



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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September 26, 2022

**MEMORANDUM**

TO: The Prince George's County Planning Board

VIA: James Hunt, Chief, Development Review Division *JRH*  
Anne Fothergill, Supervisor, Urban Design Section, *AF*  
Development Review Division

FROM: Andrew Bishop, Planner II, Urban Design Section *NAB*  
Development Review Division

SUBJECT: **Item 8-Detailed Site Plan DSP-21024**  
**EcoGrads**  
Planning Board Agenda September 29, 2022 – Staff Revisions to Technical Report

The applicant revised their proposal after the technical staff report was filed, and this supplemental memo provides updated findings, recommendations, and conditions in response to the revised proposal. The revised plans are attached as Exhibits AE1, AE2, AE3, and AE4 and are included in the additional backup.

In response to discussion with the City of College Park City Council, the applicant is no longer proposing off-site parking and is not seeking an amendment to the standards of the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*. The applicant also proposed changes to the number of required retail and rideshare parking spaces and those are noted in the revised conditions.

Staff recommends the following revised findings and conditions of approval (added text underlined, deleted text [~~struckthrough~~]):

## Additional Finding 2 Language, Page 4

### 2. Development Data Summary:

	EXISTING	PROPOSED
Zone(s)	M-U-I/D-D-O	M-U-I/D-D-O
Use(s)	Vacant	Multifamily Residential/Commercial Retail
Acreage	0.52	0.49
Dedication		.03
Lots	6	1
Square Footage/gross floor area	0	[132,177 sq. ft.] 150,060 sq. ft.
Dwelling Units		123
Studio		123

### Other Development Data

#### Parking Requirements per the 2010 Approved Central US 1 Corridor Sector Plan

	Requirement	Proposed
Walkable Node	1 space per dwelling unit	123 dwelling units
Total retail	3 spaces per 1,000 sq. ft.	2,314 sq. ft. retail
Total Parking Required	130	
Total with Shared Parking	Shared Parking Factor=1.2*	
<b>Total Parking Provided</b>		<b>[120**] 110</b>
On-site standard spaces (9.0 feet x 18 feet) [***]**	-	[44]88
Compact parking (8 feet by 16.5 feet)	-	[12]14
Handicap Van-accessible	3	[4]5
Ride share parking space	-	1
Electric Vehicle parking spaces	-	2
[Off-site standard spaces]	[-]	[60]

**Notes:** \*Mixed-use developments may use a shared parking factor to determine a reduction in the number of required parking spaces. The applicant has chosen to utilize the shared parking factor to reduce the parking requirement from 130 spaces to 109 spaces.

[\*\*Parking is proposed both on- and off-site at the Cambria Hotel. This requires an amendment which is further discussed in Finding 7 of this technical staff report.]

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

#### Revised Finding 6 Language, Page 6

6. **Design Features:** The applicant proposes to construct one mixed-use building with a total of 123 multifamily dwelling units for ~~[graduate]~~ market rate housing and 2,314 square feet of commercial retail uses. ~~[The applicant has indicated that the dwelling units will be occupied by students].~~ The building will have frontage on US 1 and is accessed from Quebec Street. The building is a seven-story building, with ~~[two]~~ three levels of structured parking one level is at grade, and two are proposed below grade. The proposed garage is ~~[that are]~~ accessed from Quebec Street and is screened by ground-floor commercial and lobby space along the building's frontage. The layout of the parking garage has been provided and shows dimensions of the parking with 24-foot drive aisles.

#### Revised Finding 6 Language, Page 8

The building is oriented towards US 1 and has pedestrian access from both Quebec Street and US 1. The main pedestrian entrance and lobby is located on the west elevation of the building facing US 1, and is accented by a canopy, glass windows, and a sign over the entrance. The vehicular entrance to the on-site parking levels is accessed in the north side of the building from Quebec Street. ~~[The application proposes a secondary parking location at the Cambria Hotel south of the site, and its parking garage is accessed from Pontiac Street and by Berwyn House Road.]~~ Prior to the Planning Board hearing on September 29, 2022, the applicant formally withdrew the modification to the D-D-O Zone standard to reduce the number of on-site parking spaces, and instead, proposes to provide the required parking on-site in underground parking. On the east side of the parking garage on-site are the locations for ground floor retail space, which will be accessed from US 1 by separate commercial lobby spaces. Space for building murals and artwork is proposed on the south elevation and will be visible from US 1 and Pontiac Street.

#### Revised Finding 7 Language, Page 14

- [d. ~~**Page 239 – Building Form/Parking:**~~ In the Walkable Node, the number of spaces required is one space per dwelling unit and three spaces per 1,000 square feet of retail. The total number of spaces required using the shared parking factor is 109 spaces. In this instance, the applicant is proposing 60 on-site parking spaces, which is a modification of 49 parking spaces.

In order to offset the shortage in the number of parking spaces, the applicant has entered into an agreement with the Cambria Hotel, to lease 60 additional parking spaces. The Cambria parking garage is approximately 280 feet south of the EcoGrads property and has a significant number of underutilized or surplus parking spaces in its garage. The use of these parking spaces for EcoGrads will not negatively impact the hotel use or cause a deficiency in the number of parking spaces needed for the hotel use. Moreover, given the close proximity to the University of Maryland campus, and the site's location within midtown College Park, the applicant contends that the end users of this building will likely be students of the university and the location of the property lends itself to pedestrian walkable routes, and providing less vehicular parking on-site is practical. The popularity of ride sharing services and the availability of on-site bicycle parking areas will mitigate the requested reduction in parking spaces. As a result of these reasons, the sector plan's emphasis on walkability, staff recommends **approval** of this amendment.]

[e]d. **Page 243–Building Form/Structured Parking:** Parking structures should be set back 50 feet from the property line of all thoroughfares to reserve room for linear buildings.

[f]e. **Page 256–Sustainability and the Environment/Leadership in Energy and Environmental Design (LEED) Certification:** To allow for National Green Building Standard (NGBS) silver certification.

#### Revised Finding 7 Language, Page 15

[g]f. **Pages 262 and 263–Streets and Open Spaces:** The sector plan provides for detailed street sections to guide development in the area of the subject site, from I-95/I-495 (Capital Beltway) to College Avenue. However, in the same area of US 1, the Maryland State Highway Administration (SHA) has begun to implement an approved streetscape improvement program. Street sections provided by SHA and the sector plan include dedicated space for pedestrians, cyclists, and vehicles. The sector plan requires a 6.5-foot-wide cycle track, separated from vehicle traffic; and SHA provides for a 5-foot-wide, on-road bike lane. The proposed design incorporates a 6-foot-wide sidewalk along most of the right-of way and accommodates SHA's streetscape design. However, it does not include the cycle track.

[h]g. **Page 266–Streets and Open Spaces/Street Lighting:** In the sector plan it is required that Street lights shall be placed aligned with the street tree alignment line (generally between 2.5 to 4 feet from the back of the curb). Placement of fixtures shall be coordinated with the organization of sidewalks, landscaping, street trees, building entries, driveways, and signage.

#### Revised Finding 7 Language, Page 16

[i]h. **Page 267–Streets and Open Spaces/Lighting Types and Configuration:** The sector plan requires lighting fixtures to be appropriately chosen for the character area within which they are located. The Walkable Node requires column and double column streetlights.

- [3]i. **Page 268–Streets and Open Spaces/Open Space:** The sector plan requires appropriate arrangements for open space according to specific character areas. The Walkable Node recommends that open spaces be organized as a green, square, plaza, or playground.

### **Revised Recommendation, Page 27**

A. APPROVE the alternative development district standards for:

1. **Page 234–Building Form/Setback:** To allow a front build-to-line to be a maximum of 21.5 feet.
2. **Page 234–Building Form/Setback:** To allow a rear setback to be a minimum of one foot.
3. **Page 234–Building Form/Character Area 5A/Walkable Nodes/Building Height:** To increase building height from six stories to seven stories.
- ~~[4.]~~ ~~**Page 239–Building Form/Parking:** To decrease the number of required parking spaces required on-site by 49 spaces.]~~
- ~~[5.]~~4. **Page 243–Building Form/Structured Parking:** To allow a parking structure within 50 feet of the property line.
- ~~[6.]~~5. **Page 256–Sustainability and the Environment/Leadership in Energy and Environmental Design (LEED) Certification:** To allow for National Green Building Standard silver certification.
- ~~[7.]~~6. **Pages 262–263–Streets and open spaces:** To allow alternative treatment of the streets and open spaces as determined by the operating agency.
- ~~[8.]~~7. **Page 266–Streets and open spaces/Street Lighting:** To allow alternative treatment of the lighting as determined by the operating agency.
- ~~[9.]~~8. **Page 267–Streets and open spaces/Lighting Types and Configuration:** To allow alternative treatment of the lighting type and configuration as determined by the operating agency.
- ~~[10.]~~9. **Page 268–Streets and open spaces/Open Space:** To allow alternative arrangement of the courtyard open space.
- ~~[11.]~~10. A reduction in the typical parking size to 9 feet by 19 feet.

### **New Conditions, pages 28–29**

B. APPROVAL of Detailed Site Plan DSP-21024, for EcoGrads, subject to the following conditions:

1. Prior to certification, the applicant shall revise the plan as follows, or provide the specified documentation:

- a. Provide a table to delineate the number of interior and exterior bicycle parking spaces proposed.
- b. Designate and reserve a minimum of [~~three~~] six retail/visitor [~~only~~] parking spaces in the parking garage, in close proximity to the entrance for the ground-floor retail locations.
- c. Provide decorative paving (e.g., scored or stamped concrete) to distinguish the crosswalk in front of the garage, subject to approval of the operating agency.
- d. Indicate that ground floor residential amenity areas and retail glass windows will be transparent.
- e. Provide a sign table listing the number of signs, size, material, lighting, and their location on the façades, in accordance with the applicable Development District Overlay Zone standards.
- f. Provide a matrix demonstrating National Green Building Standard silver level is equivalent to Leadership in Energy and Environmental Design silver certification, and how it will be achieved for the proposed development.
- g. Provide at least two electric car-charging stations.
- h. Provide a note on the landscape plan that states “The trash, loading facilities, and mechanical equipment are interior to the building or have been appropriately screened, in conformance with Section 4.4 of the 2010 *Prince George’s County Landscape Manual*.”
- i. Provide additional landscaping or a detail of [~~for~~] screening to be applied to all sides of [surrounding] all ground transformers on-site, with review and comment from the City of College Park staff, if approved by the utility company.
- j. Update Sheet 2C to replace the word “Exhibit” to “Plan”
- k. In accordance with condition 1a, update the Pedestrian and Bicycle “Plan” to include all off-site pedestrian and bicycle improvements, in accordance with approved Preliminary Plan of Subdivision 4-21039.
- l. Update the detailed site plan (DSP) to include [~~two~~] one designated temporary parking spaces immediately within the parking garage for temporary pick up/drop-off for ride sharing vehicles. The revised DSP shall also include the specific details and profiles for the striping and signage for the designated spaces.

- m. Provide the following general notes:
    - (1) During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements, as specified in Subtitle 19 of the Prince George's County Code.
    - (2) During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements, as specified in the 2011 *Maryland Standards and Specifications for Soil Erosion and Sediment Control*.
  - n. [Update the parking schedule to indicate the number of off-site parking spaces and bicycle parking spaces.] Revise the detailed site plan to provide the required parking on-site and revise any general notes and parking tables accordingly.
- 2. Prior to issuance of the final certificate of occupancy of the building, the applicant shall demonstrate that all on-site recreational facilities associated with each building have been fully constructed and are operational.
  - ~~3. Prior to submission of the final plat of subdivision for any residential lot/parcel, 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.~~
  - ~~4. Prior to approval of building permits for residential development, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of recreational facilities.]~~