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CONCEPTUAL SITE PLAN CSP-03003

Amendment to P-5 (Building Height Restriction) TCPII/76/92-01

| Application | General Data |
|--|--------------------------------------|
| Project Name: College Park Station Parking Structure Location: Southwest quadrant of the intersection of River Road and Paint Branch Parkway Applicant/Address: Mr. William Pauling (Agent) Washington Metropolitan Area Transit Auth. 600 Fifth St. N. W. #4A-10 Washington, D. C. 20001 | Date Accepted: 6/5/2003 |
| | Planning Board Action Limit: 9/11/03 |
| | Plan Acreage: 5.68 |
| | Zone: M-X-T |
| | Dwelling Units: NA |
| | Square Footage: 473,050 |
| | Planning Area: 66 |
| | Council District: 3 |
| | Municipality: College Park |
| | 200-Scale Base Map: 209NE04 |

| Purpose of Application | Notice Dates |
|--|---|
| Parking Structure; Revised Bus Drop-off areas; Office; Mixed-Use | Adjoining Property Owners: (CB-15-1998) 3/18/03 |
| | Previous Parties of Record: (CB-13-1997) N/A |
| | Sign(s) Posted on Site: 6/27/03 |
| | Variance(s): Adjoining Property Owners: N/A |

| Staff Recommendation | | Staff Reviewer: Gary Wagner | |
|----------------------|--------------------------|-----------------------------|------------|
| APPROVAL | APPROVAL WITH CONDITIONS | DISAPPROVAL | DISCUSSION |
| | X | | |

August 27, 2003

MEMORANDUM

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Gary Wagner, Planner Coordinator

SUBJECT: Conceptual Site Plan CSP-03003, College Park Station (Parking Structure)
Amendment to P-5, Building Height Restriction
College Park-Riverdale Transit District Overlay Zone

The Urban Design staff has reviewed the Conceptual Site Plan for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions.

EVALUATION

The Conceptual Site Plan was reviewed and evaluated for conformance with the following criteria:

- a. Conformance to the 1997 *Approved Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone* requirements.
- b. Conformance with the applicable Zoning Ordinance requirements in the M-X-T Zone.
- c. Conformance to Section 27-548.09.01. Amendment of Approved Transit District Overlay Zone.
- d. Referrals.

FINDINGS

Based upon the analysis of the subject application, the Urban Design staff recommends the following findings:

1. The subject site consists of 5.68 acres in the M-X-T Zone and is within the College Park-Riverdale Transit District Overlay Zone. The property is referenced as Parcel 1 in the Transit District Development Plan (TDDP) and is the College Park Metro Station. The site is located in the southwest quadrant of the intersection of River Road and Paint Branch Parkway in the City of College Park. The applicant for the Conceptual Site Plan is the Washington Metropolitan Area Transit Authority (WMATA). The project is a redevelopment of the existing Metro station. The primary reason for the Conceptual Site Plan is so that WMATA can proceed with construction drawings for a new six-level, 1,261-car parking structure on the north end of the site where the existing kiss-and-ride is located. The plan also shows 200,000 square feet of office development and 200,000 square feet of mixed-use development; however, WMATA has not yet selected a

developer for those components of the development. The southern portion of the site will eventually contain residential development; however, the amount of residential has not yet been determined with this application. The construction of the parking garage will allow for the future residential development of the surface parking lot located on the southern part of the site. WMATA intends to raze an existing maintenance facility building to accommodate the new parking structure. The parking structure will also have a small retail component at the ground level, facing the future bus drop-off area. WMATA is also seeking approval of an amendment to the height requirements described in P-5 of the TDDP for the parking structure before they award a design contract for the structure

2. Development Data Summary

| | EXISTING | PROPOSED |
|--------------------|------------------|--|
| Zone(s) | M-X-T | M-X-T |
| Use(s) | Metro Station | Structured parking; retail; office; mixed-use |
| Acreage | 5.68 | 5.68 |
| Lots | 1 | 1 |
| Parcel # | 1 | 1 |
| Square Footage/GFA | Existing Station | Parking Structure = 70,305 SF; Retail = 2,745 SF; Office = 200,000 SF; Mixed-Use = 200,000 SF |
| Dwelling Units: | 0 | 0 |
| Parking: | 607 | 1,261–1,341* |

*See Finding 14 for discussion of parking.

Required Findings of the TDDP:

3. *The transit district site plan is in strict conformance with any mandatory development requirements of the TDDP.*

In general, the Conceptual Site Plan is in conformance with the above requirement. WMATA has applied for an amendment to the height requirements described in P-5 of the TDDP for the parking structure. According to Section 27-548.08(c), building height restrictions can only be amended by the District Council under procedures in Part 10A, Division 1. In this case, the Planning Board shall submit a recommendation to the District Council. The District Council must find that the proposed development conforms with the purposes and recommendations for the Transit Development District, as stated in the Transit District Development Plan, and meets applicable site plan requirements.

Mandatory Development Requirement P-5 requires a maximum building height of 60 feet along Paint Branch Parkway and 84 feet along River Road. In this case, the parking structure is to be located along Paint Branch Parkway. The parking structure is proposed to be 60 feet high at the top level of the structure; however, the top of the proposed elevator head house will be 84 feet high and the stairwell roofs will be 72 feet high. The elevator head house is located on the southern end of the structure, approximately 290 feet from the curb of Paint Branch Parkway, and the closest stairwell is approximately 22.5 feet from the curb.

WMATA, in their justification statement, indicated that “The number of spaces required to replace the existing surface spaces as well as accommodate spaces required for the proposed TOD

commercial development can be accommodated in a six-level parking structure as proposed. Locating the parking structure in a manner that fronts on River Road (which allows structures up to 84 feet) would require the structure to be located approximately 200 feet south of the proposed location. Locating the structure to the area that allows 84 feet height (fronting on River Road) would essentially eliminate the feasibility of the anticipated commercial opportunity for TOD development on the Metro Station Site.” Additionally, staff notes that location of the proposed parking structure allows for the use of the existing surface parking lot on the south end of the site until the structure is completed. The new structure will account for the existing parking spaces plus the additional proposed mixed-use development. When the parking structure is completed, the southern portion of the site can be redeveloped with residential.

Staff also notes that the site is within Aviation Policy Area (APA-6) of the College Park Airport. Section 27-548.42. (Height Requirements) of the Zoning Ordinance requires in APA-6 that no building permit be approved for a structure higher than 50 feet unless the applicant demonstrates compliance with Federal Aviation Regulations FAR Part 77 or the Code of Maryland, COMAR 11.03.05, Obstructions to Air Navigation. The applicant filed a notice of proposed construction with the Maryland Aviation Administration (MAA) and the Federal Aviation Administration (FAA). The MAA, by letter dated August 6, 2003, indicated that “the proposed structure would not penetrate any imaginary surfaces related to College Park Airport as defined in COMAR 11.03.05. The height of the structure is not considered an obstruction. However, the MAA strongly advises installing red obstruction lights. With the proximity of helicopter operations, the red lights provide a greater margin for safety to the operators.”

With the amendment to the height requirements, the proposed development conforms with the purposes and recommendations of the Transit Development District and meets applicable site plan requirements. The plan will “ensure that the development of land in the vicinity of Metro Stations maximizes transit ridership, serves the economic and social goals of the area and takes advantage of the unique development opportunities which mass transit provides. The new parking structure will “provide for convenient and efficient pedestrian and vehicular access to the metro station; attract an appropriate mix of land uses; and encourage land uses which compliment and enhance the character of the area.”

4. *The transit district site plan is consistent with, and reflects the development guidelines and criteria contained in, the TDDP.*

The site plan is in general conformance to the above requirement. The following guidelines warrant discussion:

S-193 A stand for yellow bikes shall be provided.

Comment: The plan should be revised to accommodate an area for yellow bikes.

S-195 A pedestrian network shall be created within the parcel to access parking structures, land uses and the street. The City of College Park has indicated that better pedestrian access should be provided from Paint Branch Parkway to the Metro station. The plan currently shows no pedestrian access in the 12-foot-wide space between the parking structure and the proposed mixed-use building.

5. *The transit district site plan meets all of the requirements of the TDOZ and applicable regulations of the underlying zone.*

The Conceptual Site Plan meets this requirement. See Findings 8-13 below for required findings in the M-X-T Zone.

6. *The location, size and design of buildings, signs, other structures, open spaces, landscaping, pedestrian and vehicular circulation systems, and parking and loading areas maximize safety and efficiency and are adequate to meet the purposes of the TDOZ.*

The Conceptual Site Plan meets this requirement. The parking structure has been designed to accommodate the size of the future buildings. The location of the buildings maximizes transit-oriented development. Pedestrian and vehicular circulation is generally acceptable.

7. *Each structure and use, in the manner proposed, is compatible with other structures and uses in the transit district and with existing and proposed adjacent development.*

The Conceptual Site Plan meets this requirement.

Required Findings in the M-X-T Zone:

8. *The proposed development is in conformance with the purposes and other provisions of this Division.*

The Conceptual Site Plan meets this requirement. The main reason for this application is so that WMATA may proceed with construction drawings for the proposed parking structure. The parking structure is needed so that the rest of the site may be redeveloped. The redevelopment of the site will provide for desirable sources of employment within close proximity to the Metro station, maximize the development potential of the zone, promote the effective use of transit, and facilitate a 24-hour environment and add to the dynamic, functional relationship of other uses in the TDOZ.

9. *The proposed development has an outward orientation, which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation.*

The Conceptual Site Plan meets this requirement by showing future office and mixed-use development on the north end of the site oriented to Paint Branch Parkway and River Road.

10. *The proposed development is compatible with existing and proposed development in the vicinity.*

The Conceptual Site Plan meets this requirement. The proposed parking structure will consolidate parking on the site, allowing for future office and mixed-use development that is transit-oriented and compatible with other existing office development in the vicinity.

11. *The mix of uses, and the arrangement and design of buildings and other improvements, reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability.*

The TDDP functions as the Conceptual Site Plan for the entire TDOZ and, as such, determined the lotting patterns and allowed uses for the development. However, the applicant (WMATA) has submitted this Conceptual Site Plan as a vehicle to apply for an amendment to P-5 (Building Height Restrictions) prior to awarding a design-build firm a contract to design the parking structure. WMATA then plans to submit a Detailed Site Plan for the parking structure when the

final design is completed. However, WMATA has provided a plan that shows a mix of uses and arrangement of proposed structures that meet the above requirement.

12. *If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases.*

The parking structure will be constructed first in order to support the future office and mixed-use development on the north end of the site. The parking structure will also clear the way for other development to be considered for the southern portion of the site where the existing surface parking lot is located.

13. *The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development.*

As mentioned in Finding 4 above, the pedestrian system could be improved by showing a connection from Paint Branch Parkway to the Metro station, between the parking structure and the future mixed-use building.

Referrals:

14. In a memorandum dated July 8, 2003 (Mokhtari to Wagner), the Transportation Planning Section offered the following comments:

The Transportation Planning Section has reviewed the Conceptual Site Plan application referenced above. The subject property consists of approximately 5.68 acres of land in the M-X-T Zone. The property is on the west side of River Road and south of its intersection with Paint Branch Parkway. The applicant proposes to develop the property with a mixed-use development of approximately 400,000 gross square feet and construction of a parking structure with total of 1,261 parking spaces. Since the plan proposes to relocate 607 existing surface spaces in the planned structure, the net gain in parking would be 654 spaces. In addition, it is proposed that a total of 80 additional spaces might be constructed in an "Optional North Bay." Based on the inventory conducted prior to the approval of the College Park–Riverdale Transit District Development Plan (CP-R-TDDP), only 683 parking spaces are exempt from the TDDP parking requirements, and the TDDP requires that the existing kiss-and-ride parking spaces and the bus bays be retained on site.

While the submitted plan indicates the square footage cited above, the plan indicates that except for the proposed parking structure, other proposed uses would be constructed at an unspecified time in the future. The CP-R TDDP requires compliance with parking cap requirements at every stage. Therefore, staff recommends that subsequent Detailed Site Plans for the proposed parking structure be for no more than the 683 parking spaces that currently exist on the site at this time, or the applicant would provide assurance to limit the availability of parking to only 683 spaces until additional Detailed Site Plans are approved for the planned proposed mixed-use development with appropriate parking schedule that is in full compliance with the CP-R TDDP parking requirements.

With regard to access, the proposed Conceptual Site Plan shows a main access to the proposed parking structure from Paint Branch Parkway, approximately 300 feet west of its intersection with River Road. The TDDP identified access for this parcel from River Road. Staff is concerned about the close proximity of the proposed signalized access road to the existing signalized intersection of Paint Branch Parkway and River Road. Since Paint Branch Parkway is maintained

by the Prince George's County Department of Public Works and Transportation, provision of this access would be subject to approval by DPW&T.

Transportation Staff Conclusions

Based on the preceding, the Transportation Planning Section concludes that the proposed Conceptual Site Plan as submitted is in conformance with all applicable TDOZ Mandatory Development Requirements and Site Design Guidelines, once the number of parking spaces shown for the proposed structure is reduced as noted above.

15. The Department of Public Works and Transportation (DPW&T), in a memorandum dated August 27, 2003 (Hijazi to Wagner), offered the following comments:
- The subject property is located at southwest quadrant of the intersection of River Road and Paint Branch Parkway. As per the Master Plan for Langley Park, College Park, Greenbelt, Planning Areas 65,66 and 67, approved in October 1989, Paint Branch Parkway is classified as a collector roadway and River Road as an Industrial roadway. Therefore, all public improvements for Paint Branch Parkway and River Road are to be in accordance with the County Road Ordinance, DPW&T's Specifications and Standards (No. 100.04 for collector roadways and No. 100.05 for commercial and industrial roadways) and the Americans with Disabilities Act. Full-width mill and asphalt overlay of Paint Branch Parkway and River Road along the property frontage will be required.
 - All improvements within the public right-of-way as dedicated to the County are to be in accordance with the County Road Ordinance, DPW&T's Specifications and Standards, and the Americans with Disabilities Act.
 - A traffic signal study shall be submitted to DPW&T for the proposed signal on Paint Branch Parkway. If the signal is not warranted, the proposed entrance shall be constructed as a right-in and right-out only due to sight distance limitations at this location.
 - If the proposed signal found to be warranted, then the new traffic signal shall provide for pedestrian equipment and also, the sidewalk and handicap ramp is required along the east side of the Paint Branch Parkway from River Road to the proposed crosswalk.
 - The proposed crosswalk across Paint Branch Parkway at River Road is acceptable provided that the existing traffic signal is modified to provide for pedestrian crossings and handicap ramps are provided on the both sides of the crosswalk.
 - The proposed mid block crosswalk across River Road near the intersection of Paint Branch Parkway and River Road is not acceptable. There is an existing crosswalk at this intersection across River Road, which could be maintained.
 - Sidewalks are required along all roadways within the property limits in accordance with Section 23-135 of the County Road Ordinance.
 - All storm drainage systems and facilities are to be in accordance with DPW&T's and the Department of Environmental Resources' requirements.
 - Conformance with street tree and street lighting standards is required.

- Existing utilities may require relocation and/or adjustments. Coordination with the various utility companies is required.
16. In a memorandum dated July 23, 2003 (Metzger to Wagner), the Environmental Planning Section offered the following comments:

The property that is the subject of this application was previously reviewed by the Environmental Planning Section as a Tree Conservation Plan (TCPII/76/92) for the College Park Metro Station. The Conceptual Site Plan seeks the approval for the addition of a parking garage at the College Park Metro Station. The site is located within the College Park-Riverdale Transit District Overlay Zone. An approved Storm Drain Plan (SD#928000720) dated March 12, 1992, addresses the Stormwater Management requirements at an off-site location.

SITE DESCRIPTION

This 5.68-acre site in the M-X-T Zone is located in the southwest quadrant of the intersection of River Road and Paint Branch. A review of available information indicates that streams, wetlands, 100-year floodplain, erodible soils, and Waters of the U.S. do occur on the subject property. Transportation-related noise impacts have been found to impact this site. The CSX railroad to the west and the general aviation airport to the north are not of major consideration at this time due to the proposed use and the underlying zoning. The soils found to occur on-site according to the Prince George's County Soil Survey include Beltsville, Elsinboro, Leonardtown, and Keyport silt loam. Some of these existing soils have limitations that will have an impact during the building phase of the development. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program publication titled "Ecologically Significant Areas in Anne Arundel and Prince George's Counties," December 1997, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. There are no designated scenic and historic roads in the vicinity of this property. This property is located in the Lower Northeast Branch watershed of the Anacostia basin and in the Developed Tier as reflected in the adopted General Plan.

District-wide Development Environmental Requirements and Guidelines in the College Park-Riverdale TDDP

- P-7 Any new development or reconstruction of existing development shall be in conformance with the Prince George's floodplain ordinance.
- P-8 No development within the 100-year floodplain shall be permitted without the express written consent of the Prince George's County Department of Environmental Resources.

Comment: Parcel 1 is a developed 100-year floodplain. There is an existing stormwater management pond located to the southeast across River Road. There will be no additional impact to the floodplain or the associated Waters of the U.S. during the construction of the Metro station parking structure.

- P-9 If the development is part of the subdivision process, then an approval of a variation request to the Subdivision Ordinance must be obtained for proposed impacts to the floodplain.

Comment: The plan under review is a Conceptual Site Plan and is not part of the subdivision process.

- P-10 Disturbance to nontidal wetlands requires a Maryland/Corps of Engineers Joint Permit Application (33 Code of Federal Regulations 320 through 330) and, where required, issuance of the permit.

Comment: A recommended condition in the Environmental Review section of this memorandum addresses the requirements for permits.

- P-12 Any new development shall provide for water quality and quantity control in accordance with all Federal, State and County regulations. Bioretention or other innovative water quantity or quality methods are strongly encouraged where deemed appropriate.

Comment: This site has an existing stormwater management facility located to the southeast across River Road. A Stormwater Management Concept approval letter from DER is not required because the Maryland Department of Environment is responsible for Stormwater Management compliance.

- S-133 All new stormdrain inlets associated with the development of this transit district shall be stenciled with the words "Do Not Dump, Chesapeake Bay Drainage." Detailed Site Plans and sediment and erosion control plans shall have notation regarding storm drain stenciling.

- S-134 Trash receptacles shall be placed in strategic locations to reduce litter accumulation. Detailed Site Plans shall show the number and location of the trash receptacles.

Comment: Above requirements should be addressed at time of Detailed Site Plan.

- S-135 Riparian reforestation within the transit district should be considered a priority for woodland mitigation measures.

Comments: The riparian forest area on the subject property was preserved during previous development.

- S-136 Reforestation, intensive planting of shrubbery or creation of a meadow should be considered for areas around existing and future stormwater management ponds.

Comments: No stormwater management facilities are located on the subject property. The only stormwater management structure for the subject property is located to the southeast across River Road.

- S-137 Permanent structures should not be located within 25 feet of the stream buffer area.

Comment: There are no existing or proposed permanent structures on-site located within 25 feet of a stream buffer.

- S-138 The number of buffer impacts should be minimized to maintain an unbroken corridor of riparian forest. Crossings should occur at direct angles rather than oblique angles to avoid more clearing of the buffer area.

Comment: The proposed plan shows no impacts to buffer areas.

- S-139 If development occurs within the floodplain, afforestation and intense landscaping should be considered to reduce the existing impervious surface area.

Comment: The proposed construction of a parking garage does not appear to increase the amount of impervious surface area in the floodplain because other structures and surface pavement will be removed as part of this construction.

- S-142 Preservation of existing trees is the highest priority of woodland conservation within the transit district, followed by on-site afforestation/reforestation. Afforestation or reforestation can occur off-site but it must be within the limits of the transit district area. There shall be no fee-in-lieu option.

Comment: The approved Tree Conservation Plan, TCPII/76/92, shows 10 percent afforestation on-site, in compliance with the requirements of the Woodland Conservation Ordinance. According to 2000 aerial photographic observation and a field visit on July 3, 2003, by staff, some tree planting has occurred; however, the TCPII does not show the existing or proposed site features correctly and needs to be revised.

- S-143 An afforestation/reforestation management plan will be required when afforestation and/or reforestation is part of woodland conservation. The Prince George's County Department of Environmental Resources is responsible for the enforcement of this plan. The term of the management plan shall be no less than five years. Bonds held for afforestation/reforestation plantings shall not be released for at least five years. Requirements of the management plan are located in Appendix I.

Recommended Condition: Prior to certificate approval of the Conceptual Site Plan, an afforestation/reforestation management plan shall be submitted and approved.

- S-144 The types of trees planted must be from the native plant list obtainable from the Natural Resources Division.

Comment: The types of trees planted were obtained from the native plant list and approved by the Natural Resources Division.

- P-13 New structures (other than parking structures) located within 150 feet of the centerline of the CSX railroad tracks are prohibited.

Comment: The proposed parking structure is allowed within 150 feet of the centerline of the CSX railroad tracks.

- S-151 A detailed noise study is required for review and approval by the Natural Resources Division prior to approval of any Detailed Site Plan. The noise study shall include reverberation impacts on adjacent land uses; specifically, the residential neighborhoods on the west side of the railroad tracks. The study shall demonstrate that there will not be an increase in the existing noise levels. The study shall be certified by an acoustical engineer.

- S-152 The noise study shall include examination of appropriate mitigation techniques, such as landscaping and buffering, and the use of acoustical design techniques. Furthermore, a

typical cross-section profile of noise emission from the road grade to the nearest habitable structure is required. If mitigation is necessary, an earth berm or a better method of reduction is preferred.

- S-153 The State of Maryland's Established Noise Standards (Table 5) will be the maximum allowable noise levels (dBA) for receiving land use categories for areas that do not currently exceed the established noise standards. For any new development, the applicant shall utilize construction materials and design methods that will attenuate ultimate exterior noise levels as established in Table 5. Interior levels shall not exceed 45 dBA (Ldn) for residential developments and 55 dBA (Ldn) for commercial and industrial developments.

Discussion: The TDDP shows a 65 dBA Ldn noise corridor for the CSX railroad. The contour is based on projections to the year 2015 and is located at 715 feet from the centerline of the tracks. The proposed request is for a parking garage so no noise study is required.

Parcel-Specific Development Requirements and Guidelines

- S-191 If development occurs on this parcel, the mandatory requirements and guidelines for floodplain, nontidal wetlands, stormwater management, woodlands and noise attenuation specified in the "District-wide Development Requirements and Guidelines" shall apply.

Comment: The District-wide Development Requirements and Guidelines have been addressed in this memorandum.

- S-192 This parcel should be considered as a possible off-site woodland conservation mitigation receiving area.

Comment: This parcel is being developed in general conformance with the TDDP and no woodland conservation mitigation areas are provided for on-site.

Environmental Review

As revisions are made to the plans, the revision boxes on each plan sheet shall be used to describe the changes, the date made, and by whom.

- a. The Detailed Forest Stand Delineation (FSD) submitted to the Environmental Planning Section on June 13, 2003, was found to address the requirements in accordance with the Prince George's Woodland Conservation and Tree Preservation Technical Manual. There are no forest areas within the limits of proposed disturbance.

Discussion: No further information is required with regard to the Forest Stand Delineation.

- b. This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet in size, and it has a previously approved Type II Tree Conservation (TCPII/76/92) that is in compliance with the 10 percent afforestation requirement for the TDOZ. The Type II Tree Conservation Plan, TCPII/76/92, has been reviewed and was generally found to address the requirements of the TDOZ. No encroachment into woodland is proposed, however, the TCPII does not appear to cover the entire subject property, and previously

approved afforestation areas have not been planted as required. The 5.68-acre property in the M-X-T Zone included a small portion of land to the extreme north outside the TDOZ that should be addressed. A field visit by staff verifies that previously approved afforestation areas have not been planted as required.

Recommended Conditions: Prior to certification of the Conceptual Site Plan, TCPH/76/92-01 shall be revised as follows:

- (1) *Revise the plan to show the location of the 10 percent afforestation requirement on-site or provide a location off-site in conformance with the TDDP.*
 - (2) *Provide the correct acreage of the subject property and include the entire site.*
 - (3) *Show the existing conditions and proposed development.*
 - (4) *Have the revised plans, signed and dated by Qualified Professional who prepared the plans.*
- c. This site is bounded on the west by CSX railroad tracks, a major noise generator. The TDOZ noise projection for CSX in 2025 at 65 dBA (Ldn) is 715 feet from the centerline of the tracks. This contour can be used on this and future plans, or a Phase I noise study can be prepared and submitted for review.

Recommended Condition: Prior to certification of the CSP, it shall be revised to show the projected 65 dBA Ldn at 715 feet from the centerline of the CSX railroad tracks or provide a Phase I Noise Study to verify a revised location of the 65 dBA Ldn contour.

SUMMARY OF RECOMMENDED CONDITIONS

- a. Prior to certification of the Conceptual Site Plan, afforestation/reforestation management plan shall be submitted and approved.
 - b. Prior to certification of the Conceptual Site Plan, TCPH/76/92-01 shall be revised as follows:
 - (1) Revise the plan to show the location of the 10 percent afforestation requirement on-site or provide a location off-site in conformance with the TDDP
 - (2) Provide the correct acreage of the subject property and include the entire site
 - (3) Show the existing conditions and proposed development
 - (4) Have the revised plans signed and dated by the qualified professional who prepared the plans.
 - c. Prior to certification of the Conceptual Site Plan, it shall be revised to show the projected 65 dBA Ldn at 715 feet from the centerline of the CSX railroad tracks or provide a Phase I Noise Study to verify a revised location of the 65 dBA Ldn contour.
17. The Conceptual Site Plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without

requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

18. In a letter dated August 14, 2003 (Schum to Hewlett), the City of College Park recommended approval of the Conceptual Site Plan subject to six conditions that have been incorporated into the Recommendation section below.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE CSP-03003 and TCPII/76/92-01 and, furthermore, that the Planning Board recommend APPROVAL of an amendment to P-5 to the District Council , subject to the following conditions:

1. Prior to certification of the Conceptual Site Plan, the following revisions shall be made:
 - a. A note shall be added to the plan indicating that a red obstruction light shall be added to the highest part of the parking structure.
 - b. The plan shall be revised to accommodate an area for yellow bikes.
 - c. The pedestrian system shall be improved by showing a connection from Paint Branch Parkway to the Metro station, between the parking structure and the future mixed-use building.
 - d. The architectural elevations for the parking structure shall be revised to delete the chain-link fence around the retail portion of the garage.
 - e. Note 4 of the Conceptual Site Plan shall be revised to indicate that the maximum height permitted is 60 feet and that an amendment to 84 feet is requested for the proposed parking structure.
 - f. The location of the kiss-and-ride shall be shown on the plan.
 - g. The proposed mid-block crosswalk across River Road near the intersection of Paint Branch Parkway and River Road shall be deleted.
2. Prior to certification of the Conceptual Site Plan, afforestation/reforestation management plan shall be submitted and approved.
3. Prior to certification of the Conceptual Site Plan, TCPII/76/92-01 shall be revised as follows:
 - a. Revise the plan to show the location of the 10 percent afforestation requirement on-site or provide a location off-site in conformance with the TDDP.
 - b. Provide the correct acreage of the subject property and include the entire site.
 - c. Show the existing conditions and proposed development.
 - d. Have the revised plans signed and dated by the qualified professional who prepared the plans.

4. Prior to certification of the Conceptual Site Plan, it shall be revised to show the projected 65 dBA Ldn at 715 feet from the centerline of the CSX railroad tracks or provide a Phase I Noise Study to verify a revised location of the 65 dBA Ldn contour.
5. At the time of Detailed Site Plan review for the parking structure, the applicant shall provide assurances to limit the number of parking spaces to 683 spaces until subsequent Detailed Site Plans are approved for future development with appropriate parking schedules that are in compliance with TDDP parking requirements.
6. Prior to DSP approval, a traffic signal study shall be submitted to DPW&T for the proposed signal on Paint Branch Parkway. If the signal is not warranted, the proposed entrance shall be constructed as a right-in and right-out only due to sight distance limitations at this location.
7. The following shall be provided during the Detailed Site Plan process:
 - a. Revised south and east elevations to reflect the retail area.
 - b. Clearly designated plazas and public amenities for pedestrians.
 - c. Better pedestrian access from Paint Branch Parkway to the Metro station.
 - d. A lighting and photometric plan.
 - e. Color renderings clearly illustrating the use of brick or simulated brick finishes in the design of the building.
 - f. The applicant shall provide evidence of express written consent for this development from the Prince George's County Department of Environmental Resources regarding the 100-year floodplain.
8. The applicant shall present any future Detailed Site Plan to civic associations whose districts border the site prior to submission of a Detailed Site Plan.