style crosswalk along the north approach at Hartwick Road and Yale Avenue.
  - c. Upgrade pedestrian ADA curb ramps along the northeast and northwest corners at Hartwick Road and Princeton Avenue.
  - d. Upgrade pedestrian ADA curb ramps along the northeast and northwest corners at Hartwick Road and Dickinson Avenue.
  - e. Upgrade pedestrian ADA curb ramps along the northwest and southwest corners at Hartwick Road and Hopkins Avenue.
  - f. Upgrade pedestrian ADA curb ramps along the northeast and southeast corners at Calvert Road and Hopkins Avenue.
  - g. Upgrade pedestrian ADA curb ramps along the southeast corner at Calvert Road and Rhode Island Avenue.
  - h. Upgrade pedestrian ADA curb ramps along the northwest, northeast, and southwest corners of Calvert Road and Dartmouth Avenue.



- i. Stop sign along the trail for pedestrians and bicycles at Calvert Road and Trail.
  - j. Stop sign along the trail for pedestrians and bicycles at Howard Lane and Trail.
13. Prior to the certification of the subject preliminary plan of subdivision, the applicant shall evaluate if a five-foot-wide sidewalk along the northern side of Guildford Road from US 1 (Baltimore Avenue) to the existing eastern sidewalk, in addition to the improvements provided in Condition 7 can be provided within the cost cap that was established in the bicycle pedestrian impact statement. The applicant shall provide the sidewalk improvement and any items listed in Condition 7 if these improvements are within the cost cap, per Section 24-124.01 of the prior Prince George's County Subdivision Regulations. If the improvements are not within the cost cap, the applicant shall construct all the improvements provided in Condition 7, per Section 24-124.01.
14. Prior to the certification of the subject preliminary plan of subdivision, the applicant shall evaluate if shared roadway pavement markings along Hartwick Road between Yale Avenue and Calvert Street, in lieu of bikeway signage, can be provided within the cost cap in addition to the improvements provided in Condition 7, per Section 24-124.01 of the prior Prince George's County Subdivision Regulations. If the improvements are within the cost cap, the applicant shall provide lane marking improvements and all the improvements listed in Condition 7, per Section 24-124.01. If the improvement is not within the cost cap requirements, the applicant shall provide shared roadway signage along Hartwick Road between Yale Avenue and Calvert Street, in addition to the improvements listed in Condition 7, per Section 24-124.01.
15. Prior to approval of a detailed site plan, pursuant to the *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, and the *2010 Approved Central US 1 Corridor Sector Plan*, the applicant shall submit design information regarding the inclusion and feasibility of providing a public plaza, pocket or mini park along the building frontage.