

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on November 5, 2009, regarding Detailed Site Plan DSP-08010/02 for Starview Plaza, the Planning Board finds:

1. **Request:** The subject application is for approval of a phasing plan for a previously approved mixed-use project with 172 multifamily dwelling units and 9,580 square feet of commercial/retail space. The phasing plan divides the project into two stages as follows:

Phase I: All commercial spaces occupying approximately 9,580 square feet, the three-story parking garage structure occupying the entire foundation of the complex, and 94 dwelling units in the first building fronting Baltimore Avenue.

Phase II: Seventy-eight dwelling units in the second building and the remaining plaza area between the two buildings.

2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	M-U-I/DDOZ	M-U-I/DDOZ
Use(s)	Commercial	Multifamily Residential and Commercial/Retail
Acreage	2.36	2.36
Parcel	1	1
Square Footage/GFA	4,397	9,580 (commercial/retail)
Dwelling Units:	0	172

OTHER DEVELOPMENT DATA

Bedroom Unit Mix

Unit Type	Number of Units	Units Phase I / II	Average Square Footage
4 Bedrooms 4 Baths	83	53/30	1,164
4 Bedrooms 2 Baths	77	35/42	988
3 Bedrooms 2 Baths	5	5/0	864*
2 Bedrooms 2 Baths	6	0/6	835*
2 Bedrooms 2 Baths	1	1/0	638*
Total	172	94/78	

Note: *See Finding 8 below for discussion of the requested amendment relating to the size of bedroom units.

Bedroom Percentage

Unit Type	Proposed Percentage	Phase I / II Percentage	Percentage per Section 27-419
1 Bedroom	-	0/0	50
2 Bedrooms	4	1/8	40
3 Bedrooms	3	5/0	10
4 Bedrooms	93†	94/92	-
Total	100		100

Note: †See Finding 8 below for discussion of the requested amendment relating to the proposed bedroom percentages.

Parking Requirements Per Section 27-568(a)

Uses	Parking Spaces
Multifamily Units (172 units—7 2-BR, 5 3-BR, and 160 4-BR) of which 2-bedroom units (2.5 spaces per unit)	18
3-bedroom units (3.0 spaces per unit)	15
4-bedroom units (3.5 spaces per unit)	560
Subtotal	593
Commercial Space (9,580 square feet)	
For the first 3,000 square feet (1 space per 150 sq. ft.)	20
For the remaining 6,580 square feet (1 space per 200 sq. ft.)	33
Subtotal	53
Total	646
S2. The minimum number of off-street parking spaces permitted for each land use type shall be reduced by 10 percent from the required spaces of Section 27-568(a) pursuant to Site Design S2. Parking Area, Standard T. of the 2002 <i>Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment</i>	581

Shared Parking by Time Period (Pursuant to Table 15, Page 182 on Sector Plan)

Uses	Weekday		Weekend		Nighttime
	Daytime	Evening	Daytime	Evening	
Residential (533 spaces)	60% = 320	90% = 480	80% = 426	90% = 480	100% = 533

Commercial (48 spaces)	60% = 29	90% = 43	100% = 48	70% = 34	5% = 2
Total Spaces	349	523	474	514	535†

Note: †The highest number of parking spaces occupancy becomes the minimum number of spaces required; therefore a total of 535 spaces is required.

In accordance with DDOZ Standard W, the applicant requested a 20 percent reduction based on use of alternative modes of transportation that was approved. The total of parking spaces after a 20 percent reduction is as follows:

$$535 - (535 \times 0.2) = 428$$

Parking Provided **351 spaces**
 Structure parking spaces 351

Note: This application is 77 spaces less than the required number of parking spaces, but is consistent with previously approved DSP-08010/01, except for a reduction of four parking spaces due to the structural change of the building complex. The applicant has requested an amendment to the parking standards. See Finding 8 below for discussion.

For a total of 428 parking spaces required, a minimum nine spaces should be for the physically handicapped. Out of the required nine parking spaces for the handicapped, two parking spaces should be van accessible. The site plan only provides eight parking spaces for the handicapped. A condition of approval requires the applicant to provide nine parking spaces for the physically handicapped, prior to certificate approval.

Loading

Required per Section 27-582	2
Retail	1
Multifamily	1 space/100-300 dwelling units
Provided	1*
Residential/Retail	Shared with retail use

Note: *The reduction of one loading space is consistent with previously approved plans.

- Location:** The site is located on the west side of Baltimore Avenue (US 1), south of Metzert Road and opposite Tecumseh Street, within the City of College Park, in Planning Area 66, and Council District 3. The site is also located in Area 4 (Central Gateway Mixed-Use Area), Subarea 4a, of the 2002 Approved College Park US 1 Corridor Sector Plan.
- Surrounding Uses:** The site is bounded on the east by US 1; on the north by a property in the M-U-I Zone; on the south by an existing commercial use in the M-U-I Zone; and to the west by Paint Branch Stream Valley Park, which is owned and maintained by The Maryland-National Capital Park and Planning Commission (M-NCPPC) in the R-O-S (Reserved Open Space) Zone.

5. **Previous Approvals:** The subject site was previously zoned C-S-C (Commercial Shopping Center) and developed with various uses including residential, fast food, and a bar/lounge on each parcel that comprise the subject site. The 2002 *Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment*, which was approved by the District Council on April 30, 2002 (CR-18-2002), rezoned the subject site from the C-S-C Zone into the M-U-I Zone. After the developer acquired the property, the City of College Park and the developer jointly demolished all existing structures on the property as required by the development agreement between the developer and the City. The site is also the subject of Preliminary Plan of Subdivision 4-04078, which was approved by the Planning Board (PGCPB Resolution No. 05-21) on January 20, 2005 for 110 high-rise units, 12,000 square feet of commercial, and 20,000 square feet of office. The preliminary plan was recorded on April 28, 2008 as Record Plat PM 226 @ 22. A Detailed Site Plan, DSP-08010, for 9,580 square feet of commercial/retail space and 147 multifamily dwelling units with 365 parking spaces in a three-story parking garage in the lower part of the building was approved by the Planning Board (PGCPB Resolution No. 08-115) on July 24, 2008. The District Council affirmed the Planning Board approval on September 8, 2008. The DSP was subsequently revised (DSP-08010/01) and was approved on February 23, 2009 to increase the total dwelling units to 177 by increasing the building by one story (resulting in an additional 30 units). The site also has an approved Stormwater Management Concept Plan, 8073-2004-01, which will be valid through March 4, 2011.

6. **Design Features:** The subject site is a roughly rectangular property with the long side fronting on Baltimore Avenue (US 1). The topography of the site is characterized by terrain sloping toward the west which drains into the Paint Branch stream immediately to the west. The mixed-use project consists of a building complex with a loop service road around the entire building. The two access points to the site from Baltimore Avenue mark the start and the end of the loop street.

The previously approved mixed-use building is one skin-loaded building complex with a roughly rectangular shape that corresponds to the form of the site. The building is seven stories high from the Baltimore Avenue side with the first floor occupied by the commercial/retail storefronts; it is eight stories high from the direction of Paint Branch due to topographical changes. The ground floor level consists of commercial/retail spaces along Baltimore Avenue and a parking garage at the rear of the commercial/retail space. There are two additional levels of parking below the ground floor level. The three-level parking garage provides a total of 355 parking spaces for the development. The residential dwelling units occupy the second floor up through the top floor. The approved complex consists of two residential towers joined by an enclosed atrium that provides a unique weatherproof open space with amenities for future student residents.

After the approval of DSP-08010 and DSP-08010/01, the applicant encountered difficulties in securing financing for the entire project and decided to investigate the possibility of a phased approach to development. The applicant is now requesting approval to construct the approved building in two successive phases in order to satisfy financing requirements. According to the applicant, this application will retain the previously approved site layout and building footprint and limit the changes in the area between the two residential buildings. There are no changes

involved in the Type II tree conservation plan. However, a close examination of the proposed revisions included in this DSP reveals that the cumulative effect of many relatively minor revisions to the previously approved building design will result in a significant change of building character. The proposed phasing plan downgrades the enclosed atrium to an open air plaza with landscaping and other amenities in order to develop the project in two stages. Phase I will include the entire garage, all site work, and the residential tower (Tower 1) along US 1. Phase II will include the remaining residential tower (Tower 2) that is adjacent to Paint Branch and behind Phase I. The rest of the previously approved building use, site work, landscaping, access, and the garage will not change. Phase I is scheduled to be finished by December of 2010.

Specifically, Phase I includes:

- a. Completion of all excavation and all site work;
- b. Completion of the entire foundation system and the entire garage/podium concrete structure (three-story parking garage and approximately 9,580 square feet of retail);
- c. Completion of 94 units;
- d. 9,000 square feet of plaza space which is the garage green roof;
- e. A 1,137-square-foot exercise room;
- f. 1,100 square feet of study lounge and reading area/computer room;
- g. 28,000 square feet of open space where Phase II construction will take place.

Phase II, which is scheduled to be complete by August of 2011, includes:

- a. Completion of Tower 2 with 78 units;
- b. A six-story amenity tower overlooking the green plaza. The amenity tower connects residential Towers 1 and 2 and provides a lounge on the first floor and a study/meeting area on floors two through six;
- c. Following completion of Tower 2, 1,129 square feet of plaza space that was used as a buffer during construction will become available for use by the residents as part of the total of 10,129 square feet of plaza space which is the green roof of the garage.

In addition to the revision to the approved atrium area, the design of the rest of the approved building has also been modified in numerous ways, though the changes are generally minor except for the fenestration pattern. The previously approved building features larger window openings, while the current design shows smaller standard-size windows which are separated from each other by more brick wall surface. In addition, as a result of the removal of the covered

atrium between the two buildings, the rear elevation of the first building and the front elevation of the second building facing the open air plaza will be visible exterior elevations. The applicant proposes to finish the first floor with brick and the upper floors with EIFS (exterior insulation finishing system) or stucco. The top of the building is finished with a white precast cornice, which should be improved to increase visual interest. Additional improvements and design features such as multilayer cornice bands and wider precast stone caps should be provided to enhance and visually strengthen the roof line. The applicant is required to provide additional design features to improve the roof element visually, to be reviewed by the Urban Design Section as the designee of the Planning Board.

The relationship between the ground-level commercial storefronts and Baltimore Avenue approved in the previous plan has been greatly altered in this application. In the previously approved plan, the storefront is approximately 50 feet from the existing curb. However, the proposed revision moves the building ten feet closer to Baltimore Avenue. The previously approved plan provided a continuous storefront canopy to shelter pedestrian traffic, and created an arcade-style transition space between the storefronts and the sidewalk. That transition space and weatherproof design feature have been removed from this application. In addition, the decorative sunscreens that were provided to aid in temperature control of the residential units above the ground-level storefronts have been removed. The applicant has also modified the window pattern of the storefront to provide additional brick at the window bases. The mansard roof has been modified based on revisions to the north and south wings of the building that resulted from the elimination of the atrium.

The modifications to the main front elevation described above result in a somewhat different building character. Since the canopies above the storefronts provided weather protection for pedestrians and a spatial transition between the sidewalk and storefronts, the Urban Design Section recommends that the applicant provide a similar feature in this application. Prior to certification, the applicant must provide a similar canopy with style and materials that are compatible with the canopy for the main entrance on the main elevation of the building.

The previously approved building was designed with many green and sustainable features including a covered atrium in the middle of the complex. The applicant is still aiming to achieve a LEED (The Leadership in Energy and Environmental Design) Silver Certification for New Construction and Major Renovations. The new design opens the atrium to the sky and moves the green roof down to the ground level on the roof of the parking garage where the open-air plaza is located between the two residential towers. According to the applicant, this green roof arrangement will provide the LEED points associated with a sustainable roof for this project. The difference is that this sustainable roof is now visible and usable by all of the student residents of both towers. According to a LEED score card submitted with this revision application, the applicant will still actively pursue the rest of the originally targeted LEED points to aim for Silver Certification under the rating system for new construction and major renovations.

The phasing plan has impacts on the structural design of the building and on fire prevention, both of which are outside of the purview of the detailed site plan. However, the applicant has

submitted analyses from both the structural engineer and the fire prevention engineer indicating that the impact of the phasing can be easily mitigated and accommodated by minor revisions to the structure.

7. **Recreation Facilities:** The approved DSP (for 147 dwelling units) includes a recreational facility and amenity package with an estimated value of approximately \$150,000 without factoring in the construction cost of the fitness room and atrium. This revised plan includes a recreational package totaling \$213,000 worth of facilities and amenities (Exhibit 1—Private Recreational Facility Analysis). According to the current formula for determining the value of recreational facilities to be provided in subdivisions, for 172 multifamily dwelling units in Planning Area 66, a recreation facility package of approximately \$154,000 is required. The proposed recreational facility package exceeds the required value for this project.

COMPLIANCE WITH EVALUATION CRITERIA

8. **The 2002 Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay Zone (DDOZ):** The 2002 Approved College Park US 1 Corridor Sector Plan defines long-range land use and development policies, detailed zoning changes, design standards, and a DDOZ for the US 1 Corridor area. The land use concept of the sector plan divides the corridor into six areas for the purpose of examining issues and opportunities and formulating recommendations. Each area has been further divided into subareas for the purpose of defining the desired land use types, mixes, and development character. The subject site is in Area 4 (Central Gateway Mixed-Use Area), Subarea 4a, on the west side of US 1. The vision for Area 4 is to create a mixed-use neighborhood with a variety of retail and office uses, and the introduction of multifamily residential development in mid- and high-rise buildings. Buildings may be sited further from the street and from each other than in the concepts set forth for the town center and main street areas. Parking should be located in lots sited to the side or rear of properties. Shared parking is strongly encouraged. Sidewalk setbacks from the curb edge with trees and landscaping on both sides will create the gateway boulevard envisioned for US 1.

The sector plan also provides specific subarea land use recommendations for Subarea 4a on the west side of US 1 and south of MD 193. The plan encourages and promotes infill development and redevelopment to include compact, mixed-use development, maximize the views of parkland, maintain appropriate stream buffer, and utilize shared parking. The application, as proposed in the subject detailed site plan, includes a mixture of residential, commercial, and retail uses that share parking spaces within the same building and, therefore, is in general compliance with the land use vision and recommendation for Subarea 4a.

Section 27-548.25(b) of the Zoning Ordinance requires that the Planning Board find that the site plan meets applicable development district standards. The development district standards are organized into three categories: public areas, site design, and building design. The applicant has submitted a statement of justification that provides a detailed explanation of how the proposed

mixed use project, which is specifically developed to meet the student housing demands of the University of Maryland, conforms to each development district standard and why certain amendments are necessary in order to achieve a high-quality development. There are seven amendments that have been approved with the original DSP. They are P1. Road Network, B. to allow the application not to provide on-street parking; P6. Utilities, A. to allow the applicant to retain the existing above-ground utilities at the current location without relocating them underground; S2. Parking Areas, W. to allow an additional 20 percent parking reduction based on the following: provision of a private shuttle bus as one of the incentives to encourage the use of alternative modes of transportation other than single-occupancy vehicles; provision of a bridge across the Paint Branch stream in the future to allow students to go to the campus on foot or by bicycle; provision of bicycle storage facilities and provision of parking on the University of Maryland campus if it is needed; B1. Height, Scale, Massing and Size, Height to allow the height of the proposed building to be one story higher than the maximum height limit of five stories; B1. Height, Scale, Massing and Size, Massing, I. to allow the applicant not to provide a balcony for every multifamily unit, instead to allow the applicant to use a combination of various façade elements and finishing materials to articulate the façade and to increase natural surveillance of the surrounding area; B1. Height, Scale, Massing and Size, Bedroom Percentages, N. to allow different bedroom percentages from those required by Section 27-419 of the Zoning Ordinance for the proposed student housing; and B3. Architectural Features, Architectural Materials and Details to allow 59 percent of the overall exterior façades to be finished with brick and sandblasted precast masonry units, over 80 percent of the elevations visible from Baltimore Avenue to be finished with brick and sandblasted precast masonry units, and the west elevation to be finished primarily with brick-tone cementitious siding.

The subject revision to the previously approved DSP does not change the previously approved amendments except for further revising Site Design S2. Parking Areas, and Building Design; B1. Height, Scale, Massing and Size, Size, M. regarding the average size of the proposed multifamily dwelling units; and N. Bedroom Percentages, due to the proposed phasing of the development. In order to allow the plan to deviate from the development district standards, the Planning Board must find that the alternative development district standards will benefit the development and the development district and will not substantially impair implementation of the sector plan. The amendments that the applicant has requested are discussed below.

SITE DESIGN: S2. Parking Areas, Off-street Parking Requirements for Mixed -Use Development Projects

The applicant has requested an amendment to the parking requirements for this mixed-use project consisting of 172 residential dwelling units and approximately 9,580 square feet of retail/commercial space that provides all parking in the parking garage below the residential component. The total number of parking spaces previously approved for this project is 355, all of which are provided in the parking garage. No surface parking spaces are provided with this DSP. The phasing plan will develop the project in two stages. The first stage contains the entire foundation of the complex including the previously approved three-level parking garage and the first building fronting Baltimore Avenue that will contain 98 dwelling units. The second phase

will include the other building with 74 dwelling units and the rest of the open plaza between the two buildings. As a result of this phasing proposal, all parking spaces will be provided in the first phase which will cause the number of parking spaces provided to significantly exceed the maximum allowed. However, only two levels will be striped to be used as parking by the students, and the lower level will be used as storage for the second phase construction. The phasing plan also leads to a slight structural change which necessitates a reduction of four parking spaces in the garage. The total number of parking spaces provided with this application will be 351. In the previous approvals, the applicant demonstrated that the University will enter into an agreement with Starview Plaza, LLC for a transit plan to provide Shuttle-UM bus service between the subject development and the campus. In addition, the University also agreed to make supplemental parking available if the proposed 355 parking spaces are not sufficient to accommodate the residential parking demand at the subject site. By this agreement, any future students who live in the proposed building and do not have a parking space on the subject site will be allowed to park their cars overnight on the campus. With this understanding, the 351 on-site parking spaces are acceptable for this development. The City Council of the City of College Park endorsed this parking arrangement on October 14, 2009 when the Council voted unanimously to approve the subject DSP. The alternative development district standard will benefit the development and the development district, and will not substantially impair implementation of the sector plan.

BUILDING DESIGN

B1. Height, Scale, Massing and Size, Size

M. The average size of all multifamily dwelling units in a development project shall be a minimum of:

- **750 square feet for a 1-bedroom/1-bath unit.**
- **1,050 square feet for a 2-bedroom/2-bath unit.**
- **1,275 square feet for a 3-bedroom/2-bath unit.**

The proposed phasing plan for this development necessitates adjustments to the building structure and further revises the size of the proposed units. This application proposes the same unit types as the previously approved plans, but with larger units. Since this project is specifically designed to meet the housing demand of the undergraduate students attending the University of Maryland at College Park, the structure of the bedrooms is completely different from the normal composition of regular multifamily buildings. There is no one-bedroom unit in this DSP, but there are two types of four-bedroom units that are not included in the standard above. The smallest two-bedroom unit has approximately 638 square feet (see above Finding 2 for development data). The above minimum unit sizes were envisioned for regular multifamily units for family use. Since the project is designed for undergraduate students attending the University of Maryland, staff agrees with the applicant that various unit sizes are necessary in order to respond to the student housing demand.

B1. Height, Scale, Massing and Size, Bedroom Percentages

N. Bedroom percentages for multifamily dwellings may be modified from Section 27-419 of the Zoning Ordinance, if new development or redevelopment for student housing is proposed and the density is not increased above that permitted in the underlying zone.

As previously discussed, the development included in this application is to meet the housing demand of students who attend the University of Maryland. As such, the unit types and composition are totally different from normal multifamily development. There are three unit types included in the application. They are two types of two-bedroom, one type of three-bedroom, and two types of four-bedroom units. The site was designated in the M-U-I Zone by the 2002 *Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment*. According to the requirements of the M-U-I Zone as stated in Section 27-546.18(a)(4) of the Zoning Ordinance, if a site is to be developed with residential use only, the maximum density should not be more than 48 dwelling units per acre. However, the regulations do not specify any density limit for a mixed-use development such as this application. The density included in this application is approximately 65 dwelling units per acre, by excluding the site area occupied by the commercial/retail uses. Since the development is for student housing and no clear density limit has been prescribed for the underlying zone, staff has no objection to the request to amend the bedroom percentages.

9. **Zoning Ordinance:** At the time of DSP-08010 and DSP-08010/01 approvals, the Planning Board reviewed the site's conformance with the requirements of the Development District Overlay Zone, the requirements of the M-U-I Zone, and Part 10B, Airport Compatibility, of the Zoning Ordinance. This application does not change the use of the project and keeps the general site layout and building footprint as previously approved. Previous findings regarding the site's conformance with the applicable zoning requirements are still valid and are not affected by the proposed phasing plan.

At the time of DSP-08010, the Planning Board approved a departure from the required number of parking and loading spaces to allow the DSP to provide only one loading space instead of the required two spaces; a departure from design standards to reduce the width of standard parking spaces from the required 9.5 feet to 9 feet; and a request to increase the percentage of compact spaces from the maximum allowed 30 percent to 50 percent of the total provided parking spaces. This revision does not have any impact on those three previous approvals.

Section 27-548.25(b) requires that the Planning Board find that the site plan meets applicable development district standards in order to approve a detailed site plan. As discussed in Finding 8 above, this DSP complies with most of the applicable DDOZ standards except those that have been previously approved and the three that have been further revised with this application, for which amendments have been requested and recommended. Staff recommends approval of the three amendments to development standards because the alternate development district standards will benefit the development and the development district, and will not substantially impair implementation of the sector plan.

10. **Preliminary Plan of Subdivision 4-04078:** The Planning Board approved Preliminary Plan of Subdivision 4-04078 with 30 conditions. Eighteen conditions that are applicable to the review of this detailed site plan were reviewed at the time of DSP-08010 approval. The Planning Board found that the DSP complies with all applicable conditions. This application limits the revisions to the architecture due to the phasing of the development and does not have any impact on other applicable conditions including those related to transportation improvements. All conditions attached to the previously approved plans, except those explicitly modified in this report, are still valid and govern the development of this project.
11. **Detailed Site Plans DSP-08010 and DSP-08010/01:** Detailed Site Plan DSP-08010 was approved by the District Council on September 8, 2008 with four conditions. A subsequent revision, DSP-08010/01 was approved without conditions. The subject revision does not have any impact on the previously approved plan except for the reduction of five dwelling units and four parking spaces from those approved in DSP-08010/01. The applicant has requested an amendment to the parking standards for the reduction of four parking spaces due to structural changes to the previously approved building. See Finding 8 above for a detailed discussion of the parking reduction.
12. **Landscape Manual:** The 2002 *Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment* and the standards of the Development District Overlay Zone (DDOZ) have modified the applicable sections of the Landscape Manual. In this case, the site plan is subject to residential planting requirements and buffering incompatible uses requirements of the Landscape Manual. The site's conformance with the applicable landscape requirements was reviewed at the time of DSP-08010 and DSP-08010/01 approvals. The previously approved landscape plan for this site is still valid and governs the entire site except for the area between the two buildings. Due to the removal of the roof over the atrium, the space between the two buildings will become a plaza with landscaping that will function as the green roof for the parking garage below. The subject application does not provide enough information regarding the species and quantities of plant units. The plan only provides some landscaping around the first building without any information about the other half of the plaza. A complete landscaping design of the plaza must be provided for review and approval, even though the plaza itself will be developed in two phases. Additional landscape structures such as a trellis or pergola should be added to complement the design theme. The applicant is required to provide a complete design of the plaza, to be reviewed and approved by the Urban Design Section as the designee of the Planning Board prior to certification of this DSP.
13. **The Woodland Conservation and Tree Preservation Ordinance:** 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, there are more than 10,000 square feet of existing woodland on-site, and there is a previously approved Type I Tree Conservation Plan, TCPI/74/04, which was approved in conjunction with the approval of Preliminary Plan of Subdivision 4-04078. This application has no impact on the previously approved Type II tree conservation plan for this site.

14. **Referral Comments:** Given the nature of this revision, the subject application was referred to a limited number of agencies and divisions. The referral comments are summarized as follows:
 - a. The Environmental Planning Section, in a memorandum dated September 16, 2009, identified no issues and provided no comments on this application.
 - b. The State Highway Administration (SHA) stated no comments in their response.
 - c. The City Council of the City of College Park approved this revision to the previously approved plan with four conditions on October 13, 2009. The applicable conditions have been included in the recommendation section of this report.
15. The District Council affirmed the Planning Board's decision (Resolution PGCPB Resolution No. 08-115) and approved Detailed Site Plan DSP-08010 and the Type II Tree Conservation Plan TCPII/046/08 on September 9, 2008 as follows:

SECTION 2. The District Council hereby approves alternative development district standards, as follows:

1. **P1. Road Network, B, to allow the application not to provide on-street parking.**
2. **P6. Utilities, A, to allow the applicant to retain the existing above-ground utilities at the current location without relocating them underground.**
3. **S2. Parking Areas, W, to allow an additional 20 percent parking reduction based on the following: provision of private shuttle bus service as one of the incentives to encourage use of alternative modes of transportation other than single occupancy vehicles; possible provision of a bridge across the Paint Branch in the future to allow the students to go to the campus on foot or by bicycle; provision of bicycle storage facilities and provision of parking on the University of Maryland Campus, if it is needed.**
4. **B1. Height, Scale, Massing and Size, Height, to allow the height of the proposed building to be one story higher than the maximum height limit of five stories.**
5. **B1. Height, Scale, Massing and Size, Massing, I, to allow the applicant not to provide a balcony for every multifamily unit, to allow the applicant instead to use a combination of various facade elements and finishing materials, to articulate the facade and to increase natural surveillance of the surrounding area.**
6. **B1. Height, Scale, Massing and Size, Bedroom Percentages N, to allow different bedroom percentages from those required by Section 27-419 for the proposed student housing.**

7. **B3. Architectural Features, Architectural Materials and Details, to allow 59 percent of the overall exterior facades to be finished with brick and sandblasted pre-cast masonry units; over 80 percent of the elevations visible from Baltimore Avenue to be finished with brick and sandblasted pre-cast masonry units; and the west elevation to be finished primarily with brick-tone cementitious siding.**

SECTION 3. The District Council hereby approves the proposed departure from design standards, to reduce the width of standard parking spaces in the parking garage from the required 9 ½ feet to 9 feet; to reduce the number of parking and loading spaces from two loading spaces to one; and to increase the percentage of compact spaces from 30 percent to 50 percent of the total number of parking spaces provided.

SECTION 4. The District Council hereby approves the applicant's detailed site plan, DSP-08010, for Starview Plaza, and the Type II Tree Conservation Plan, TCP II/046/08, subject to the following conditions:

1. **Prior to certificate approval of this detailed site plan, the applicant shall:**
 - a. **Provide a site plan note indicating that the site is located partially within the Aviation Policy Area (APA) 6 of the College Park Airport.**
 - b. **Provide a sign plan including the sign face area for the proposed building-mounted signs in accordance to Part 12 of the Zoning Ordinance. Illuminated box signs are not permitted and shall be replaced with individual illuminated channel letters. Lower the lobby signage to the height of the tenant signs.**
 - c. **Submit revised elevations for the northern, southern and western building facades to provide brick, pre-cast masonry units or equivalent materials on the exposed levels of the parking structure to be reviewed by the Urban Design Section as the designee of the Planning Board in consultation with the City of College Park.**
 - d. **Revise the parking calculation table in the supporting document and include the parking calculation on the coversheet of this application.**
 - e. **Revise the site plan and landscape plan to be consistent with Development District Overlay Zone standard P2E regarding crosswalk location and finishing. The details of the pavement pattern and materials shall be provided on the detail sheet.**
 - f. **Provide LEED-NC version information and revise the submittal and the reference standards accordingly.**

- g. Increase the size of the fitness room to 1,000 square feet.**
- h. Revise the Landscape Plan as follows:**
 - (1) Revise the Section 4.7 landscape schedules to reflect the existing woodland within the bufferyards.**
 - (2) Replace Cupressocyparis Leylandii with Arborvitae, American Holly, Privet, and Red Tipped Photina along the northern and southern property lines. The landscaping shall be provided between retaining wall and circular access drive.**
 - (3) Eliminate street trees behind the existing curb along Baltimore Avenue and relocate the five-foot sidewalk to the east of the proposed right-of-way dedication, to be consistent with the approved concept for Baltimore Avenue Improvements. The five-foot wide sidewalk shall be separated from the curb by a landscape strip, along the subject site's frontage of US 1, unless modified by SHA. This sidewalk shall connect to the existing sidewalks to both the north and south of the subject site. Benches, trash receptacles and planters shall be provided along the streetscape in front of the proposed commercial/retail development.**
 - (4) Substitute Zelkova, Honey Locust, or Chinese Elm for the London Plane Trees along US 1. Trees shall be installed in an underground, connected tree pit with structural soil and details for this planting arrangement shall be shown on the landscape plan.**
 - (5) Substitute Crepe Myrtle, Kousa Dogwood, or Amur Maple for the Redbuds at the southwestern facade of the garage and add lirioppe ground cover at this location.**
 - (6) Provide height information for the proposed shade and ornamental trees.**
- i. Show no permanent structures and/or improvements located within the ultimate right-of-way already dedicated for US 1 (55 feet from the existing US 1 centerline).**
- j. Provide the required bus pull-off area along the property's frontage with US 1 at a location that is acceptable to SHA, DPW&T, WMATA, and the City of College Park, if it is deemed necessary by SHA, WMATA and the City of College Park.**

- k. **Revise the trip cap notes on the record plat for the subject property to indicate that:**

“The total development within the subject property shall be limited to 147 multifamily residential units, and 9,580 square feet of gross floor area of commercial retail space, or different uses generating no more than 125 AM and 209 PM peak-hour trips.”

- l. **Provide a copy of the approved stormwater management concept plan.**
- m. **Show how the recommendations of the geotechnical study reviewed with the preliminary plan application will be addressed.**
- n. **Revise the TCP II as follows:**
- (1) **Provide a note stating how the site has provided 0.23 acres of woodland conservation requirements through preservation, reforestation, afforestation or tree cover, and identify the area of woodland or trees being used toward meeting the 0.23-acre requirement.**
 - (2) **Show the limits of disturbance and the expanded buffer.**
 - (3) **Remove the slope symbols from the plan.**
 - (4) **Have the revised plan signed and dated by the qualified professional who prepared the plan.**
- o. **Provide a minimum of 40 bicycle parking spaces to accommodate the commercial development and students commuting to the campus of the University of Maryland. A minimum of two standard bicycle racks shall be used to serve the commercial/retail uses.**
- p. **Provide ADA-(The Americans with Disabilities Act) compatible ramps and a marked crosswalk at the site’s ingress/egress points on Baltimore Avenue.**
- q. **Provide striping and arrows to show on-site circulation and signs to prohibit left turns, as required by the State Highway Administration, until such time as a median is installed.**
- r. **Provide an on-site bus stop for the UM Shuttle, with appropriate shelter.**

- s. **Identify a minimum of two parking spaces in the garage for car sharing under a contract with Zip Cars or other equivalent provider, including provision of car-sharing services by the developer.**
 - t. **Provide Louis Poulson Triangular Pedestrian Street Lights spaced no more than 50 feet apart.**
 - u. **Identify the required eight parking spaces for the physically-handicapped and the two of these eight spaces that shall be van accessible spaces. These spaces shall be appropriately located to serve both the commercial and residential uses.**
 - v. **Include a site plan note describing how the project has been designed to achieve a Silver Certification under the U.S. Green Building Council's Green Building Rating System for New Constructions and Major Renovations (LEED-NC v. 2.2).**
2. **Prior to issuance of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall:**
- a. **Provide evidence that a complete FAA Form 7460-1, Notice of Construction, has been reviewed and approved by the Federal Aviation Administration (FAA) and/or the Maryland Aviation Administration (MAA).**
 - b. **Provide a certification by a professional engineer with competency in acoustical analysis on the building permits stating that building shells of structures within the 65 dBA Ldn noise corridor have been designed to reduce interior noise levels to 45 dBA (Ldn) or less.**
 - c. **Provide evidence that a written agreement with the University of Maryland for an on-site UM Shuttle stop and service has been executed. Service to the stop shall be generally consistent with that offered by the University of Maryland to similar sites on a regular shuttle circuit. In lieu of an agreement with the University of Maryland, the Developer shall provide a private shuttle to and from the University of Maryland that operates between the hours of 7:00 a.m. and 10:30 p.m., Monday through Friday, with headways of every 30 minutes at all times. Specifications and assurances for any shuttle service shall be provided to the City prior to issuance of any building permit, and information regarding the shuttle service shall be included in marketing material for the project. In addition, the developer shall survey its residents concerning commuting patterns and habits within six months of substantial completion of the Project and shall share this information with the City of College Park.**

- d. **Coordinate with the State Highway Administration, the City of College Park and PEPCO on the feasibility of widening the portion of Baltimore Avenue in front of the subject site to decide whether any widening shall be required as part of this development project.**
3. **Prior to issuance of building permits, the Department of Parks and Recreation (DPR) shall review and approve the stormwater management (SWM) plan and technical details including but not limited to the pipe profile, invert elevations, rip-rap size and limits, headwall details, discharge rate (cf/sec for 10 year storm). The SWM plan shall show, to the satisfaction of DPR, that the impacts to the adjacent Paint Branch Stream Valley Park are minimized.**
4. **When a procedure whereby property owners on US Route 1 in College Park pay the pro rata share of the cost of placing underground all utilities crossing their properties is established, pay to an escrow account to be established by the City of College Park, a sum not to exceed \$200,000. If a process is not created by January 1, 2018, this condition expires.**

Except for those amendments explicitly modified (S2. Parking Areas, W; Height, Scale, Massing and Size, Size M; B1. Height, Scale, Massing and Size, Bedroom Percentages, N; and Council Order Condition 1.(u)) in this revision, as stated in the recommendation section of this report, associated with the proposed phasing plan, the rest of the project as approved in Detailed Site Plans DSP-08010 and DSP-08010/01, including all attached conditions, remains valid and still governs this project.

16. As required by Section 27-285(b) of the Zoning Ordinance, the detailed 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, and complies with the Development District Overlay Zone standards of the 2002 approved College Park US 1 Corridor sector plan without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use. Except as explicitly modified in this revision associated with the proposed phasing plan, all other elements of the project, as approved in Detailed Site Plans DSP-08010 and DSP-08010/01, including all attached conditions, remain valid and binding upon the developer and the developer's heirs, successors, and/or assignees.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Detailed Site Plan DSP-08010/02, subject to the following conditions:

- A. APPROVE the alternative development district standards for:
 1. S2. Parking Areas, W. to allow a reduction of four parking spaces in the parking garage due to the structural change to the building, based on previously approved alternative

transportation arrangements including provision of private shuttle bus as one of the incentives to encourage use of alternative modes of transportation other than single occupancy vehicles; provision of a bridge across the Paint Branch stream in the future to allow the students to go to the campus on foot or by bicycle; provision of bicycle storage facilities and provision of parking on the University of Maryland Campus if it is needed.

2. B1. Height, Scale, Massing and Size, Size, M. to allow different bedroom sizes from those required by Section 27-419 of the Zoning Ordinance for the proposed student housing, including a minimum size two-bedroom unit of 683 square feet and two types of three-bedroom units of 835 and 864 square feet.
 3. B1. Height, Scale, Massing and Size, Bedroom Percentages, N. to allow different bedroom percentages from those required by Section 27-419 of the Zoning Ordinance for the proposed student housing.
- B. APPROVE DSP-08010/02 for Starview Plaza to develop the project in two phases, subject to the following conditions:
1. Prior to certificate approval of this detailed site plan, the applicant shall:
 - a. Provide a total of nine parking spaces for the physically handicapped.
 - b. Provide a sign plan including the sign face area for the proposed building-mounted signs in accordance with Part 12 of the Zoning Ordinance. Illuminated box signs are not permitted and shall be replaced with individual illuminated channel letters.
 - c. Provide complete design details of the plaza between the two residential buildings including, but not limited to species, quantity and specifications of the planting units, green roof and stormwater management details, and other detailed information, such as cut sheets for all street furniture, courtyard furniture, and site lighting to be reviewed and approved by the Urban Design Section as the designee of the Planning Board in consultation with the City of College Park.
 - d. Revise the main elevation facing Baltimore Avenue to provide cantilevered decorative metal awnings that span the retail entryways from column to column and that allow for the mounting of individual channel letter signage; modify the columns at the retail level to show two different types of brick and a metal cap; modify the south elevation to include a vertical panel of the simulated slate on the west side; and to provide additional design features on the roof section of the building, to be reviewed by the Urban Design Section as the designee of the Planning Board in consultation with the City of College Park.

- e. Revise the parking calculation table in the supporting documents to reflect the required parking for 172 dwelling units, and include the parking calculation on the coversheet of this application.
- f. Eliminate the existing sidewalk at the back of the curb of Baltimore Avenue (US 1).

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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner @, seconded by Commissioner @, with Commissioners @ voting in favor of the motion at its regular meeting held on Thursday, November 5, 2009, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 5th day of November 2009.

Oscar S. Rodriguez
Executive Director

By Frances J. Guertin
Planning Board Administrator

OSR:FJG:HZ:arj