



**TUESDAY, SEPTEMBER 2, 2014**  
**(COUNCIL CHAMBERS)**

**7:00 P.M. WORKSESSION – Note Early Start Time**

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**COLLEGE PARK MISSION STATEMENT**

The City of College Park encourages broad community involvement and collaboration, and is committed to enhancing the quality of life for everyone who lives, raises a family, visits, works, and learns in the City; and operating a government that delivers excellent services, is open and responsive to the needs of the community, and balances the interests of all residents and visitors.

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**CITY MANAGER'S REPORT**

**PROPOSED ITEMS TO GO DIRECTLY TO NEXT WEEK'S AGENDA**

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**PROPOSED CONSENT AGENDA ITEMS**

1. Resolution Of The Mayor And Council Of The City Of College Park, Maryland Adopting The Recommendations Of The Advisory Planning Commission Regarding Reconsideration Of Variance CPV-2013-02 (Reconsideration Case Is Identified As CPV-2013-02/R), 3533 Marlborough Way, College Park, Maryland, Recommending Validating Existing Conditions Subject To The Applicant Providing An "As-Built" Site Plan (***Appeal period ends September 9, 2014***)
2. Ordinance to remove references to Rent Stabilization from Chapter 15 (Rent Stabilization Board) and Chapter 110 (Fees) of the City Code – Suellen Ferguson City Attorney
3. Award of contract to M.T. Laney Company, Inc. in an amount not to exceed \$270,000, for milling and paving the remainder of those streets they are restoring for WSSC in the Hollywood and Berwyn neighborhoods – Steve Halpern, City Engineer

**WORKSESSION DISCUSSION ITEMS**

4. Discussion with Frank Brewer, Interim Executive Director, College Park Academy, about the first year of the school
5. CSX request to purchase easement across Davis Field from end of Kenesaw Street to tracks – Bill Braman, Manager, Property Acquisition for CSX
6. Follow-up discussion with SHA about sidewalk retrofit program on US 1 between MD 193 and I-495 – Kate Mazzara, SHA

7. Review of crosswalk improvements and median fence design proposed by SHA for pedestrian safety in downtown College Park – Kate Mazzara, SHA
8. Comments on the College Park-Riverdale Park TDDP for the District Council's September 16 public hearing – Terry Schum, Director of Planning
9. Expression of preference for relocation of City Hall to the Calvert Road School site and identification of next steps – Terry Schum, Director of Planning
10. Legislative Dinner discussion items – Bill Gardiner, Assistant City Manager
11. Appointments to the Ad Hoc Business Recycling Committee (to review Business Recycling Grant Applications) – Bill Gardiner, Assistant City Manager
12. Appointments to Boards and Committees

## COUNCIL COMMENTS

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### INFORMATION/STATUS REPORTS FOR COUNCIL REVIEW ONLY

13. Information Report on planned grant application to Chesapeake Bay Trust for LID urban retrofit at Narragansett Parkway for water quality enhancement – Terry Schum and Steve Halpern

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This agenda is subject to change. For current information, please contact the City Clerk. In accordance with the Americans With Disabilities Act, if you need special assistance, you may contact the City Clerk's Office at 240-487-3501 and describe the assistance that is necessary.

#### Coming Up Next Week:

7:15 P.M.

#### **PUBLIC HEARINGS:**

- **14-O-07, CHAPTER 184 ARTICLE VII, SPEED MONITORING SYSTEMS, TO CONFORM CODE TO STATE MANDATED CHANGES**
- **14-O-08, §184-9, PERMIT PARKING IN RESTRICTED RESIDENTIAL ZONES**
- **14-O-09, AMENDMENTS TO CHAPTER 38, CODE OF ETHICS**

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# Reconsideration Of Variance CPV-2013-02



Office of the Mayor and Council  
City of College Park  
4500 Knox Road  
College Park, Maryland 20740  
Telephone: (240) 487-3501  
Facsimile: (301) 699-8029

**NOTICE OF FINAL DECISION  
of the  
MAYOR AND COUNCIL  
of the  
CITY OF COLLEGE PARK**

RE: Case No. CPV-2013-02/R Name: Richard Kager

Address: 3533 Marlborough Way, College Park, MD 20740

Enclosed herewith is a copy of the Resolution setting forth the action taken by the Mayor and Council of the City of College Park in this case on the following date:

September 9, 2014 .

**CERTIFICATE OF SERVICE**

This is to certify that on September 11, 2014, the attached Resolution was mailed, postage prepaid, to all persons of record.

**NOTICE**

Any person of record may appeal the Mayor and Council decision within thirty (30) days to the Circuit Court of Prince George's County, 14735 Main Street, Upper Marlboro, MD 20772. Contact the Circuit Court for information on the appeal process at (301) 952-3655.

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Janeen S. Miller, CMC  
City Clerk

Copies to: Advisory Planning Commission  
City Attorney  
Applicant  
Parties of Record

PG Co. DER, Permits & Review Section  
M-NCPPC, Development Review Division  
City Public Services Department

**RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF COLLEGE  
PARK, MARYLAND ADOPTING THE RECOMMENDATIONS OF THE ADVISORY  
PLANNING COMMISSION REGARDING RECONSIDERATION OF VARIANCE  
CPV-2013-02 (RECONSIDERATION CASE IS IDENTIFIED AS CPV-2013-02/R), 3533  
MARLBROUGH WAY, COLLEGE PARK, MARYLAND, RECOMMENDING  
VALIDATING EXISTING CONDITIONS SUBJECT TO THE APPLICANT  
PROVIDING AN "AS-BUILT" SITE PLAN**

**WHEREAS,** the City of College Park, Maryland (hereinafter, the "City") has, pursuant to §190-1 *et seq.* of the City Code, and in accordance with Section 27-924 of the Prince George's County Zoning Ordinance (hereinafter, "Zoning Ordinance"), enacted procedural regulations governing any or all of the following: departures from design and landscaping standards, parking and loading standards, sign design standards, and variances for lot size, setback, and similar requirements for land within the corporate boundaries of the City, alternative compliance from landscaping requirements, certification, revocation, and revision of nonconforming uses, and minor changes to approved special exceptions; and

**WHEREAS,** the City is authorized by §190-4 of the City Code to grant an application for a variance where, by reason of exceptional narrowness, shallowness, shape, topography, or other extraordinary situation or condition of the specific parcel of property, the strict application of the Zoning Ordinance would result in peculiar and unusual practical difficulties or an exceptional or undue hardship upon the owner of the property, and a variance can be granted without substantial impairment of the intent, purpose and integrity of the County General Plan or Master Plan; and

**WHEREAS,** the Advisory Planning Commission (hereinafter, "APC") is authorized by §190-3 of the City Code to hear requests for variances from the terms of the Zoning Ordinance with respect to lot size, setback, and similar requirements, including variances from Section 27-120.01(c), and to make recommendations to the City Council in connection therewith. The City has, pursuant to §87-23 "Fences" of the City Code (hereinafter, also referenced as the "Fence Ordinance") established certain restrictions on the construction and reconstruction of fences on residential properties, including a prohibition on front yard fences; and

**WHEREAS,** the City is authorized by the Fence Ordinance to grant an appeal where, by reason of extraordinary situation or condition, the strict application of the Fence Ordinance would result in peculiar and unusual practical difficulty to or an exceptional or undue hardship upon the owner of the property; and a variance can be granted without substantial impairment of the intent, purpose and integrity of the Fence Ordinance; and where, if applicable, the variance is consistent with the Design Guidelines adopted for the Historic District; the variance will not adversely affect the public health, safety, welfare, or comfort, the fence for which a variance is requested incorporates openness and visibility as much as is practicable, provided that the fence shall not be constructed of chain link unless the material is consistent with the surrounding neighborhood; and the fence

construction, including setbacks, is characteristic of and consistent with the surrounding neighborhood; and in neighborhoods where chain link is a characteristic material, alternate materials incorporating openness and visibility, may be permitted and

**WHEREAS,** Section 27-120.01 (c) of the Zoning Ordinance stipulates that no parking space, parking area, or parking structure other than a driveway no wider than its associated garage, carport, or other parking structure may be built in the front yard of a dwelling, except a townhouse or multifamily dwelling, in the area between the front street line and the sides of the dwelling; and

**WHEREAS,** Section 87-23 (B) of the City of College Park Code states that fences shall not be constructed or reconstructed in the front yard and 87-23(E) states that retaining walls built to retain or support the lateral pressure of earth or water or other superimposed load and otherwise designed and constructed of appropriate materials within allowable stresses and in conformance with acceptable engineering practices may be constructed where necessary in the front, side or rear yard, but shall not extend more than one foot above finished grade, and that dimensions, placement and materials for new retaining walls in locations otherwise requiring a variance shall be determined by the Advisory Planning Commission; and

**WHEREAS,** on March 18, 2013, Richard Kager (the "Applicant"), submitted an application for a variance from Section 27-120.01(c) to permit construction of a 10 feet x 17 foot driveway expansion in the front of the house; and for an appeal from the City of College Park Code, Section 87-23 Fences to extend a retaining wall in the front yard in conjunction with the expanded driveway, at the premises known as 3533 Marlborough Way, College Park, Maryland ("the Property"); and

**WHEREAS,** on May 2, 2013, the APC conducted a hearing on the merits of the variance and appeal, at which the APC heard testimony and accepted evidence including the staff report and exhibits 1-8 with respect to whether the subject application meets the standards for granting an appeal set forth in the Fence Ordinance and for a variance from Section 27-120.01 (c) to permit construction of a 10 foot x 17 foot driveway and expanded retaining wall in front of the house; and

**WHEREAS,** based upon the evidence and testimony presented, the APC voted 4-1-0 to recommend that the variance and appeal be granted to allow the Applicant to construct a 10 foot by 12 foot driveway expansion with the conditions that the existing apron of the driveway remain as-is and no additional driveway apron be added and recommend that the appeal be granted to allow a 10 foot expansion of an existing retaining wall in the front yard in conjunction with the widening of the existing driveway and subject to the retaining wall being constructed of similar gray stone materials and at the same height as the existing retaining wall

**WHEREAS,** on June 11, 2013, the Mayor and City Council adopted the APC recommendation approving Resolution 13-R-08; and

**WHEREAS,** on June 19, 2013, the applicant's contractor was granted County and City building permits to allow construction that shifted the driveway and associated retaining wall 5 feet closer to the street. The handicapped accessible sidewalk was also shifted closer to the street.

**WHEREAS,** on June 12, 2014, the applicant requested reconsideration of the variance to remove the condition that "the existing apron of the driveway remain as-is and no additional driveway apron be added" and validation of the as-built conditions on the Property; and

**WHEREAS,** on August 7, 2014, the APC conducted a hearing on the merits of the reconsideration, at which the APC heard testimony and accepted evidence including the staff report and exhibits 1-7 with respect to whether sufficient new information was submitted to justify a reconsideration to remove the restriction on the driveway apron and validate the as-built site plan, and

**WHEREAS,** based upon the evidence and testimony presented, the APC voted 5-0-0 to recommend that the variance be reconsidered, the restriction on the driveway apron be removed, and the as-built site plan be validated subject to the applicant providing an "as-built" site plan.

**WHEREAS,** the Mayor and Council are authorized by §190-6 to accept or deny the recommendation of the APC with respect to variance requests and by §87-19 to accept, deny or modify the recommendation of the APC with respect to fence appeals; and

**WHEREAS,** the Mayor and Council have reviewed the recommendation of the APC as to the Application and in particular have reviewed the APC's findings of fact and conclusions of law; and

**WHEREAS,** no exceptions have been filed; and

**WHEREAS,** the Mayor and Council are in agreement with and hereby adopt the findings of fact and conclusions of law of the APC as to the Application as follows:

Section 1 Findings of Fact

1.1 The applicant's contractor applied for a building permit on June 19, 2013. The property has steep slopes at the eastern end of the driveway and existing site conditions, including the steps, mature shrubs and a light pole. This caused the contractor to shift the location of the driveway and associated retaining wall five (5) feet closer to the street. The sidewalk was shifted 12 feet closer to the street in order to meet ADA slope requirements for handicapped accessibility.

1.2 The building permit site plan showed the driveway reduced from the originally requested 10 feet by 17 feet driveway to the approved 10 feet by 12 feet, however, the location of the driveway and associated retaining wall were shifted closer to the street by 5 feet in order to accommodate the construction based on the actual site conditions (topography, steps, shrubs, and light pole). The existing site conditions could not have remained if the construction had followed the requirements of Resolution 13-R-08.

1.3 The handicapped accessible sidewalk was also shifted closer to the street, in order to meet ADA grade requirements.

1.4 The applicant is proposing to request permission from the Mayor and City Council for a double-wide driveway apron and associated right-of-way driveway and to connect that apron and right-of-way driveway to the as-built driveway pad.

1.5 If the driveway was built at the approved location, there would have been a 5-foot wide gap that separated the driveway pad from the apron. Since the driveway pad was moved closer to the street, it is now adjoining the right-of-way.

1.6 The applicant uses two different cars to serve his needs, a wheelchair accessible van and a standard car. He has a wheelchair accessible van for when he uses his motorized wheelchair and he uses his standard car when he uses his walker, depending on the situation.

1.7 The van is parked on the east side of the driveway/pad, close to the handicap accessible sidewalk. The car is parked on the west side of the driveway.

1.8 The approved site plan only allows for the parking of one vehicle.

1.9 At the time the variance was granted, the applicant felt parking for one vehicle was sufficient. He stated that circumstances have changed and necessitate the need for 2 vehicles to serve his purposes.

1.10 Applicant indicated that, if the City Council permits the applicant to widen his driveway apron and associated driveway, then he will be able to park and more easily access both vehicles. Without widening the apron and associated right-of-way driveway, in order to accommodate both cars, the applicant drives his van over the grass. This creates unsightly and muddy trenches next to his existing driveway apron which further limits his accessibility to his van.

## Section 2      Conclusions of Law

The Mayor and Council make the following conclusions of law with regard to CPV-2013 02/R, for a reconsideration of variance CPV-2013-02.

2.1 The property has an exceptional topographic condition with steep slopes at the eastern end of the driveway and extraordinary conditions due to the location of existing site conditions, including the steps, mature shrubs and a light pole, that caused the contractor to shift the location of the driveway and associated retaining wall five (5) feet closer to the street. The sidewalk was shifted 12 feet closer to the street in order to meet ADA slope requirements for handicapped accessibility.

2.2 The strict application of the Zoning Ordinance will result in practical difficulties for the applicant by not allowing the improvements, which were constructed to accommodate existing site conditions and to make the sidewalk ADA accessible, to remain in place. The improvements as constructed allow applicant to access his vehicles via wheelchair or walker.

2.3 Granting the variance will not impair the intent, purpose or integrity of any applicable County General Plan or County Master Plan. The Fair Housing Act mandates "reasonable accommodations" to allow persons with disabilities an equal opportunity to use their dwelling.

**NOW, THEREFORE, BE IT RESOLVED**, by the Mayor and Council of the City of College Park, Maryland that the findings of fact and conclusions of law of the APC are hereby adopted and a reconsideration of variance CPV-2013-02 is granted to remove the restriction with respect to the driveway apron and validate existing conditions subject to the applicant providing an "as-built" site plan.

**ADOPTED**, by the Mayor and Council of the City of College Park, Maryland at a regular meeting on the 9<sup>th</sup> day of September 2014.

CITY OF COLLEGE PARK,  
MARYLAND

\_\_\_\_\_  
Janeen S. Miller, CMC  
City Clerk

\_\_\_\_\_  
Andrew M. Fellows, Mayor

APPROVED AS TO FORM AND  
LEGAL SUFFICIENCY

\_\_\_\_\_  
Suellen M. Ferguson  
City Attorney

2

Ordinance to  
remove Rent  
Stabilization  
from Code  
Chapter 15 and  
Chapter 110

**MEMORANDUM**

**To:** Mayor and Council

**From:** Suellen M. Ferguson, Esq.

**CC:** Joe Nagro, City Manager

**Date:** August 29, 2014

**Re: Expiration of Rent Stabilization Law**

**ISSUE:**

The Council has determined to allow Chapter 127, Rent Stabilization, to expire on September 1, 2014. Various sections of the City Code will then become unnecessary.

**SUMMARY:**

Chapter 127 of the City Code contains the Rent Stabilization law. Chapter 15 includes the establishment of the Rent Stabilization Board. Chapter 110 contains fees and penalties related to the Rent Stabilization law. Each of these portions of the City Code should be deleted to reflect the sunset of the Rent Stabilization law. An ordinance is attached for this purpose.

**RECOMMENDATION**

That the Council consider adoption of the attached Ordinance.

**ORDINANCE**  
**OF THE MAYOR AND COUNCIL OF THE CITY OF COLLEGE PARK,**  
**AMENDING THE COLLEGE PARK CODE BY REPEALING CHAPTER 15,**  
**“BOARDS, COMMISSIONS AND COMMITTEES”, ARTICLE IX, “RENT**  
**STABILIZATION BOARD”, §§15-39 THROUGH 15-54, AND CHAPTER 127**  
**“RENT STABILIZATION”, §§127-1 THROUGH 127-13, IN THEIR ENTIRETY;**  
**AND BY REPEALING AN RE-ENACTING CHAPTER 110, “FEES AND**  
**PENALTIES”, §110-1, “FEES AND INTERESTS” AND §110-2, “PENALTIES”,**  
**TO DELETE THOSE SECTIONS THAT COMPRISE THE RENT**  
**STABILIZATION LAW**

**WHEREAS**, pursuant to §5-201 *et seq.* of the Local Government Article, Annotated Code of Maryland, the City of College Park (hereinafter, the “City”) has the power to adopt such ordinances as it deems necessary to protect the health, safety and welfare of the citizens of the municipality and to prevent and remove nuisances; and

**WHEREAS**, the City adopted a Rent Stabilization law, a Rent Stabilization Board to administer the law, and has provided for a rent stabilization application fee and fines for violation of the law; and

**WHEREAS**, the Mayor and Council have determined that it is appropriate to allow the Rent Stabilization law to sunset on September 1, 2014; and

**WHEREAS**, as a result, Chapter 15, “Boards, Commissions and Committees”, §§15-39 through 15-54, which established the Rent Stabilization Board to administer the Rent Stabilization law and Chapter 127, “Rent Stabilization”, §§127-1 through 127-13, which established the Rent Stabilization law, should be deleted in their entirety as no longer necessary; and Chapter 110, “Fees and Penalties”, §110-1, “Fees and Interests” and §110-2, “Penalties” should be repealed and re-enacted to remove reference to application fees and violations of Chapter 127.

CAPS  
 [Brackets]  
 Asterisks \* \* \*

: Indicate matter added to existing law.  
 : Indicate matter deleted from law.  
 : Indicate matter remaining unchanged in existing law but not set forth in Ordinance

**Section 1. NOW THEREFORE, BE IT ORDAINED AND ENACTED**, by the Mayor and Council of the City of College Park, Maryland that Chapter 15, “Boards, Commissions and Committees”, Article IX, “Rent Stabilization Board”, §§15-39 through 15-54, be and are hereby repealed in their entirety.

**Section 2. BE IT FURTHER ORDAINED AND ENACTED**, that Chapter 127, “Rent Stabilization”, and §§127-1 through 127-13, be, and are hereby repealed in their entirety.

**Section 3. BE IT FURTHER ORDAINED AND ENACTED**, that Chapter 110, “Fees and Penalties”, §110-1, “Fees and interests”, be, and is hereby, repealed, reenacted and amended to read as follows:

**§110-1 Fees and interests.**

The following enumerations are the current fees, rates, charges and interests applicable in the City of College Park:

<b>Chapter/Section</b>	<b>Description</b>	<b>Fee/Interest</b>
	* * *	
<del>{Ch. 127, Rent Stabilization</del>		
	§ 127- Registration fee	\$30
	§ 127- Fee for petitions for individual adjustments of rent ceilings	\$30
	Fee for appeal of Board decision to the Mayor and City Council	\$30
	* * *	

**Section 4. BE IT FURTHER ORDAINED AND ENACTED**, that Chapter 110, “Fees and Penalties”, §110-2, “Penalties”, be, and is hereby repealed, reenacted and amended to read as follows:

**§110-2 Penalties.**

Unless otherwise noted herein, the violation of a City ordinance or resolution is a municipal infraction. The following fines and/or imprisonment for violations of various ordinances or resolutions are applicable in the City of College Park:

Chapter/Section	Violation	Penalty
	* * * * *	
<del>{Ch. 127, Rent Stabilization</del>		
<del>§ 127-4</del>	<del>Charging rent in excess of maximum rents allowed</del>	<del>\$500</del>
<del>§ 127-5</del>	<del>Failure to register rental units subject to Chapter 127</del>	<del>\$500</del>
	<del>Failure to pay registration fee</del>	<del>\$30}</del>
	* * *	

**Section 5. BE IT FURTHER ORDAINED** by the Mayor and Council of the City of College Park that, upon formal introduction of this proposed Ordinance, which shall be by way of a motion duly seconded and without any further vote, the City Clerk shall distribute a copy to each Council member and shall maintain a reasonable number of copies in the office of the City Clerk and shall publish this proposed ordinance or a fair summary thereof in a newspaper having a general circulation in the City of College Park together with a notice setting out the time and place for a public hearing thereon and for its consideration by the Council. The public hearing, hereby set for \_\_\_\_\_ P.M. on the \_\_\_\_\_ day of \_\_\_\_\_, 2014, shall follow the publication by at least seven (7) days, may be held separately or in connection with a regular or special Council meeting and may be adjourned from time to time. All persons interested shall have an opportunity to be heard. After the hearing, the Council may adopt the proposed ordinance with or without amendments or reject it. As soon as practicable after adoption, the City Clerk

shall have a fair summary of the Ordinance and notice of its adoption published in a newspaper having a general circulation in the City of College Park and available at the City's offices. This Ordinance shall become effective on \_\_\_\_\_, 2014, provided that a fair summary of this Ordinance is published at least once prior to the date of passage and once as soon as practical after the date of passage in a newspaper having general circulation in the City.

**INTRODUCED** by the Mayor and Council of the City of College Park, Maryland at a regular meeting on the \_\_\_\_\_ day of \_\_\_\_\_, 2014.

**ADOPTED** by the Mayor and Council of the City of College Park, Maryland at a regular meeting on the \_\_\_\_\_ day of \_\_\_\_\_ 2014.

**EFFECTIVE** the \_\_\_\_\_ day of \_\_\_\_\_, 2014.

**ATTEST:**

**CITY OF COLLEGE PARK**

By: \_\_\_\_\_  
Janeen S. Miller, CMC, City Clerk

By: \_\_\_\_\_  
Andrew M. Fellows, Mayor

**APPROVED AS TO FORM AND  
LEGAL SUFFICIENCY:**

\_\_\_\_\_  
Suellen M. Ferguson, City Attorney

3

Award of  
contract to  
M.T. Laney  
Company

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# MEMORANDUM

**To:** Joe Nagro, City Manager  
**From:** Steven E. Halpern, P.E.   
**Date:** August 22, 2014  
**Subject:** Recommendation to Piggy-Back on WSSC's Milling & Paving Contract.

## Background

Since 2009 WSSC has been replacing water mains throughout the City. They have recently completed projects in the Hollywood and Berwyn subdivisions.

After a water main project is completed, WSSC executes a second contract for the restoration (milling and paving) of the disturbed area of the street per their "prescribed limits". Their "prescribed limits" means they will only resurface that portion of the street over which the trenching was performed. Water mains are typically located on either side of the centerline of the street; therefore, the prescribed limits of restoration work are to mill and pave just one side of the street. If the water main is located in the center of the street then the entire width of the street would be resurfaced from curb to curb.

We recommend that we take this opportunity to piggy-back on WSSC's resurfacing contract for the purpose of milling and paving the other half of those streets (identified on the attached map) where WSSC is only planning to pave the half they disturbed during the water main replacement project. The streets identified meet our requirements for inclusion in our Pavement Management Plan. This matter was discussed at the Budget Worksession in April. This would save City/tax payer funds, in that the contractor is already on-site doing one-half, thus saving us mobilization, administration, and material costs as well as inconvenience to the residents.

WSSC competitively bid "Solicitation No 5686 For Street Repair Services for Montgomery and Prince George's Counties, Maryland" on Wednesday, April 20, 2011 for the purpose of restoring streets that were affected by the current water and sewer main replacement projects. The contract was awarded to M.T. Laney Co, Inc, 5400 Enterprise Street, Eldersburg, MD 21784. The contract was renewed through June 30, 2015.

The unit price for asphalt is reasonable at \$91.02 per Ton based on 44,000 Tons estimated. Our current base contract unit price is \$90.00 per Ton without the escalator clause in effect.

The unit price for milling is reasonable at \$1.34 per Square Yard based on 100,000 Square Yards estimated. Our current contract unit price is \$4.00 per Square yard.

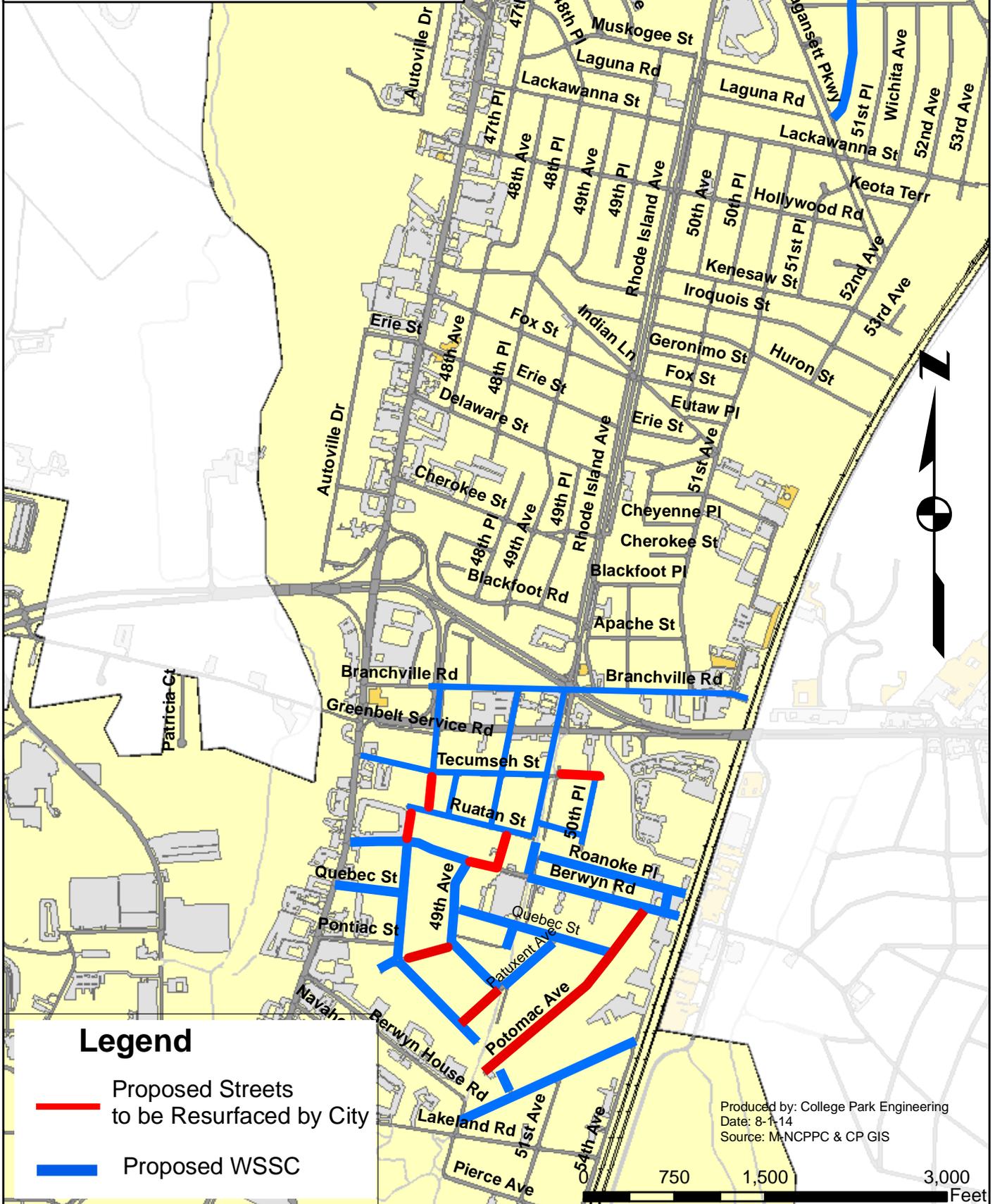
In the summer of 2013 the City piggy-backed on WSSC's contract with M. T Laney Co., Inc. The work took place in the fall of 2013 in the College Park Estates, Yarrow, and Lord Calvert Manor neighborhoods. The quality of work performed was very satisfactory. M.T. Laney's construction crew was sensitive to our residents and cooperated with our staff in the performance of their work. All problems that did arise were addressed immediately to our satisfaction.

**Recommendation**

Based on staff's review of the WSSC bid and our working experience with M. T. Laney Co., Inc. it is recommended that we piggy-back on WSSC's bid "Solicitation No 5686 For Street Repair Services For Montgomery and Prince George's Counties, Maryland" with M. T. Laney Co., Inc. for an amount not to exceed \$270,000.

Attachment - Map

# College Park Pavement Resurfacing WSSC Areas 1 and 2



## Legend

- Proposed Streets to be Resurfaced by City
- Proposed WSSC

Produced by: College Park Engineering  
 Date: 8-1-14  
 Source: M-NCPPC & CP GIS

750 1,500 3,000 Feet



4

# College Park Academy Discussion

5

CSX request for  
easement  
across Davis  
Field from end  
of Kenesaw  
Street

**CSX**  
REAL PROPERTY  
William Braman  
Manager, Property Acquisition

~~Nagro  
Gardner-E  
Ferguson~~

6737 Southpoint Drive S  
Suite 100  
Jacksonville, FL 32216  
Tel. (904) 279-4881  
Fax (904) 306-5096  
William.Braman@csx.com

(Scheduled for 9/2/2014 w/s)

July 1, 2014

RECEIVED

Mr. Steve Halpern  
City of College Park  
9217 51<sup>st</sup> Avenue  
College Park, MD 20740

JUL - 8 2014

City of College Park  
Administration

Mr. Halpern,

Years ago, CSX use to have access through Davis Field as is shown on the attached exhibit. I'm writing you today because CSX would very much like to reestablish this access path in the form of a deeded right from the City of College Park.

We are proposing to make improvements to the entrance by constructing a dual pivoting gate with both the City and CSX's locks and gravel or paving the path to our corridor if the City requires. CSX will also pay for all closing costs for the City to convey the property right.

On average our crews would use this access 2-3 times per month. By federal government mandate, we are required to test our switches and signals on a monthly basis. CSX signal department would use this access path to reach our switch just north of this location for the monthly testing. Our maintenance of way department would use this access path rarely for switch maintenance.

I've attached a purchase agreement for an access easement through Davis Field.

Thank you for your consideration and please call me with any questions or concerns

Sincerely,



Bill Braman

-  Site, 0.04 ± Acres
-  Engineering Milepost
-  Operating Track
-  CSX Ownership/Rights

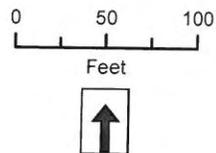


Aerial Photo: 2011  
 Map Created By CSX RPI: Friday, June 27, 2014  
 S:\PIN\MD24\MD003 - ANNE ARUNDEL\003-MISC\MD-033-1068337\MD-033-1068337\_Aerial.mxd, User: s5754



CSX Properties Group, Inc.

**Corridor Access - Davis Field**  
**Site ID: MD-033-1068337**  
**Prince Georges County - Branchville, MD**  
**Baltimore Division - Capital Subdivision**  
**Mile Post BAA 29.23 - BAA 29.25**



## PURCHASE AGREEMENT - EASEMENT

**THIS PURCHASE AGREEMENT** (“Agreement”), between **CITY OF COLLEGE PARK, MARYLAND**, whose mailing address is 4500 Knox Road, College Park, MD 20740 (“Seller”, whether one or more, male, female, or corporate), and **CSX TRANSPORTATION, INC.**, a Virginia corporation, in C/O CSX REAL PROPERTY, INC., whose mailing address is 6737 Southpoint Drive S., Suite 100, Jacksonville, Florida 32216, (“Buyer”).

**WITNESSETH:** That for and in consideration of ONE AND NO/100 DOLLAR (\$1.00) cash and other valuable considerations herein stated, the receipt and sufficiency is hereby acknowledged by the parties, Buyer and Seller covenant and agree as follows:

**CONVEYANCE:** Seller agrees to grant and convey to Buyer, by a good and sufficient deed, free of all encumbrances, with general warranty of title, an exclusive easement on, over, in and through Seller’s property for railroad and ancillary purposes, situated and being at or near College Park, County of Prince George’s, State of Maryland, Easement as more particularly shown on Exhibit A, attached hereto and made a part hereof, (the “Easement”).

**PURCHASE PRICE:** Buyer agrees, upon conveyance of the Easement to pay to Seller the sum of ONE and NO/100 U. S. Dollars (\$1), (or such greater or lesser amount as may be required after credits, adjustments and prorations) payable via check or wire transfer at closing, (the “Closing”).

**ACCEPTANCE:** If this Agreement shall not have been signed by both parties on or before September 30, 2014, the Agreement will be deemed null and void. Buyer’s execution shall not be binding until signed by two authorized representatives of CSX Real Easement, Inc. or CSX Transportation, Inc. The date of the last signature shall be the effective date of this Agreement, (the “Effective Date”).

**CONTINGENCIES:** Notwithstanding anything to the contrary, Buyer shall have the absolute right, in Buyer’s sole and absolute discretion, at all times prior to Closing, to elect to cancel this Agreement by providing written notice to Seller. If Buyer elects not to acquire the Easement, this Agreement shall terminate and neither party shall have any further rights or liabilities hereunder.

**TITLE:** Buyer, at its expense, may obtain a lien and judgment search and a title commitment for the Easement. Buyer shall notify Seller of any defects found in title and Seller shall have a reasonable time within which to cure the title defects. Upon Seller's failure to clear title defects Buyer may elect to cancel the Agreement by giving notice to Seller, proceed to Closing, or cure the title defects. Seller agrees to obtain a satisfaction, subordination, or partial release of any monetary liens encumbering the Easement.

**SURVEY:** Buyer, at its expense, may arrange for a survey of the Easement. The surveyed legal description, if any, shall be used in preparation of the conveyance deed.

**PRORATIONS:** Taxes, assessments, utilities and rents shall be prorated to the date of Closing.

**FORM OF DEED:** Buyer will prepare and submit to Seller, for Seller's approval, a form of deed of easement to grant and convey the Easement to Buyer. Seller shall have a period of 10 (10) business days after receipt of the deed to review and notify Buyer of approval. If Seller fails to comment within the approval period, the deed of easement will be deemed approved and Buyer shall send the original to Seller for execution.

If, at any time, the Easement, or any part thereof, shall no longer be used or required, in its sole and absolute discretion by Buyer, its successors or assigns, and upon written notice to Seller from Buyer, the same shall terminate, and Buyer, its successors or assigns, shall execute such instrument as hereafter may be provided by law to clear title to the aforesaid property.

**FENCING:** In the deed, Seller shall covenant and agree for Seller, Seller's heirs and assigns, that Buyer shall not be required to erect or maintain a fence along the boundary lines between the Easement and Seller's lands; or be required to pay any part of the cost or expense of erecting or maintaining such fence or be liable for any damage, loss, or injury that may result by reason of the nonexistence or the condition of any fence along said boundary lines. Seller assumes all liability for the erection and maintenance of any such fence.

**POSSESSION:** Anytime after the Effective Date, Buyer, its employees, agents, contractors, or engineers shall have the right enter onto the Easement for the purpose of (a) performing a survey, (b) taking other measurements, (c) conducting environmental or engineering tests (including soil drilling and coring), and (d) making such physical inspections as Buyer shall deem necessary. Buyer assumes and agrees to defend, indemnify and save Seller harmless from and against any claim, cost, or expense (including attorney's fees) resulting from any injury to or death of any person(s) (including employees or contractors of Buyer), or damage to the Easement arising from the acts, omissions, or Work of Buyer while in possession of the Easement prior to Closing.

**BINDING EFFECT:** This Agreement shall bind and benefit the parties hereto and their respective successors and assigns.

**CLOSING:** The Closing shall occur on or before November 28, 2014, subject to receipt of satisfactory title examination, survey, and the results of the Work. Seller, at Closing, shall deliver the deed, an affidavit evidencing that Seller is not a "foreign person", a satisfaction or partial release of any mortgage on the Easement, documentation requested by Buyer's title company, and an affidavit certifying as to the absence of mechanic's liens against the Easement. At Buyer's election, Closing may be extended commensurate with the time necessary for satisfactory completion of Buyer's or Seller's obligations under this Agreement.

**ASSIGNMENT:** This Agreement may be assigned by Buyer.

**PATRIOT ACT:** Buyer and Seller each represent and warrant that neither it nor its officers, directors, or controlling owners are acting, directly or indirectly, for or on behalf of any person, group, entity, or nation named by the United States Treasury Department as a terrorist, "Specially Designated National and Blocked Person", or for or on behalf of any person, group, entity, or nation designated in Presidential Executive Order 13224 as a person who commits, threatens to commit, or supports terrorism; that neither it nor its officers, directors, or controlling owners are engaged in this transaction, directly or indirectly, on behalf of, or facilitating this transaction, directly or indirectly, on behalf of, any such person, group, entity, or nation; and that neither it nor its officers, directors, or controlling owners are in violation of Presidential Executive Order 13224, the USA Patriot Act, the Bank Secrecy Act, the Money Laundering Control Act, or any regulations promulgated pursuant thereto.

**DEFAULT:** In the event Buyer fails to terminate the Agreement prior to Closing, Seller shall be entitled, as its sole and exclusive remedy under this Agreement, to receipt of the sum of FIVE HUNDRED NO/100 U.S. DOLLARS (\$500) paid from Buyer to Seller as liquidated damages for Seller's full and complete release of liability under the Agreement and is not intended as a penalty. The parties acknowledge it is impossible to estimate more precisely the damages that might be suffered by Seller upon Buyer's election not to acquire title to the Easement.

In the event Seller defaults under this Agreement, Buyer may elect to (a) terminate this Agreement by delivery of notice to Seller and to receive reimbursement for any reasonable third-party expenses incurred by Buyer as agreed upon liquidated damages in full settlement of any and all claims arising under or in any way related to this Agreement, (b) exercise the remedy of specific performance, or (c) pursue any and all other rights and remedies available to it at law or in equity. Seller agrees that Buyer shall have no obligation to post a bond if Buyer seeks an action for specific performance against Seller.

**NOTICE:** Any notices required by this Agreement shall be given in writing and delivered by overnight courier service or U.S. certified mail, return receipt required, to each Buyer and Seller at the addresses provided in the first paragraph of this Agreement.

**TIME IS OF THE ESSENCE IN THIS AGREEMENT.**

**REMAINDER OF PAGE INTENTIONALLY LEFT BLANK  
SIGNATURE PAGE TO FOLLOW**

**WITNESS** the following signatures and seals:

**WITNESS:**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Printed Name

**WITNESS:**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Printed Name

**SELLER:**  
**CITY OF COLLEGE PARK,**  
**MARYLAND**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Printed Name

Date: \_\_\_\_\_

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Printed Name

Date: \_\_\_\_\_

**BUYER:**  
**CSX TRANSPORTATION, INC.**  
By: CSX Real Property, Inc. for CSX  
Transportation, Inc., under the authority  
of Property Management Agreement and  
Limited Power of Attorney dated as of  
March 1, 1990

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Printed Name

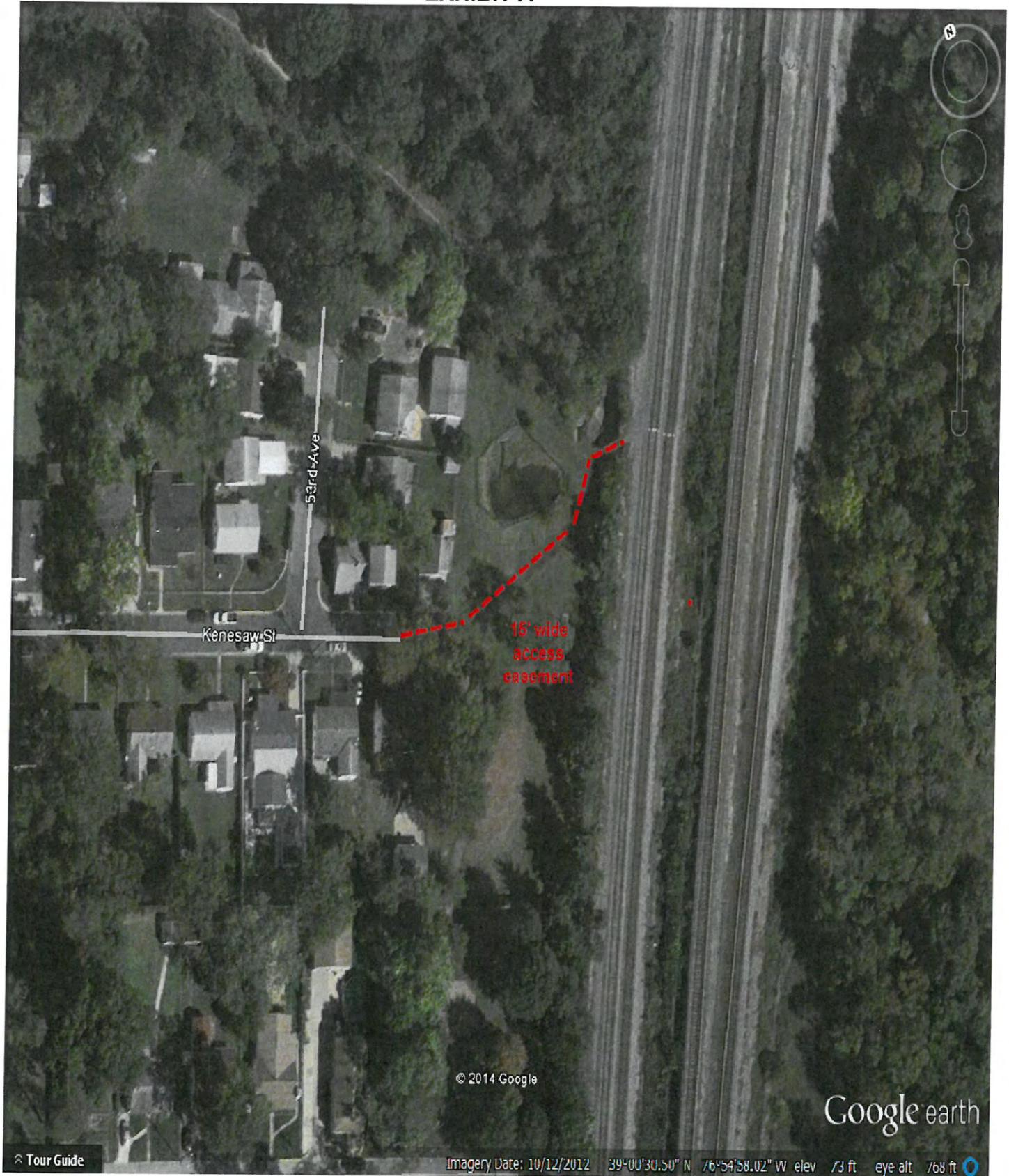
Date: \_\_\_\_\_

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Printed Name

Date: \_\_\_\_\_

EXHIBIT A



6

SHA – Sidewalk  
Retrofit Plans  
on US 1 north  
of 193

7

SHA crosswalk  
improvements  
and median  
fence design in  
downtown  
College Park

## NEWS RELEASE

### STATE HIGHWAY ADMINISTRATION CONTINUES SAFETY IMPROVEMENTS ALONG US 1 IN COLLEGE PARK

Daytime Lane Closures Possible Through Late Fall; Pedestrians Strongly Urged to Use Extreme Caution near Closed Sidewalks

**(August 20, 2014)** – The State Highway Administration (SHA) continues to enhance safety along US 1 (Baltimore Avenue) from Guilford Road/Guilford Drive to Berwyn Road in College Park as University of Maryland students arrive for the start of the new school year. Crews are placing concrete footers that will support a fence between Knox Road and Hartwick Road to deter mid-block pedestrian crossings on US 1. Weather permitting, the installation of the fence should be complete by early September. To complete the installation of the fence, crews are permitted to close a single lane in both directions of US 1, weekdays, between 9 a.m. and 3 p.m.

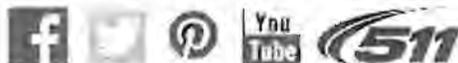
Last month, SHA lowered the speed limits along US 1 from 30 to 25 miles per hour from Guilford Road/Guilford Drive to Berwyn Road. Additionally, with the signal timing changes in the corridor, motorists need to allow extra time to travel through College Park on US 1. The summer months showed minimal impact to traffic, but as school starts and summer ends, the traffic volumes increase and more time will be needed to travel through the corridor.

SHA is also working on a pedestrian-activated signal that will stop traffic in all directions at the intersection of US 1 and Hartwick Road. During installation of the signal poles and utilities, pedestrians will need to stay clear of the construction area. SHA plans to activate the signal by late October.

"Temporary sidewalk closures will be necessary to complete the installation of these new safety measures," said Brian Young, SHA District 3 Engineer. "When traveling near a closed section of sidewalk, pedestrians should pay attention and look for the color orange—the color of construction signs, fencing, barrels and cones—which sometimes means safely crossing to the opposite side of Baltimore Avenue to avoid work zones."

As crews work to keep work zones safe, each driver needs to actively modify his or her driving style to help prevent crashes. Stay alert – look for reduced speed limits, narrow driving lanes and highway workers. Slow down and don't follow too closely. Safer Driving. Safer Work Zones. For Everyone!

###



#### WAS THIS PAGE HELPFUL?

Yes  No

## Terry Schum

---

**From:** Steve Halpern  
**Sent:** Tuesday, August 26, 2014 8:21 AM  
**To:** Terry Schum; Bill Gardiner  
**Cc:** Joseph Nagro  
**Subject:** FW: US 1 Crosswalk Plan  
**Attachments:** US 1 from Albion to Structure No. 16004 Red Line #6\_08212014.pdf

Terry/Bill,

FYI- See the attached plans. SHA would like our concurrence by tomorrow. I missed the last workgroup meeting. I am assuming that all this was agreed to by the group.

Steve

**From:** Teresa Bondi [mailto:TBondi@sha.state.md.us]  
**Sent:** Thursday, August 21, 2014 11:32 AM  
**To:** Steve Halpern  
**Cc:** Kate Mazzara; Venu Nemani; Claudine Myers  
**Subject:** US 1 Crosswalk Plan

Hi Steve,

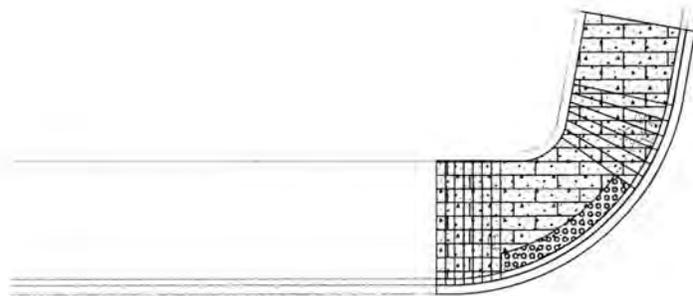
Please find attached the latest Redline showing the revised crosswalk striping and S median at Hartwick. SHA requests the City of College Park's concurrence on these modifications. In order to have these safety upgrades completed before the start of school or shortly thereafter, please send us written concurrence by the Mayor and Council or designated representative by August 27<sup>th</sup>. Please let us know if you have any questions.

Thank you,

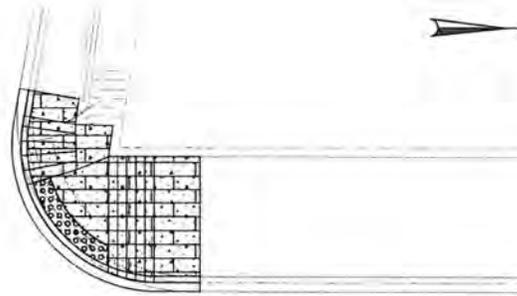
Teresa Bondi

MDSHA D3 EST

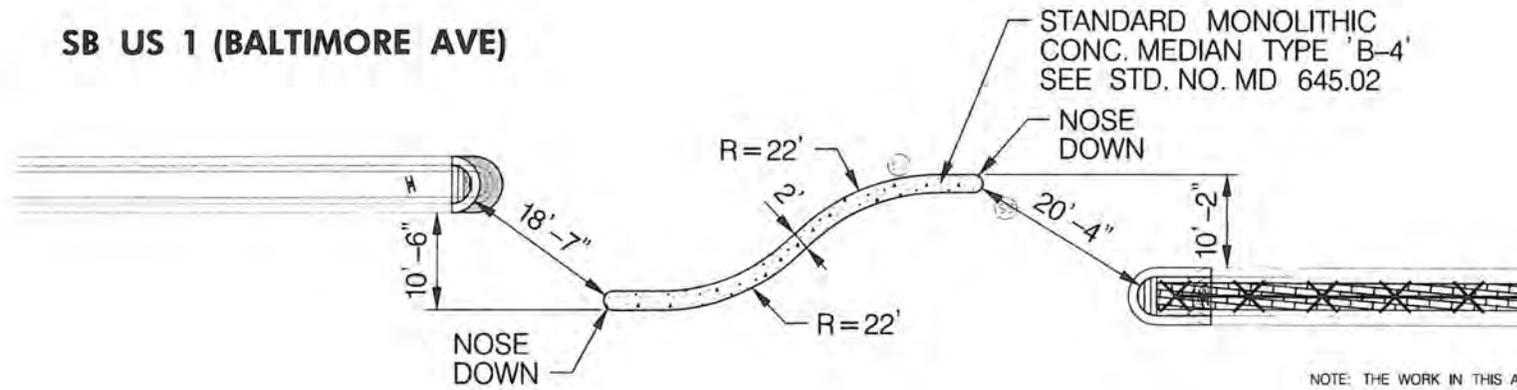
 Maryland now features 511 traveler information!  
Call 511 or visit: [www.md511.org](http://www.md511.org)



HARTWICK RD

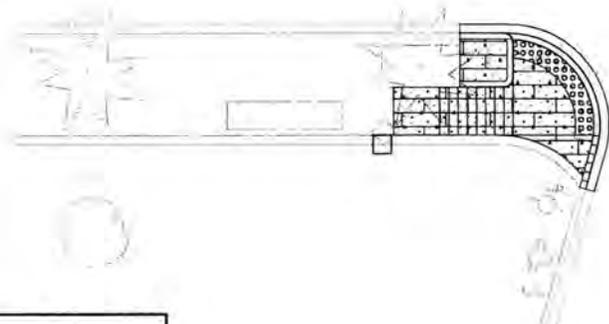


SB US 1 (BALTIMORE AVE)

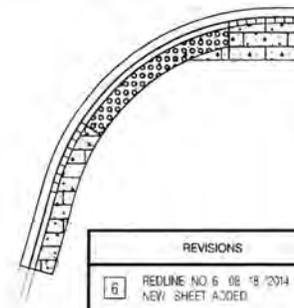


STANDARD MONOLITHIC CONC. MEDIAN TYPE 'B-4'  
SEE STD. NO. MD 645.02

NB US 1 (BALTIMORE AVE)



HARTWICK RD



NOTE: THE WORK IN THIS AREA SHALL BE DONE USING THE METHOD OF "SAME DAY STABILIZATION." NO MORE AREA SHALL BE DISTURBED THAN CAN BE STABILIZED BY THE END OF THE WORKDAY. ALL DISTURBED AREAS THAT DO NOT DRAIN TO A SEDIMENT CONTROL DEVICE SHALL BE STABILIZED BY THE END OF THE WORKDAY. NO DISTURBED AREA SHALL BE LEFT UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO AN MDE APPROVED SEDIMENT CONTROL DEVICE.



STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
DISTRICT 3 - E.S.T.  
US 1 (BALTIMORE AVE)  
FROM ALBION ROAD TO STRUCTURE No. 16004  
OVER PAINT BRANCH

MISCELLANEOUS DETAILS

REVISIONS	
6	REDLINE NO. 6 08/19/2014 NEW SHEET ADDED

SCALE	1" = 20'	ADVERTISED DATE	AUGUST 2014	CONTRACT NO.	PG9365177
DESIGNED BY	BAA	COUNTY	PRINCE GEORGE'S		
DRAWN BY	BAA	LOGMILE	3.13 TO 4.38		
CHECKED BY	REH				
F.A.P. NO.	SEE TITLE SHEET				
DRAWING NO.	DET - 02D	OF	03	SHEET NO.	55D OF 84



Whitman Requardt and Associates, LLP  
Engineers, Architects and Planners

101 South Carolina Street  
Baltimore, Maryland 21201  
410-738-3400

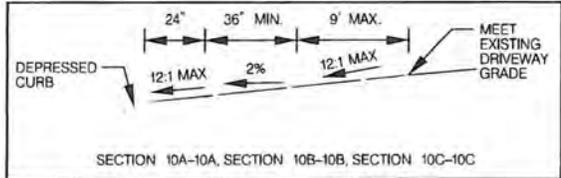
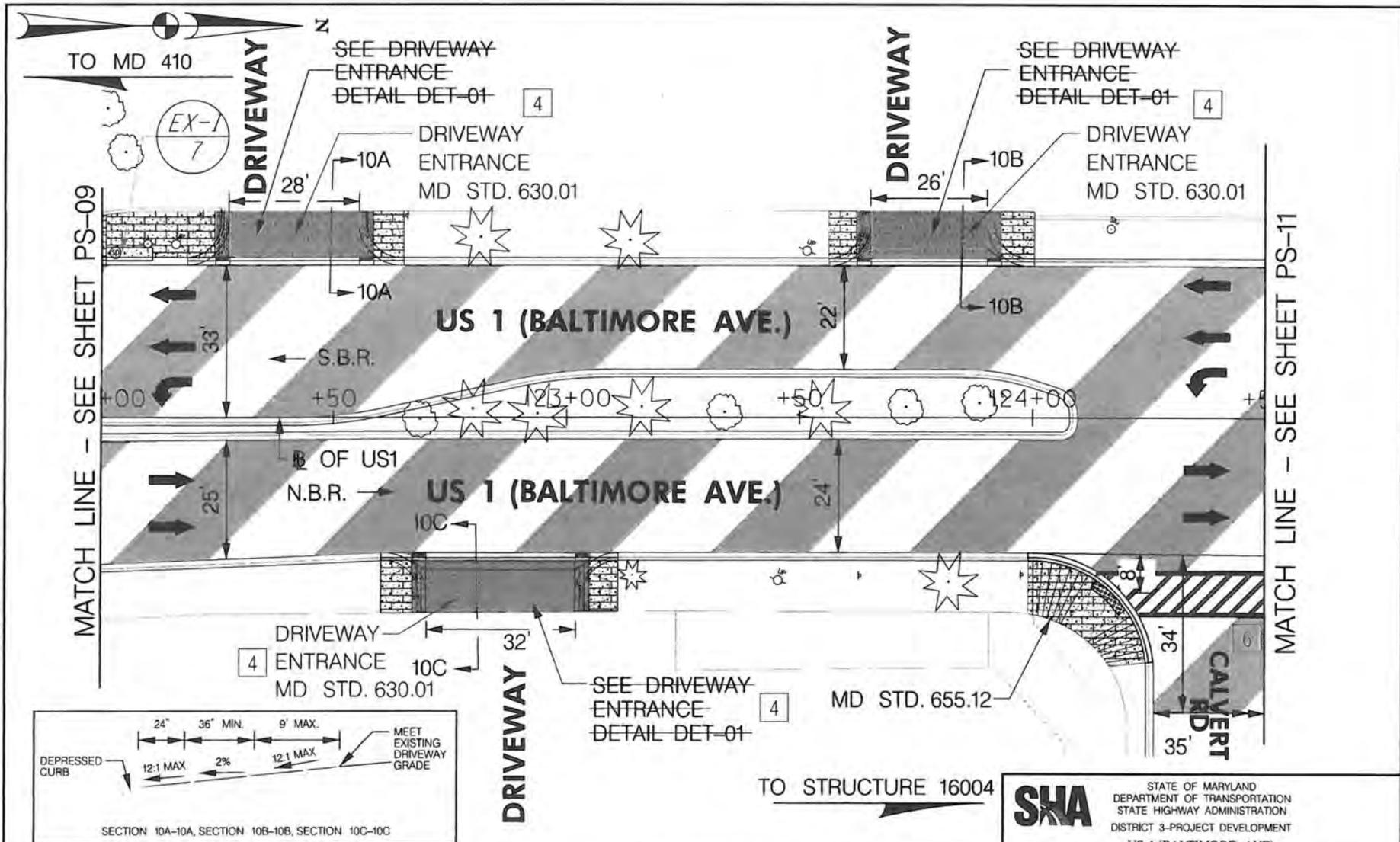
BY: babrahamson

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PLOTTED: August 19, 2014

2061D





**LEGEND**

[Symbol]	BRICK BAND
[Symbol]	DECORATIVE INLAID THERMOPLASTIC CROSSWALK
[Symbol]	BRICK DRIVEWAY ENTRANCE/ BRICK SIDEWALK RAMP
[Symbol]	DETECTABLE WARNING SURFACE (MD STD. 655.40)
[Symbol]	EXISTING SIDEWALK REMOVAL TO BE PAID AS CLASS 2 EXCAVATION GRINDING AND RESURFACING
[Symbol]	PROPOSED CONCRETE SIDEWALK/ MONOLITHIC MEDIAN

- NOTES:**
- NO DISTURBED AREA SHALL BE LEFT UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO AN APPROVED SEDIMENT CONTROL DEVICE.
  - BASELINE AND STATIONS ARE FOR REFERENCE ONLY.
  - ALL DRIVEWAY ENTRANCES MUST HAVE A MINIMUM OF 36" WIDE PEDESTRIAN TRAVELWAY WITH A MAXIMUM OF 2% CROSS-SLOPE THROUGHOUT THE ENTIRE ENTRANCES REGARDLESS OF MATERIAL USED IN CONSTRUCTION.

**REVISIONS**

[6]	REDLINE NO. 5 08/18/2014
[4]	REDLINE NO. 4 05/30/2014
[6]	ADDENDUM NO. 6: 07/19/2011 -REVISED CROSSWALK LEGEND

**SABRA, WANG & ASSOCIATES, INC.**  
1504 JOH AVENUE  
SUITE 160  
BALTIMORE, MD 21227  
(410) 737-6564  
WWW.SABRA-WANG.COM

**SHA** STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
DISTRICT 3-PROJECT DEVELOPMENT

**US 1 (BALTIMORE AVE)**  
FROM ALBION ROAD TO STRUCTURE No. 16004  
OVER PAINT BRANCH

**ROADWAY PLAN**

SCALE 1" = 30' DATE FEBRUARY 2011 CONTRACT NO. PG9365177

DESIGNED BY	HM	COUNTY	PRINCE GEORGE'S
DRAWN BY	KAW/KTOK	LOGMILE	3.13 TO 4.38
CHECKED BY	RD	HORIZONTAL SCALE	
F.A.P. NO.	SEE TITLE SHEET	VERTICAL SCALE	

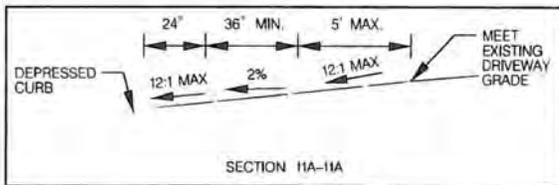
DRAWING NO. **PS-10** OF **28** SHEET NO. 65 OF 81

BY: babrahamsen



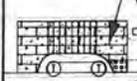
TO MD 410

DRIVEWAY



MATCH LINE - SEE SHEET PS-10

SEE DWG. DE-21



4' MIN

RD CALVERT

34'

35'

125+00

+50

126+00

+50

US 1 (BALTIMORE AVE.)

S.B.R.

B OF US1

US 1 (BALTIMORE AVE.)

N.B.R.

TO STRUCTURE 16004

MATCH LINE - SEE SHEET PS-12

217

**LEGEND**

	BRICK BAND
	DECORATIVE INLAY
	THERMOPLASTIC CROSSWALK
	BRICK DRIVEWAY ENTRANCE/ BRICK SIDEWALK RAMP
	DETECTABLE WARNING SURFACE (MD STD. 655.40)
	EXISTING SIDEWALK REMOVAL TO BE PAID AS CLASS 2 EXCAVATION
	GRINDING AND RESURFACING
	PROPOSED CONCRETE SIDEWALK/ MONOLITHIC MEDIAN

1. NOTES:  
 NO DISTURBED AREA SHALL BE LEFT UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO AN APPROVED SEDIMENT CONTROL DEVICE.  
 2. BASELINE AND STATIONS ARE FOR REFERENCE ONLY.  
 3. ALL DRIVEWAY ENTRANCES MUST HAVE A MINIMUM OF 36" WIDE PEDESTRIAN TRAVELWAY WITH A MAXIMUM OF 2% CROSS-SLOPE THROUGHOUT THE ENTIRE ENTRANCES REGARDLESS OF MATERIAL USED IN CONSTRUCTION.

**REVISIONS**

6	REDLINE NO. 6: 08/18/2014 NEW SHEET ADDED
4	REDLINE NO. 4: 05/30/2014
A	ADDENDUM NO. 6: 07/18/2011 -REVISED CROSSWALK LEGEND

**SABRA, WANG & ASSOCIATES, INC.**  
 1504 JOH AVENUE  
 SUITE 160  
 BALTIMORE, MD 21227  
 (410) 737-6564  
 WWW.SABRA-WANG.COM

**SHA** STATE OF MARYLAND  
 DEPARTMENT OF TRANSPORTATION  
 STATE HIGHWAY ADMINISTRATION  
 DISTRICT 3-PROJECT DEVELOPMENT  
 US 1 (BALTIMORE AVE)  
 FROM ALBION ROAD TO STRUCTURE No. 16004  
 OVER PAINT BRANCH

**ROADWAY PLAN**

SCALE 1" = 30' DATE FEBRUARY 2011 CONTRACT NO. PG9365177

DESIGNED BY	HM	COUNTY	PRINCE GEORGE'S
DRAWN BY	KAW/KTOK	LOGMILE	3.13 TO 4.38
CHECKED BY	RD	HORIZONTAL SCALE	
F.A.P. NO.	SEE TITLE SHEET	VERTICAL SCALE	

DRAWING NO. **PS-11** OF **28** SHEET NO. 56A OF 84

usmshwlrpqg .YB

PLOTTED: August 15, 2014  
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TO MD 410

NOSE DOWN

DRIVEWAY

SEE DWG DET-02A  
NOSE DOWN

SEE DWG. DE-25

HARTWICK RD

35'-6"

30'



R1-1  
30" X 30"

R3-3(1)  
24" X 30"

SIGN ASSEMBLY 1

TO STRUCTURE 16004

SEE DWG.  
DE-26

PROPOSED  
STEEL  
FENCE

SEE  
NOTE 5

MATCH LINE - SEE SHEET PS-11

MATCH LINE - SEE SHEET PS-13

US 1 (BALTIMORE AVE)

S.B.R.

FULL DEPTH PATCH

SEE DWG.  
DET-02D

NOSE DOWN

NOSE DOWN  
RELOCATE  
EX. SIGNS

N.B.R.

RELOCATE  
EX. SIGNS

US 1 (BALTIMORE AVE.)

NOTES:

- NO DISTURBED AREA SHALL BE LEFT UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO AN APPROVED SEDIMENT CONTROL DEVICE.
- BASELINE AND STATIONS ARE FOR REFERENCE ONLY.
- ALL DRIVEWAY ENTRANCES MUST HAVE A MINIMUM OF 36" WIDE PEDESTRIAN TRAVELWAY WITH A MAXIMUM OF 2% CROSS-SLOPE THROUGHOUT THE ENTIRE ENTRANCES REGARDLESS OF MATERIAL USED IN CONSTRUCTION.
- STANDARD NO. MD 104.04-04, MD 104.04-16, AND MD 104.06-25 SHALL BE REFERENCED FOR MAINTENANCE OF TRAFFIC DURING CONSTRUCTION.
- STEEL FENCE SHALL BE CENTERED IN MEDIAN. FENCE POST SPACING SHALL BE 8'.
- 12 INCH WHITE PREFORMED THERMOPLASTIC CROSSWALKS SHALL BE PLACED IN ACCORDANCE WITH MD MUTCD
- UTILITIES DEPICTED ON PLANS ARE APPROXIMATE AND SHALL BE LOCATED IN THE FIELD PRIOR TO CONSTRUCTION.

SEE DWG.  
DE-27

HARTWICK RD

SEE SIGN  
ASSEMBLY 1,  
THIS SHEET

SEE DWG. DE-28

REVISIONS

- |   |   |
|---|---|
| 6 | REDLINE NO. 6 06/19/2014<br>NEW SHEET ADDED             |
| 5 | REDLINE NO. 5 07/29/2014                                |
| 4 | REDLINE NO. 4 05/30/2014                                |
| A | ADDENDUM NO. 6: 07/18/2011<br>-REVISED CROSSWALK LEGEND |

LEGEND

- BRICK BAND
- DECORATIVE INLAID THERMOPLASTIC CROSSWALK
- BRICK DRIVEWAY ENTRANCE/ BRICK SIDEWALK RAMP
- DETECTABLE WARNING SURFACE (MD STD. 655.40)
- EXISTING SIDEWALK REMOVAL TO BE PAID AS CLASS 2 EXCAVATION
- GRINDING AND RESURFACING
- PROPOSED CONCRETE SIDEWALK/ MONOLITHIC MEDIAN



STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
DISTRICT 3-PROJECT DEVELOPMENT

US 1 (BALTIMORE AVE)  
FROM ALBION ROAD TO STRUCTURE No. 16004  
OVER PAINT BRANCH

ROADWAY PLAN

SCALE 1" = 30' DATE FEBRUARY 2011 CONTRACT NO. PG9365177

DESIGNED BY	HM	COUNTY	PRINCE GEORGE'S
DRAWN BY	KAW/KTOK	LOGMIF	3.13 TO 4.38
CHECKED BY	RD	HORIZONTAL SCALE	
F.A.P. NO.	SEE 'TITLE SHEET'	VERTICAL SCALE	

DRAWING NO. PS-12 OF 28 SHEET NO. 67A OF 84



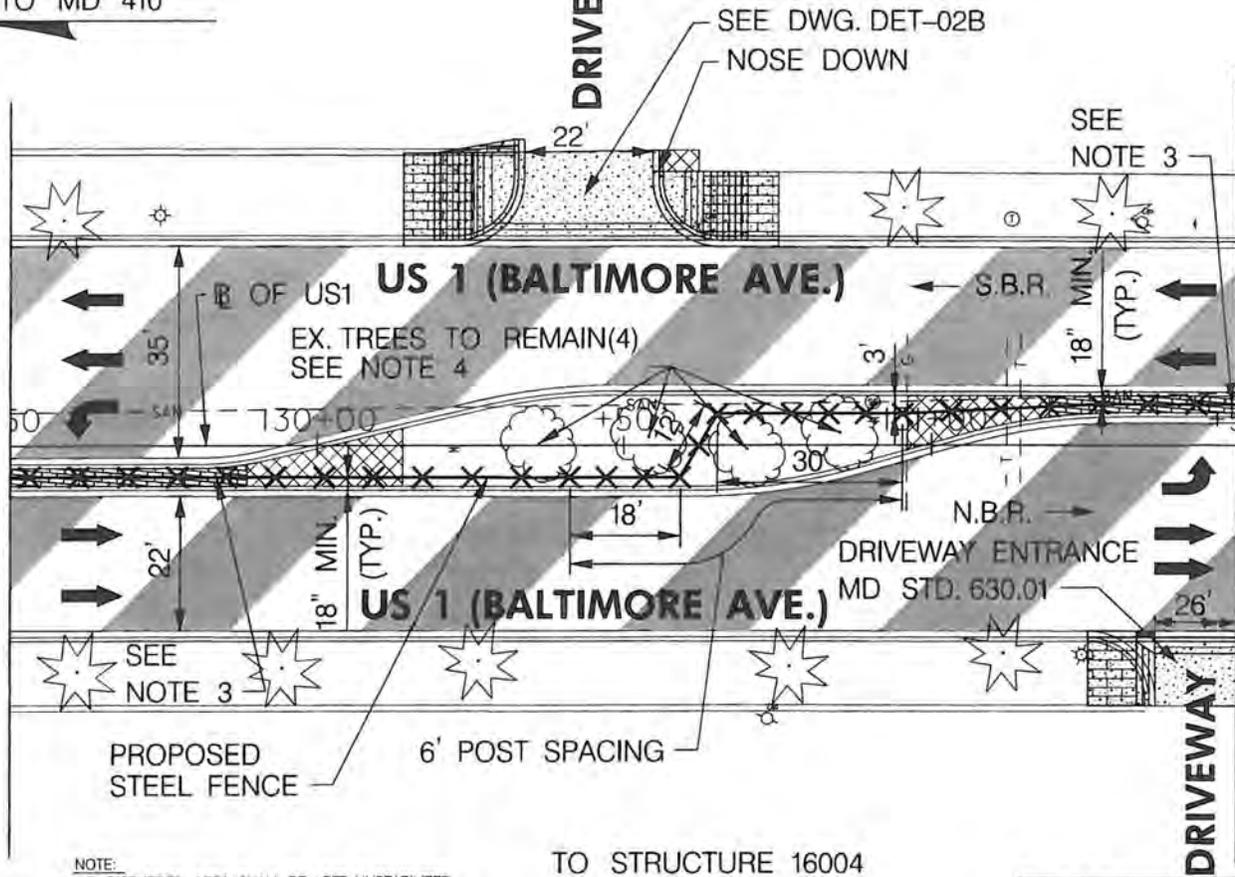
SABRA, WANG & ASSOCIATES, INC.  
1504 JOH AVENUE  
SUITE 160  
BALTIMORE, MD 21227  
(410) 737-6564  
WWW.SABRA-WANG.COM

PLOT15D - August 16, 2014  
FILE: S:\3393-1-02\CAD\Sheet Line Revision #01-D-PS12A.dwg



TO MD 410

MATCH LINE - SEE SHEET PS-12



MATCH LINE - SEE SHEET PS-14

- NOTE:
- NO DISTURBED AREA SHALL BE LEFT UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO AN APPROVED SEDIMENT CONTROL DEVICE.
  - STANDARD NO. MD 104.04-04, MD 104.04-16 AND MD 104.06-25 SHALL BE REFERENCED FOR MAINTENANCE OF TRAFFIC DURING CONSTRUCTION.
  - STEEL FENCE SHALL BE CENTERED IN MEDIAN EXCEPT WHERE NOTED ON THE PLANS. FENCE POST SPACING SHALL BE 6' EXCEPT WHERE NOTED ON THE PLANS.
  - EX. TREES (4) TO BE PRUNED TO ESTABLISH VERTICAL CLEARANCE UP TO A HEIGHT OF 7'-0" PER SHA 712.
  - 12 INCH WHITE PREFORMED THERMOPLASTIC CROSSWALKS SHALL BE PLACED IN ACCORDANCE WITH MD MUTCD
  - UTILITIES DEPICTED ON PLANS ARE APPROXIMATE AND SHALL BE LOCATED IN THE FIELD PRIOR TO CONSTRUCTION.

TO STRUCTURE 16004

LEGEND	
	BRICK BAND
	DECORATIVE INLAID THERMOPLASTIC CROSSWALK
	BRICK DRIVEWAY ENTRANCE/ BRICK SIDEWALK RAMP
	DETECTABLE WARNING SURFACE (MD STD. 655.40)
	EXISTING SIDEWALK REMOVAL TO BE PAID AS CLASS 2 EXCAVATION
	GRINDING AND RESURFACING
	PROPOSED CONCRETE SIDEWALK/ MONOLITHIC MEDIAN

**REVISIONS**

6	REDLINE NO. 6 08/16/2011 NEW SHEET ADDED
5	REDLINE NO. 5 07/23/2011
4	REDLINE NO. 4 05/20/2011
Δ	ADDENDUM NO. 6 07/18/2011 -REVISED CROSSWALK LEGEND

**SABRA, WANG & ASSOCIATES, INC.**  
 1504 JOH AVENUE  
 SUITE 160  
 BALTIMORE, MD 21227  
 (410) 737-8564  
 WWW.SABRA-WANG.COM

**SHA** STATE OF MARYLAND  
 DEPARTMENT OF TRANSPORTATION  
 STATE HIGHWAY ADMINISTRATION  
 DISTRICT 3-PROJECT DEVELOPMENT

**US 1 (BALTIMORE AVE.)**  
 FROM ALBION ROAD TO STRUCTURE No. 16004  
 OVER PAINT BRANCH

**ROADWAY PLAN**

SCALE 1" = 30' DATE FEBRUARY 2011 CONTRACT NO. PG9365177

DESIGNED BY: <b>HM</b>	COUNTY: <b>PRINCE GEORGE'S</b>
DRAWN BY: <b>KAW/KTOK</b>	LEG MILE: 3.13 TO 4.38
CHECKED BY: <b>RD</b>	HORIZONTAL SCALE
F.A.P. NO. <b>SEE TITLE SHEET</b>	VERTICAL SCALE

DRAWING NO. **PS-13** OF **28** SHEET NO. **8A** OF **84**

219

BY: babrahamsen

PLOTTED: August 15, 2011  
FILE: H:\31027-02\CAMD\Site Use Revision #1\PS13.PDD.dwg

TO MD 410

DRIVEWAY



SEE DWG DE-31

KNOX RD

SEE DWG DE-32

DRIVEWAY ENTRANCE  
MD STD. 630.01

EX-1  
8

35'

30'

SEE NOTE 5

US 1 (BALTIMORE AVE.)

RELOCATE EX. SIGN

PROPOSED STEEL FENCE

9'-9" S.B.R.

NOSE DOWN

173+00 B OF US

NOSE DOWN

RELOCATE EX. SIGN

US 1 (BALTIMORE AVE.)

DRIVEWAY ENTRANCE  
MD STD. 630.01

SEE DWG. DE-33

4' MIN. (TYP.)

10'-6"

N.B.R.

33'

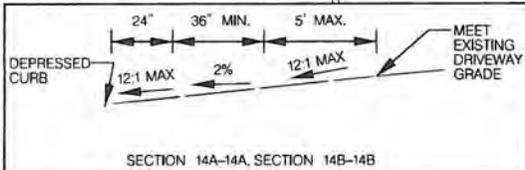
22'

MATCH LINE - SEE SHEET PS-15

SEE DWG. DE-34

TO STRUCTURE 16004

MATCH LINE - SEE SHEET PS-13



- NOTES:
- NO DISTURBED AREA SHALL BE LEFT UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO AN APPROVED SEDIMENT CONTROL DEVICE.
  - BASELINE AND STATIONS ARE FOR REFERENCE ONLY.

LEGEND

	BRICK BAND
	DECORATIVE INLAY THERMOPLASTIC CROSSWALK
	BRICK DRIVEWAY ENTRANCE/ BRICK SIDEWALK RAMP
	DETECTABLE WARNING SURFACE (MD STD. 655.40)
	EXISTING SIDEWALK REMOVAL TO BE PAID AS CLASS 2 EXCAVATION
	GRINDING AND RESURFACING
	PROPOSED CONCRETE SIDEWALK/ MONOLITHIC MEDIAN

- ALL DRIVEWAY ENTRANCES MUST HAVE A MINIMUM OF 36" WIDE PEDESTRIAN TRAVELWAY WITH A MAXIMUM OF 2% CROSS-SLOPE THROUGHOUT THE ENTIRE ENTRANCES REGARDLESS OF MATERIAL USED IN CONSTRUCTION.
- STANDARD NO. MD 104.04-04, MD 104.04-16, AND MD 104.06-25 SHALL BE REFERENCED FOR MAINTENANCE OF TRAFFIC DURING CONSTRUCTION.
- STEEL FENCE SHALL BE CENTERED IN MEDIAN. FENCE POST SPACING SHALL BE 8'.
- 12 INCH WHITE PREFORMED THERMOPLASTIC CROSSWALKS SHALL BE PLACED IN ACCORDANCE WITH MD MUTCD
- UTILITIES DEPICTED ON PLANS ARE APPROXIMATE AND SHALL BE LOCATED IN THE FIELD PRIOR TO CONSTRUCTION.

REVISIONS

6	REDLINE NO. 6 08/18/2014 NEW SHEET ADDED
5	REDLINE NO. 5 07/29/2011
4	REDLINE NO. 4 05/30/2014
ADDENDUM NO. 6	07/18/2011 -REVISED CROSSWALK LEGEND

**SABRA, WANG & ASSOCIATES, INC.**  
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 SUITE 160  
 BALTIMORE, MD 21227  
 (410) 737-8564  
 WWW.SABRA-WANG.COM

**SHA** STATE OF MARYLAND  
 DEPARTMENT OF TRANSPORTATION  
 STATE HIGHWAY ADMINISTRATION  
 DISTRICT 3-PROJECT DEVELOPMENT

**US 1 (BALTIMORE AVE)**  
 FROM ALBION ROAD TO STRUCTURE No. 16004  
 OVER PAINT BRANCH

**ROADWAY PLAN**

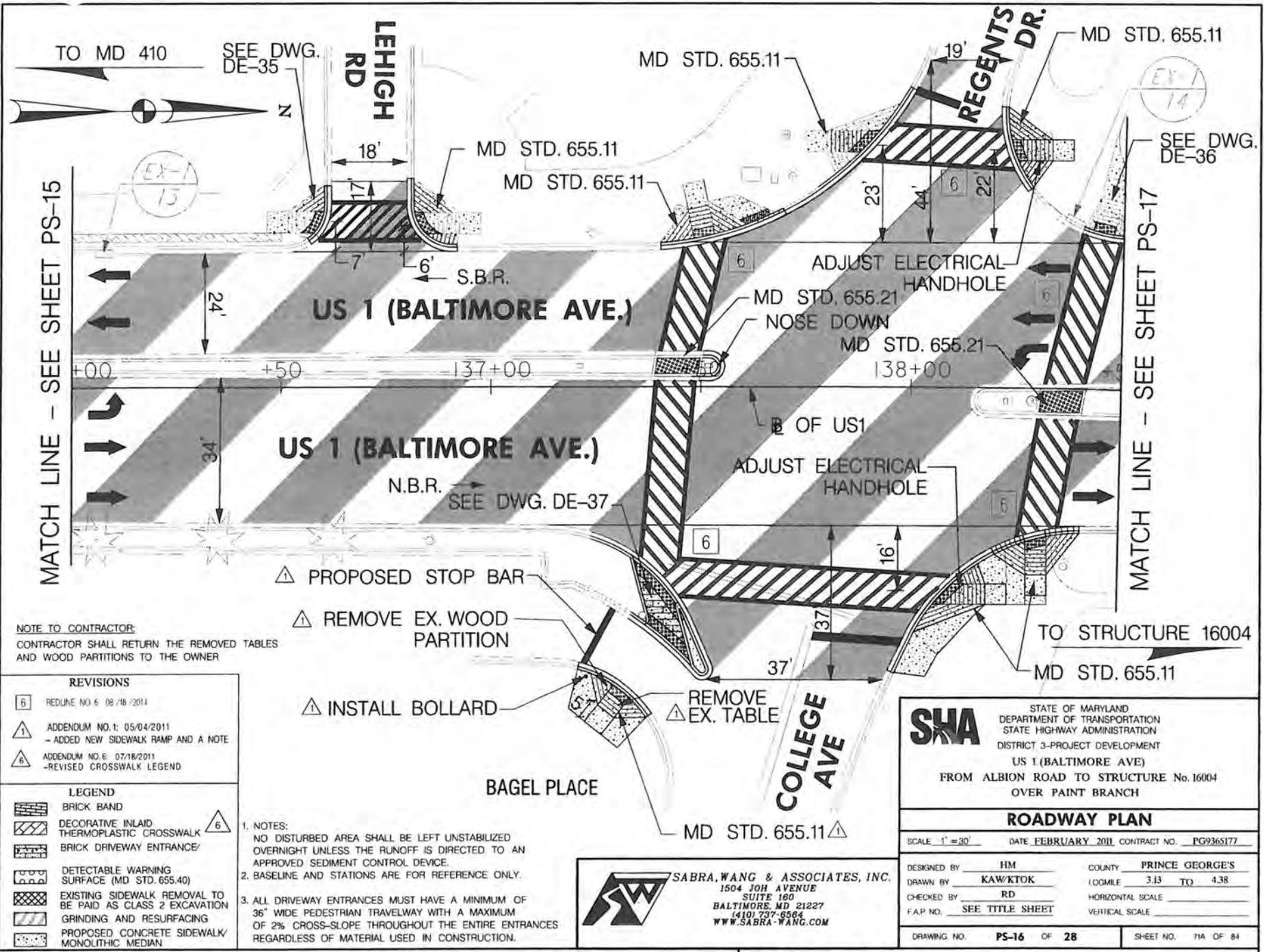
SCALE 1" = 30' DATE FEBRUARY 2011 CONTRACT NO. PG9365177

DESIGNED BY	HM	COUNTY	PRINCE GEORGE'S
DRAWN BY	KAW/KTOK	LOGMILE	3.13 TO 4.38
CHECKED BY	RD	HORIZONTAL SCALE	
F.A.P. NO.	SEE TITLE SHEET	VERTICAL SCALE	

DRAWING NO. **PS-14** OF **28** SHEET NO. 69 OF 84

220

BY: babraham@sen



**NOTE TO CONTRACTOR:**  
CONTRACTOR SHALL RETURN THE REMOVED TABLES AND WOOD PARTITIONS TO THE OWNER

REVISIONS	
6	REDLINE NO. 6 08/18/2011
1	ADDENDUM NO. 1: 05/04/2011 - ADDED NEW SIDEWALK RAMP AND A NOTE
6	ADDENDUM NO. 6: 07/18/2011 - REVISED CROSSWALK LEGEND

LEGEND	
	BRICK BAND
	DECORATIVE INLAY
	THERMOPLASTIC CROSSWALK
	BRICK DRIVEWAY ENTRANCE/
	DETECTABLE WARNING SURFACE (MD STD. 655.40)
	EXISTING SIDEWALK REMOVAL TO BE PAID AS CLASS 2 EXCAVATION
	GRINDING AND RESURFACING
	PROPOSED CONCRETE SIDEWALK/MONOLITHIC MEDIAN

- NOTES:  
NO DISTURBED AREA SHALL BE LEFT UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO AN APPROVED SEDIMENT CONTROL DEVICE.
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**SHA** STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
DISTRICT 3-PROJECT DEVELOPMENT

**US 1 (BALTIMORE AVE)**  
FROM ALBION ROAD TO STRUCTURE No. 16004  
OVER PAINT BRANCH

**ROADWAY PLAN**

SCALE 1" = 20'      DATE FEBRUARY 2011      CONTRACT NO. PG9365177

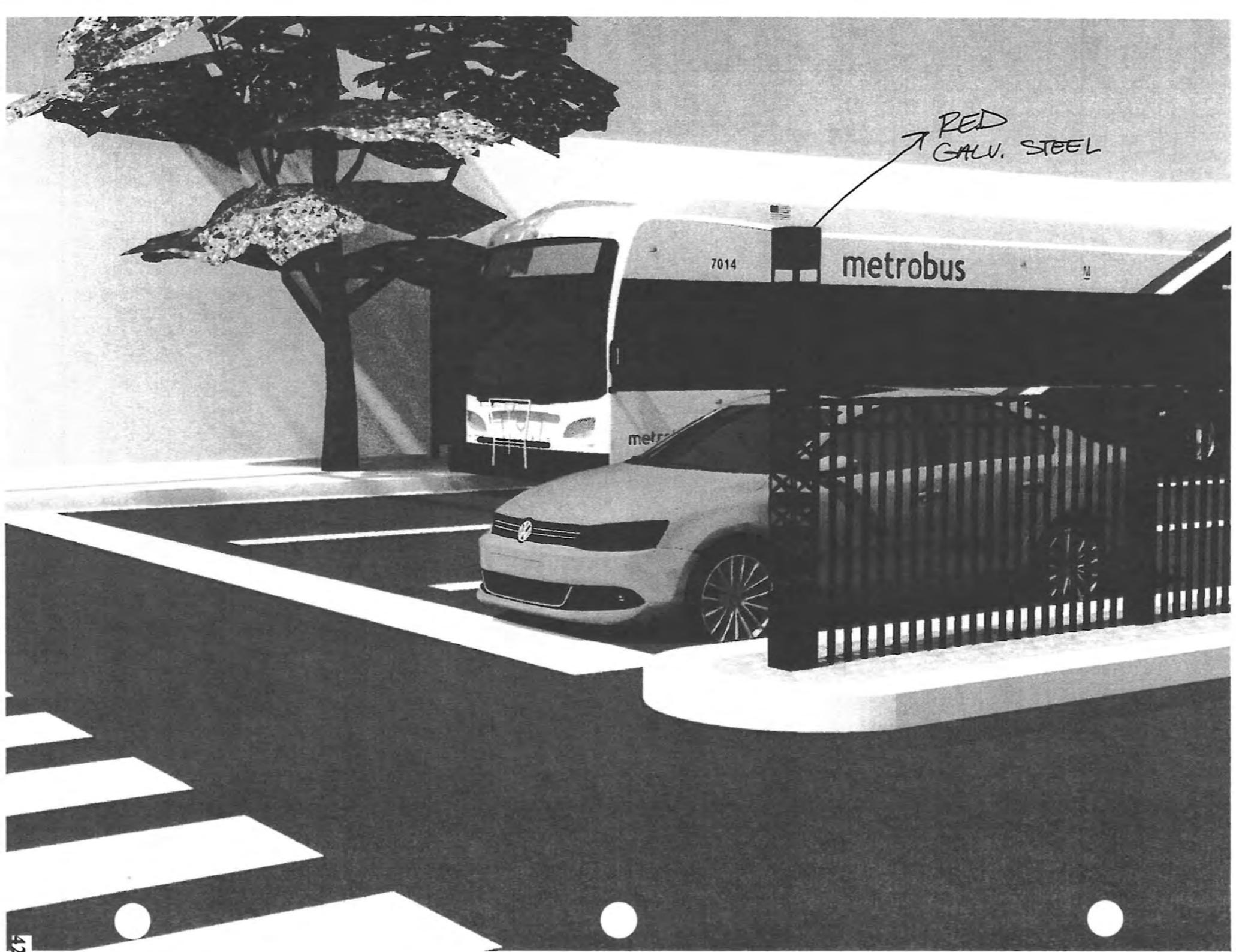
DESIGNED BY: <b>HM</b>	COUNTY: <b>PRINCE GEORGE'S</b>
DRAWN BY: <b>KAW/KTOK</b>	1.0 MILE TO: <b>4.38</b>
CHECKED BY: <b>RD</b>	HORIZONTAL SCALE
F.A.P. NO.: <b>SEE TITLE SHEET</b>	VERTICAL SCALE

DRAWING NO. **PS-16** OF **28**      SHEET NO. **71A** OF **81**

**SABRA, WANG & ASSOCIATES, INC.**  
1504 JOH AVENUE  
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PLOTTED: August 15, 2011  
FILE: N:\3097-02\CADD\Auto Line Revision #1010-006.dwg

usmshaharab :BY

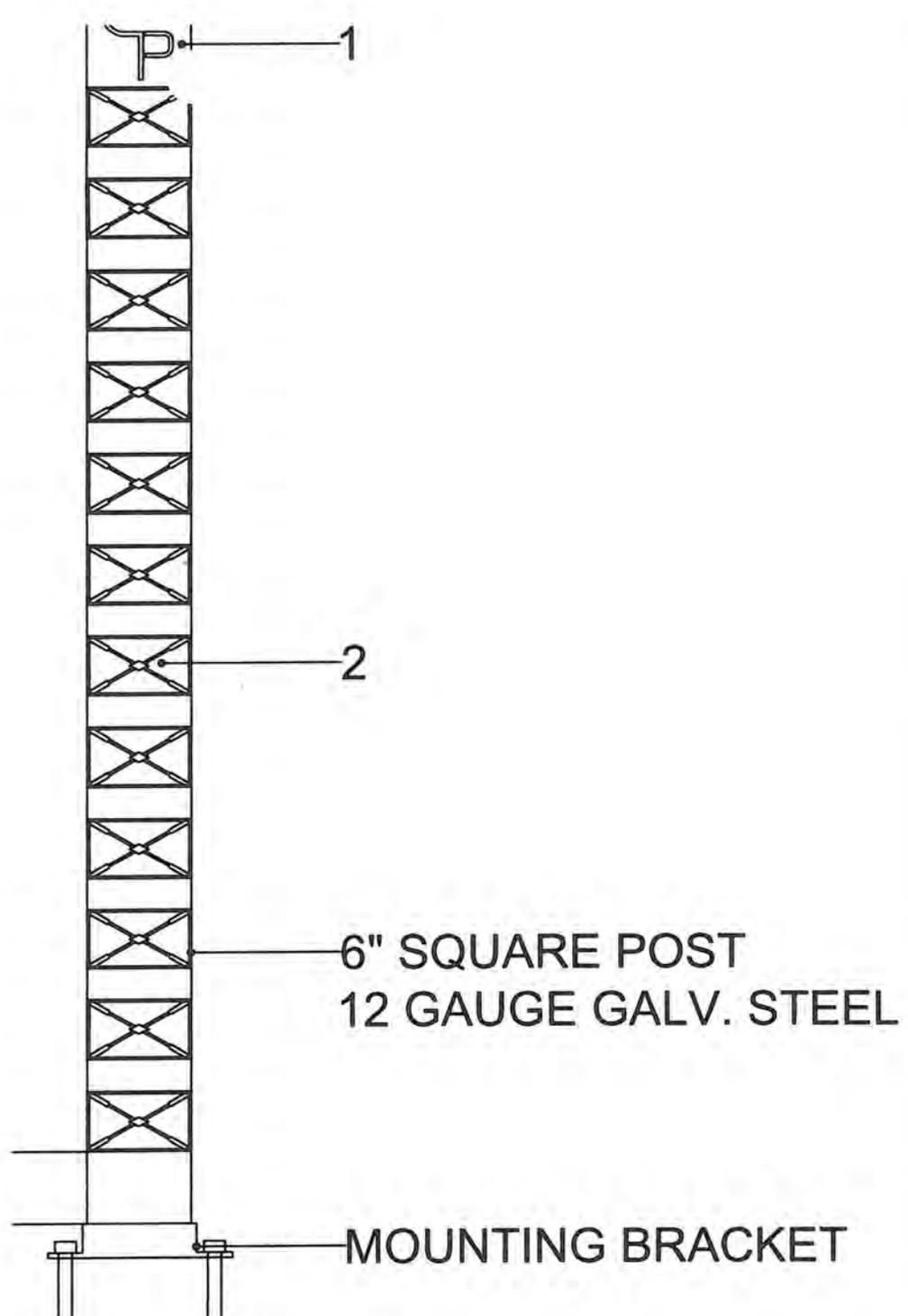


RED  
GALV. STEEL

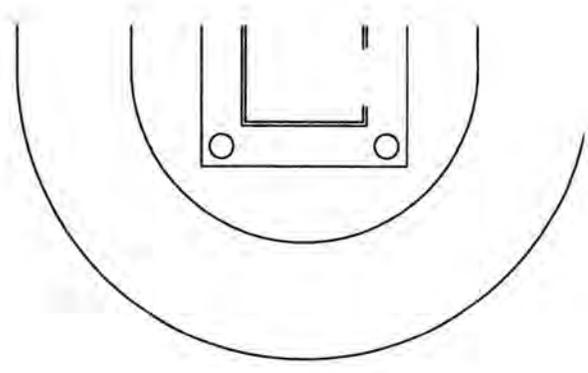
7014

metrobus

metr



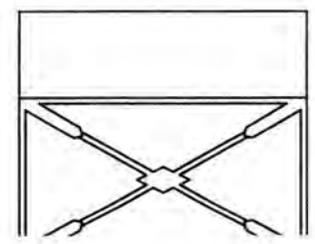
FRONT ELEVATION  
 11/14/3



PLAN VIEW  
 SCALE: 1" = 10'-0"



1: "CP" DETAIL  
 SCALE: 1"=4'-0"



2: PIER DETAIL

8

Comments on  
the College  
Park-Riverdale  
Park TDDP

## MEMORANDUM

**TO:** Mayor and Council

**FROM:** Terry Schum, Planning Director 

**DATE:** August 29, 2014

**SUBJECT:** District Council Public Hearing on Adopted College Park-Riverdale Park Transit District Development Plan (TDDP)

### ISSUE

On July 17, 2014, the Prince George's County Planning Board adopted the TDDP, which includes changes made to the Preliminary TDDP after reviewing the public hearing testimony and M-NCPPC staff recommendations. The Prince George's County District Council will hold a public hearing on the adopted TDDP on Tuesday, September 16, at 7:00 p.m. in the County Administration Building and will accept written comments until close of business on Wednesday, September 17.

### SUMMARY

Resolution PGCPB No. 14-61(Attachment 1) details the changes made to the Preliminary TDDP, which include both substantive and minor changes. In order to review the Planning Board's response to the city's comments and recommendations, I have copied the city's written testimony below and indicated the status of individual items.

#### **Vision- Page 31**

Comment: *The City concurs with the overall vision for the area but objects to some of the neighborhood boundaries and terminology used in the TDDP.*

#### *Recommendation:*

- *Extend the TOO Core boundary to 52nd Avenue (including the CASTL building). Change the neighborhood name to be more descriptive of the specific location since the entire district is proposed for transit-oriented development. Consider the name "Metro Core" as this neighborhood is within a five-minute walk of the Metro Station.*  
**DONE**
- *End the boundary of the College Park Aviation Village at 52nd Avenue and create*

a new neighborhood designation for the O-S-zoned property owned by M- NCPPC on both sides of Paint Branch Parkway. This area contains the Aviation Museum, Wells-Linson Complex and most of the College Park Tennis Center. Calling it the "Culture and Recreation Area" might be more appropriate. **NOT DONE**

- Eliminate the Greenway Corridor neighborhood. **DONE**
- Expand the Research Core neighborhood to include the remainder of the former Greenway Corridor neighborhood east of 52nd Avenue and south of the Wells- Linson Complex and to include the University of Maryland-owned property south of River Road and east of Rivertech Court. **DONE**

A map is attached showing these new neighborhood boundaries.

### **Achieving the Vision – Pages 35-36**

Comment: Existing and approved development in M Square represents sprawl and is an outdated approach to university-affiliated research parks. This approach is inconsistent with attracting the creative class or millennial/ generation. M Square could be retrofitted with liner buildings along the surface parking lots and include a mix of uses and building types as well as shared parking.

Recommendation:

- Do not extend expired Detailed Site Plans (DSP's) unless they are amended to comply with the TDDP. **NOT DONE**
- Mention the College Park City-University Partnership (CPCUP) as one of the champions of this plan who could assist the University of Maryland with a retrofit strategy for M Square. **DONE**

### **Land Use and Urban Design – Pages 39-60**

Comment: The City is generally supportive of the strategies listed in this section particularly the creation of a signature transit plaza, greenway corridor and urban conservation park. A few of the strategies (parking and green building practices for instance) are not adequately reflected in the Transit District Standards.

Recommendation:

- Revise the Proposed Land Use Map 8 to show mixed-use predominately residential in the area of the College Park Aviation Village north of Paint Branch Parkway now shown as mixed use. **DONE** Show the proposed urban conservation park area as open space rather than mixed use. **NOT DONE**
- Delete strategy 2.4 that prohibits expansion of the TDOZ boundaries. Current law (Section 27-548.09.01 of the Zoning Ordinance) requires any change of a TDOZ boundary to be heard by the District Council which should provide adequate safe guards. **NOT DONE**
- Enhance the illustrative drawing of the proposed transit plaza shown on page

49 by labeling the important features (purple line route, bus route and bays, hardscape plaza, lawn area and retail). **DONE**

- Revise strategy 1.3 on page 55 that calls for buildings up to 12 stories to front the greenway. Limit building heights in the TDDP to 8 stories with the tallest buildings along Paint Branch Parkway and River Road, not the greenway.

**NOT DONE**

## Transportation and Mobility-Pages 61-83

*Comment:* Some of the strategies in this section are brought forward from the 1997 TDDP and others are fresh ideas. Some of the recommendations such as the establishment of a Transportation Demand Management District (TDMD) and a Transportation Management Authority (TMA) have been included in other county plans but never implemented. These and other strategies will continue to be hard to implement without an influx of financial resources, extensive intergovernmental coordination and/or mandatory requirements. The City strongly supports the establishment of a Parking Management District and improved bicycle accommodations.

- Provide more specific information on the height limitations and other regulations that impact the College Park Airport under Aviation on page 68. **DONE**
- Eliminate strategy 1.2 on page 81 that calls for the establishment of phased maximum parking ratios that allow more generous parking to be built up to the year 2025 with more stringent parking ratios following this date. This strategy contradicts other narrative in this section which reports the overall parking utilization in the district as 60-75% when the optimal utilization should be 85-90% and also states that a number of existing developments have provided too much parking. In addition, the Purple Line is slated to open in 2020 providing even more transit options to lower the demand for parking. **NOT DONE**
- Eliminate or revise strategy 1.3 on page 81 that allows developments to exceed the already generous parking ratios up to 2025 if certain criteria are met. The City recommends a different parking schedule for the TOOP (see Transit District Standards) that would lower the parking ratio and eliminate timeframes. Strategy 1.3 could be effectively utilized with lower ratios. **NOT DONE**
- Eliminate strategy 1.4 on page 81 that calls for district wide parking caps. While this may seem like a good idea, unless there is a district wide parking manager, it will be difficult to enforce and may serve to disadvantage development in the long term. Instead, parking ratios should be lowered **NOT DONE** and a strategy for the construction of shared parking garages proposed. **DONE**

## Environmental Infrastructure/Healthy Communities/Parks and Recreation –Pages 85-107

Comment: The City believes the proposed Urban Conservation Park would provide many environmental, economic and social benefits for the district and supports the strategies proposed to explore funding opportunities to acquire and build this park as well as the other urban parks envisioned in each neighborhood.

Recommendation:

- Strengthen strategy 3.1 on page 105 to ensure that the land needed to develop the proposed urban park system is dedicated or acquired. **NOT DONE**
- Revise strategy 4.2 on page 107 to include the construction of 52nd Avenue between Paint Branch Parkway and the Aviation Museum as well as bicyclist and pedestrian facilities to improve direct access and visibility to the museum. **DONE**

### **Economic Prosperity - Pages 111-121**

Comment: The information in this section was based on two alternate market analyses of phased future growth and build out to the year 2040. While there are some interesting tables here, particularly on jobs and best practice research parks, the results of the market study forecasts are not summarized.

- Add one or more tables showing the base market forecasts for residential, retail, office and hotel uses for the two alternate market approaches. **DONE**
- Revise the first paragraph on page 118 under residential development to define "medium to high-density-multifamily development" in terms of the number of dwelling units per acre. **DONE**

### **Housing and Neighborhoods/Community Heritage/Public Facilities – Pages 123-133**

Comment: The City agrees that the new residential population proposed in this area will create further demand for schools, recreational and health facilities. Some of the proposed strategies are well intentioned but are not specific or strong enough to be implemented.

Recommendation:

- Add a strategy for the consideration of daycare facilities in conjunction with a new school or major new office development. **NOT DONE**
- Add a strategy for density bonuses for new development projects that provide any of the following: 1) public open space or plaza; 2) affordable housing; 3) public art; 4) performing arts space; 5) LEED Silver or higher certification. **NOT DONE**
- Revise strategy 2.1 on page 128 to clarify the intent of appropriate height transitions closest to the Old Town College Park and Calvert Hills

neighborhoods and provide a diagram to illustrate this. **DONE**

### **Implementation/Revitalization and Economic Development Tools- Pages 137-158**

Comment: The City generally agrees with the recommendations in this section but has some concerns about the emphasis on an overall district brand when the district encompasses two municipalities and M Square already utilizes a strong branding approach. The proposed new residential neighborhoods also lend themselves to separate branding efforts.

Recommendation:

- Revise the approach under Step One on page 138 to include a process for joint development review of new projects and coordination of official positions to the extent possible. **NOT DONE**
- Consider renaming this plan area and the classification of the area in the General Plan to begin the branding process. The proposed renaming to the College Park/University of Maryland Metro!M Square Purple Line Regional Transit District is unwieldy. The "Pearl District" in Portland is an example of area branding that is short and descriptive. **NOT DONE**
- Add the new Regional Institution Strategic Enterprise Zone Program (RISE) legislation recently approved by the State to the list of economic development tools. **DONE**

### **Zoning Map Amendment Changes – Pages 167-183**

Comment: The City supports the proposed zoning changes but notes that residential uses under the M-U-1 zone are limited to 48 dwelling units per acre unless accompanied by another land use. It is important to clarify the density ranges desired in the TDOZ by referring to the number of dwelling units per acre, not just the number of stories.

Recommendation:

- Consider using the following best practices for expressing density: 12-40 du/acre for townhouses; 20-75 du/acre for low rise multifamily; and 50-150 du/acre for mid-rise multifamily including residential over commercial. **NOT DONE**

### **Building Form- Pages 194-207**

Comment: In general, these pages should be reorganized to reduce the amount of narrative and place regulations in simple tables. Much of the information is not presented in a user-friendly manner and is repeated in hard-to-read diagrams.

Recommendation:

- Consolidate the two diagrams on page 194 into one. The parking setback line needs to be explained or removed from the diagram. **DONE**

- *Revise the diagram on page 195 to show the dimensions within each zone and clarify the location of the face of curb which should fall between the parking zone and step-off zone. **NOT DONE***
- *Reconsider the use of curb lines instead of rights-of-way for establishing build-to lines in order to avoid confusion. **DONE***
- *Revise Map 22, Building Heights, to reflect a maximum height in the transit district of 8 stories, not 12. The tallest buildings, 5-8 stories, should be permitted along Paint Branch Parkway and River Road with 2-5 stories permitted in other areas except where only townhouse development is desired (2-3 stories). These should be considered typical building heights in these areas and allow for some variation including both lower buildings and taller buildings (if awarded as part of a density bonus). **NOT DONE***
- *Clarify the requirement for a transition in building heights along the western edge of the TOO Core (page 200). Delete the diagrams on this page. **DONE***
- *Revise the height from 4-6 stories to 2-5 stories in the College Park Aviation Village behind the Paint Branch Parkway frontage (page 201). Delete the diagrams on this page. **NOT DONE***
- *Delete page 202 in its entirety to eliminate the Greenway Corridor neighborhood. **DONE***
- *Revise the building heights in the Research Core to 5-8 stories along River Road and 2-5 stories behind (page 203). Delete the diagrams on this page. **NOT DONE***
- *Delete the requirement for a building setback above eight stories (eight stories should be the maximum height) on page 206. **NOT DONE** Replace the drawings on this page with buildings that more closely conform to the vision. **DONE***
- *Add a drawing and explanation to illustrate the type of height transition that is envisioned between the rail lines and River Road in the TOO Core. **DONE***

## **Parking – Pages 208-212**

*Comment: The entire TDOZ will be within a ten-minute walk of transit once the Purple Line is constructed (2020). Having different parking requirements for ¼ mile and ½ mile distances, and prior to 2025 and after 2025, seems unnecessary and overly complicated. The proposed parking requirements are greater than the requirements in the 1997 TDDP and in the 2010 US 1 Corridor Sector Plan and are contrary to the plan vision of minimizing parking and vehicle travel. The City is concerned that setting a parking maximum for the TDOZ will serve to disadvantage or preclude later development and that a better strategy is to lower the parking maximums for all land uses.*

### *Recommendation:*

- *Eliminate Table 19 on page 208 and substitute the parking schedule used for Walkable Nodes in the US1 Corridor Sector Plan. Retain the criteria for exceeding the maximum parking ratios only if the parking ratios are*

- lowered. **NOT DONE**
- Eliminate the transit district-wide parking maximums (Table 20 on page 209). **NOT DONE**
- Delete the last sentence on page 210 under Transportation Adequacy (otherwise agree with the APF strategy). **DONE**
- Ensure that the surface parking lot setback requirements are measured by the same standard as build-to lines (curb line or property line). **DONE**

### **Architectural Elements – Pages 213-218**

Comment: The City concurs with these standards with the exception that all signs in the TDOZ should be mandated to conform to the signage standards even the refacing of existing signs (TDOZ applicability, page 187). **NOT DONE**

### **Sustainability and the Environment- Pages 219-221**

Comment: Construction of the Purple Line may make the implementation of the short term recommendations for complete street accommodations infeasible. The impact of the right-of-way needed for the Purple Line on the west side of River Road needs to be addressed in relation to the required build-to line which may need to be increased. The parking lane and wide sidewalk between the Purple Line travel way and the roadway should be reexamined to minimize the overall width of the right-of-way. A center line platform would be preferable.

### **Table of Uses – Pages 233-289**

Recommendation: The City agrees with the Table with the following exceptions:

- Prohibit gas stations (page 234). **DONE**
- Prohibit drive-through windows associated with a bank, savings and loan or other lending institution (page 235). **NOT DONE**
- Provide clarification for why an office of a certified massage therapist is a permitted use (page 236) but a massage establishment is prohibited (page 239). **DONE**

You will note that many of the city's comments have been addressed. The following is a summary of key issues where the Planning Board was not responsive to the city's recommendations:

#### Building Heights and Density

The Adopted TDDP continues to propose building heights up to 12 stories whereas the city proposed a height limit of 8 stories with the tallest buildings along Paint Branch Parkway and River Road rather than the greenway. City staff strongly disagrees with

M-NCPPC staff analysis that locating the tallest buildings along major roads and not greenways is not a best practice and would not maximize transit-oriented development. In fact, it is much more rational to place taller, mixed-use buildings in the TDDP along River Road and Paint Branch Parkway and away from the historic single-family neighborhoods and College Park Airport. This is a best practice that was utilized in the US 1 Corridor Sector Plan. In addition, locating taller buildings along the greenway will block views of this area from other properties.

The city's recommendation to lower heights in the College Park Aviation village to 2-5 stories behind the Paint Branch Parkway frontage was also not adopted. The TDDP requirement for a minimum height of 4 or 5 stories precludes the development of townhouses in this area without an amendment to the standards. Allowing 8-story development so close to the airport is also not warranted. If this area is developed in a compact manner with limited surface parking, the development density will certainly be consistent with transit-oriented development best practices.

*Recommendation:* Request the District Council to support the city position on building heights and density bonuses.

### Parking Ratios

The city commented that the parking ratios in the Preliminary TDDP were too generous for a transit district with a vision of minimizing parking and vehicle travel and recommended substituting the parking schedule used for the walkable nodes in the US 1 Corridor Sector Plan. The University of Maryland commented that prospective tenants and lenders for M Square generally require 3-4 spaces per 1,000 square feet for office development and the lower parking ratios, the use of "rings" or distance from a transit station in the parking tables, and the imposition of parking caps will impede continued development at M Square. The Adopted TDDP retains the same maximum parking ratios and "rings" for within  $\frac{1}{4}$  mile and  $\frac{1}{2}$  mile of the Metro station and adds 2 more "rings" that allow more generous parking ratios within  $\frac{1}{4}$  mile and  $\frac{1}{2}$  mile of the Purple Line station. In addition, a third parking ratio is added in the event the Purple Line is not operating after 2025 (parking requirements remain the same as prior to 2025).

Staff believes that permitting an abundance of free, surface parking is inconsistent with the vision of the TDDP and that the parking ratios proposed are too permissive unless the parking is placed in a structure. Market conditions on Route 1 have supported parking garages and lower ratios. TOD best practices call for parking in mid-rise office buildings to be in a structure or below grade.

*Recommendation:* Request the District Council to simplify the parking regulations by eliminating the "rings" and parking caps and utilizing parking ratios for the entire district that are consistent with the ratios that are shown for within  $\frac{1}{4}$  mile of the Purple Line station.

### Urban Conservation Park

The city supported the recommendations in the Preliminary TDDP for the Urban Conservation Park, however, the University of Maryland was vigorously opposed to many references in the plan because the location recommended is the Litton property which is an approved subdivision. The Adopted TDDP revises the discussion of the park to reduce the recommended size from 6-10 acres to 4-5 acres and adds language to identify additional locations where compensatory floodplain storage may be feasible.

*Recommendation:* No additional comment is recommended.

### Neighborhood Boundaries

The TDDP neighborhood boundaries were changed, for the most, as recommended by the city. City staff has just realized, however, that the boundaries for the Riverdale Park Urban Village contain a significant amount of property that is within the City of College Park municipal boundaries. To eliminate confusion, this area (north of the American Center of Physics between the railroad tracks and River Road) should be placed in either the Metro Core or Research Core neighborhoods.

*Recommendation:* Request the District Council to revise the boundaries of the Riverdale Park Urban Village to remove property within the boundaries of the City of College Park.

## **RECOMMENDATION**

Staff recommends sending written testimony to the District Council that expresses the comments and recommendations stated above.

## **ATTACHMENTS**

1. PGCPB No. 14-61
2. Letter from Tom Haller on behalf of University dated June 25, 2014
3. Letter from Carlo Colella dated June 12, 2014

PGCPB No. 14-61

## RESOLUTION

WHEREAS, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to Sections 27-213.02 and 27-213.04 of the Zoning Ordinance of Prince George's County, held a duly advertised public hearing on the *Preliminary College Park-Riverdale Park Transit District Development Plan* on May 29, 2014; and

WHEREAS, the *Preliminary College Park-Riverdale Park Transit District Development Plan* is proposed to supersede the 1997 *Approved Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone* and amend portions of the 1989/1990 *Langley Park-College Park-Greenbelt Approved Master Plan and Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67*; 1994 *Planning Area 68 Approved Master Plan and Sectional Map Amendment*; the 1983 *Functional Master Plan for Public School Sites*; the 2005 *Countywide Green Infrastructure Functional Master Plan*; the 2008 *Approved Public Safety Facilities Master Plan*; the 2009 *Approved Countywide Master Plan of Transportation*; the 2010 *Approved Historic Sites and Districts Plan*; and the 2010 *Approved Water Resources Functional Master Plan*; and

WHEREAS, the planning area of the *Preliminary College Park-Riverdale Park Transit District Development Plan* is generally bounded by the College Park Airport to the north; the Metrorail/MARC/CSX tracks to the west; the residential portion of the Town of Riverdale Park to the south; and the Northeast Branch Stream Valley Park to the east; and

WHEREAS, the purpose of the *Preliminary College Park-Riverdale Park Transit District Development Plan* is to develop a comprehensive plan that sets policies and strategies to build on the policy guidance of the 2014 *Plan Prince George's 2035 Approved General Plan* for regional transit districts and the innovation corridor by establishing a refined vision and realistic approach to implementing the county and community vision to promote transit-oriented, mixed-use development to realize the countywide and municipal economic benefits of a major Metro station and two proposed Purple Line stations; recognize the historical importance of the natural environment and the College Park Airport and incorporate best planning and development practices to ensure a comprehensive and sensitive approach to environmental stewardship, floodplain and stormwater management, future growth, pedestrian and bicycle connectivity, transportation management strategies, and economic and community development; and incorporate the county's first health impact assessment conducted for a comprehensive planning effort to create a healthier community; and

WHEREAS, the *Preliminary College Park-Riverdale Park Transit District Development Plan* contains a comprehensive rezoning element known as the Proposed Transit District Overlay Zoning Map Amendment intended to implement the land use recommendations of the transit district development plan for the foreseeable future; and

WHEREAS, on June 26, 2014, the Planning Board held a public worksession on the *Preliminary College Park-Riverdale Park Transit District Development Plan* to examine the transcript analysis of testimony presented at the May 29, 2014 public hearing and exhibits received before the close of the record on June 13, 2014; and

WHEREAS, the Prince George's County Planning Board voted to include one item of late testimony into the record as Exhibit 31 and to continue the public worksession to July 10, 2014; and

WHEREAS, the Prince George's County Planning Board considered staff recommendations pertaining to late testimony during the public worksession on July 10, 2014; and

WHEREAS, the Prince George's County Planning Board determined to amend said *Preliminary College Park-Riverdale Park Transit District Development Plan*, in response to said public testimony, and to adopt the transit district development plan, endorse the transit district overlay zoning map amendment, and transmit both the plan and the transit district overlay zoning map amendment with further amendments, extensions, deletions, and additions in response to the public hearing record, as follows:

**I. GENERAL CHANGES**

1. Adopt the recommendations and incorporate the staff errata presented during the Joint Public Hearing on May 29, 2014 (entered as Exhibit 4; see Attachment A).
2. Revise the transit district development plan (TDDP) as necessary to reconcile and incorporate policy guidance from the 2014 *Plan Prince George's 2035 Approved General Plan*. Revise density references from "medium- to high-density" to "moderate- to high-density" throughout the TDDP to ensure consistency with Plan 2035 terminology for Regional Transit Centers.
3. Revise key maps, including Map 8: Proposed Land Use, throughout the TDDP to more clearly depict the 100-year floodplain. Revise map legends as appropriate to indicate which floodplain is demarcated: the FEMA floodplain or the county 100-year floodplain study.
4. Provide language to accompany both the Proposed Open Space Network and Proposed Street Network maps to read: "This concept map is for illustrative purposes only and may serve to guide the location, configuration, and provision of urban open spaces and the street grid but is not intended to mandate them. The TDDP supports a rich urban open space network within a grid of walkable, connected streets, but the exact location of these facilities should be determined through the development review process."
5. Revise the discussion of the urban conservation park concept throughout the TDDP to make it a more generalized concept and eliminate all specific references to the Litton property as the preferred location for an urban conservation park.

**II. FOREWORD AND PLAN HIGHLIGHTS**

1. Revise the plan highlights in accordance with approved changes to other sections of the TDDP, as may be necessary and appropriate.

**III. CHAPTER TWO: PLAN VISION**

1. Revise the neighborhood boundaries, maps, and discussions throughout the TDDP, including the transit district standards and Transit District Overlay Zoning Map Amendment, to:
  - Rename the TOD Core to the Metro Core

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- Delete the Greenway Corridor neighborhood
  - Extend the Metro Core east to 52<sup>nd</sup> Avenue
  - Extend the Research Core north to Paint Branch Parkway, east of 52<sup>nd</sup> Avenue.
  - Clarify that the TDDP consists of four neighborhoods rather than five
2. Shift and/or delete text from the description of the Greenway Corridor on pages 31 and 192 as appropriate to reflect the removal of this proposed neighborhood. Relocate and/or delete text from Policies 1 and 2 on pages 55-57 as appropriate. Some of this text will move to the Metro Core discussions and other text will move to the Research Core discussions.

#### IV. CHAPTER THREE: CORE TDDP ELEMENTS

##### *Achieving the Vision*

1. Add the College Park City-University Partnership (CPCUP) as one of the major entities listed under keystone three on page 36 and to the “Potential Parties Involved” column of the TDDP’s action plan for objective MB3 on page 146.

##### *Land Use and Urban Design*

1. Include a diagram of the approved Litton Property preliminary plan of subdivision (4-12014) on or in the vicinity of page 56. Include a caption or description that recognizes the diagram as the currently approved plan and that it is recognized as such by the TDDP. Retain the alternate development approaches on page 56.
2. Revise Map 8: Proposed Land Use to change the portion of the College Park Aviation Village currently shown as mixed-use land use to mixed-use, predominantly residential land use.
3. Revise the illustrative drawing of the proposed transit plaza on page 49 to add labels depicting the Purple Line, bus bays, hardscape plaza, lawn area, and retail locations.
4. Revise Strategy 1.2 on page 57 to read: “Allow for a broader mix of uses west of University Research Court with an emphasis on office development. [Focus any proposed residential uses along]Encourage proposed residential uses to concentrate along River Road close to the M Square Purple Line Station.
5. Revise Strategy 2.2 on page 60 to read: “...and that impacts to the [Field of Dreams (a ballfield)]town-owned community park (at the intersection of Tuckerman and Lafayette Streets)...”

##### *Transportation and Mobility*

1. Fix the header styles/sizes of the sub-sections within the background discussion on pages 61-68.
2. Add references to the circulator bus required as part of the development of the Cafritz Property to page 63 and the last bullet of Strategy 3.4 on page 76.
3. Add additional discussion of the aviation policy area requirements impacting portions of the transit district area in the background discussion of aviation on page 68.

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4. Add a new bullet to the key approaches discussion under the transportation demand management text on pages 66-68 to read: “Establishing minimum bicycle parking requirements and encouraging bicycle use through methods such as employer participation in the bicycle commuter check program and provision of bicyclist shower and changing areas.”
5. Label the Rhode Island Avenue Trolley Trail, Paint Branch Trail, and Northeast Branch Trail on Map 10 on page 67.
6. Revise Strategy 2.2 on page 70 to read: “Provide [adequate] generous sidewalks on both sides of existing and new streets....”
7. Revise Strategy 3.3 on page 70 to read: “...Work with WMATA and MTA to address funding, maintenance, security, and liability concerns and make physical improvements to existing tunnel crossings....”
8. Add a new Strategy 1.9 on page 81 to read: “Explore opportunities to construct a public parking structure, perhaps via a public-private partnership, in proximity to the College Park/U of MD Metro Station to serve as a centralized parking hub that can provide additional capacity to development within the transit district.” Renumber remaining strategies.
9. Remove the minimum SmarTrip card amount recommended in Strategy 2.7 on page 82.

*Environmental Infrastructure*

1. Revise Table 11 to add the following programs identified in the *Northeast Branch Subwatershed Action Plan* located in the vicinity of the TDDP:

MAP ID	SITE LOCATION	PROJECT TYPE	PROJECT DESCRIPTION
10	<u>Intersection of Riverdale Road and the northeast corner of the Northeast Branch bridge, Riverdale</u>	<u>Aquatic community</u>	<u>Modification of a fish blockage area to remove barriers to fish migration</u>
11	<u>5000 Riverdale Road, Hyattsville, MD</u>	<u>Stormwater management</u>	<u>Stormwater retrofit; utilize bioretention, filters, and bioswales to add controlled acreage to the subwatershed.</u>
12	<u>Intersection of Queensbury Road and Taylor Road, Hyattsville</u>	<u>Aquatic community</u>	<u>Modification of a fish blockage area to remove barriers to fish migration</u>
13	<u>Intersection of Queensbury Road and Taylor Road,</u>	<u>Riparian corridors</u>	<u>Riparian reforestation and invasive species management</u>

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	<u>Hyattsville</u>		
<u>14</u>	<u>Intersection of Baltimore Avenue and Wells Parkway, Hyattsville</u>	<u>Riparian corridors</u>	<u>Stream restoration</u>
<u>15</u>	<u>6517 Baltimore Avenue, Riverdale</u>	<u>Stormwater management</u>	<u>Stormwater retrofit; utilize bioretention, filters, and bioswales to add controlled acreage to the subwatershed.</u>

2. Revise Map 15 to indicate the location of the six additional programs identified above.
3. Add text to the title of Map 15 on page 87 to read “(See Table 11)” and text to the title of Table 11 to read: “(See Map 15).”
4. Correct the page reference to Map 15 on page 87 to reference the correct page where the map appears.
5. Revise the first paragraph on page 87 to read: “Although the physical environment of the transit district area has been affected by years of development, many environmental assets remain. These include forest interior dwelling species (FIDs) within the floodplain, nearly 8,400 linear feet of known streams....”
6. Add text to the end of the first full paragraph in the second column of page 93 to read: “Map 15 on page 90 and Table 11 on page 97 identify projects recommended by the Northeast Branch Subwatershed Action Plan which are supported by the TDDP as priority stormwater retrofit projects that will provide high return on low investment.”
7. Add a new paragraph to the end of the Forest and Tree Canopy Coverage discussion on pages 93-94 to read: “Habitat for forest interior dwelling species (FIDs) has been identified in the vicinity of the transit district, particularly within the Anacostia River Stream Valley and 100-year floodplain area associated with the Northeast Branch. FIDs habitat should be viewed similarly as human residential areas in terms of environmental considerations of noise and light pollution.”
8. Revise the background discussion on Page 95 of the TDDP to read: “...The easternmost portion of the Litton Property [is an appropriate site to locate an area of open space] is the best site within the transit district identified to date that can serve multiple functions, including improved water quality....”
9. Revise the discussion of the urban conservation park on page 96 to reduce the recommended size from 6 to 10 acres to 4 to 5 acres of property.
10. Revise Policy 4 on page 98 to read: “Minimize the impacts of noise on forest interior dwelling species (FIDs) in the vicinity and on residential uses within the transit district.”
11. Add a new Strategy 4.3 on page 98 to read: “Use appropriate measures to reduce or eliminate noise impacts to FIDs within the 100-year floodplain such as tree buffers and other techniques.”

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12. Revise Strategy 5 on page 98 to read: “Reduce overall sky glow, glare from light fixtures, and spillover of light to adjacent properties including FIDs habitat within the Anacostia River Stream Valley east of the Research Core.”
13. Revise Strategy 5.2 on page 98 to read: “Utilize muted lighting fixtures, and install full cut-off optics for all lighting on properties within the transit district area, especially within the Research Core adjacent to FIDs habitat within the Anacostia River Stream Valley.”
14. Add a new Strategy 1.3 to Policy 1 on page 99 to read: “Continue work with the Department of Permitting, Inspections, and Enforcement, the University of Maryland, and other stakeholders to identify additional locations where compensatory floodplain storage is most feasible and appropriate. Coordinate with the TDDP Task Force and property owners if property acquisition is necessary to accommodate compensatory storage and other regional stormwater management approaches.”

*Healthy Communities*

1. Revise Map 16 on page 106 to incorporate the proposed trail connection shown on Map 10 between Rivertech Court and Haiig Drive.
2. Revise the color scheme of Map 16 on page 106 to provide additional distinction between parks and open space categories.
3. Revise Strategy 4.2 on page 107 to clearly indicate the construction of an extended 52<sup>nd</sup> Avenue through the College Park Aviation Village should occur concurrent with the recommended construction of pedestrian and bicyclist facilities.

**V. CHAPTER FOUR: ADDITIONAL GUIDING ELEMENTS**

*Economic Prosperity*

1. Add a table to the text box on page 112 that compares the two alternate market analyses to the projected development yields modeled by the TDDP as follows:

<u>Land Use</u>	<u>Alternate 1</u>	<u>Alternate 2</u>	<u>TDDP Buildout</u>
<u>Office and Institutional (sq. ft.)</u>	<u>2,225,000</u>	<u>2,900,000</u>	<u>4,277,218</u>
<u>Retail (sq. ft.)</u>	<u>68,100</u>	<u>86,300</u>	<u>97,800</u>
<u>Hotel (Rooms)</u>	<u>225</u>	<u>325</u>	<u>285</u>
<u>Residential (Dwelling Units)</u>	<u>3,720</u>	<u>5,312</u>	<u>5,550</u>

Note: Neither Alternate 1 or Alternate 2 include existing development—they indicate new growth only. The projected buildout of the TDDP includes both existing development and anticipated new growth. All projections include properties outside of the transit district boundaries within identified Traffic Analysis Zones, which are geographic areas used for analysis purposes.

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2. Revise the first paragraph under “Residential Development” on page 118 to read: “...The primary residential opportunity for the transit district is medium-high to high-density multifamily development [(typically between four to eight stories in the transit district area)](>8 to >20 dwelling units per acre) perhaps with integrated....”
3. Revise Strategy 1.3 on page 119 to read: “Ensure flexibility in lane use, design, and transportation recommendations to allow a diversity of housing options and development approaches throughout the transit district.”

#### *Housing and Neighborhoods*

1. Relocate Strategy 1.3 on page 124 as a new Strategy 1.4 on page 119 to reflect a more broad application and recognition of the nexus of development costs and importance of identifying development incentives. Renumber the remaining strategies on both pages accordingly.

#### *Community Heritage and Culture*

1. Add text to the TDDP to remove historic resource 68-022 from the county’s Historic Sites and Districts registry.

### **VI. CHAPTER FIVE: IMPLEMENTATION**

#### *Implementation*

1. Add language to Step One on page 138 prior to the last paragraph in this section to read: “One of the first challenges that should be addressed by the TDDP Task Force is the elimination or revision of the Riverside Covenants to ensure the TDDP vision can be implemented as described throughout this plan.”
2. Revise the first sentence of paragraph two under Step One on page 138 to read: “For this task force to be effective....”
3. Revise the action table on pages 142-152 to add the Corps of Engineers and the Maryland Department of the Environment (MDE) to the “Potential Parties Involved” column for action steps ES6, ES13, ES14, and ES15, which all deal with stream stabilization/restoration and the *Anacostia River Watershed Restoration Plan*.
4. Revise the proposed action step for objective TR3 on page 142 to add a new second sentence to read: “Work with WMATA and MTA to address funding, maintenance, security, and liability concerns.”
5. Add a new objective TR26 on page 144. The proposed action step should read: “Explore opportunities to construct a public parking structure, perhaps via a public-private partnership, in proximity to the College Park/U of MD Metro Station to serve as a centralized parking hub that can provide additional capacity to development within the transit district.” The potential parties involved include Prince George’s County; City of College Park; Town of Riverdale Park; Developers; Property Owners; and University of Maryland, and the time frame should be Short-Term.

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6. Add a new Economic Development, Marketing, and Branding (MB) objective to the table on page 146 as MB1. The proposed action step will read: “Eliminate or revise the Riverside Covenants.” The potential parties involved will include Town of Riverdale Park, Property Owners, and Other Pertinent Parties, and the timeframe will be Ongoing. Renumber all other MB objectives.
7. Add the following language as a new proposed action step for a new objective ES12 in the action step table on page 148: “Continue work with the Department of Permitting, Inspections, and Enforcement, the University of Maryland, and other stakeholders to identify additional locations where compensatory floodplain storage is most feasible and appropriate. Coordinate with the TDDP Task Force and property owners if property acquisition is necessary to accommodate compensatory storage and other regional stormwater management approaches.” The potential parties involved include the Department of Permitting, Inspections, and Enforcement, the University of Maryland, M-NCPPC, DNR, City of College Park, Town of Riverdale Park, Property Owners, and Developers. The timeframe will be short-term. Renumber remaining ES action steps.
8. Revise the proposed action step text for objective ES15 on page 148 to read: “Pursue the implementation of priority stormwater retrofit project sites identified by the Anacostia River Watershed Restoration Plan and stream restoration project sites identified by the *Northeast Branch Subwatershed Action Plan.*”
9. Insert a new State of Maryland program on page 157 to read:
 

“Regional Institution Strategic Enterprise Zone (RISE)

“In May 2014 Governor O’Malley signed Senate Bill 600 into law, establishing the Regional Institution Strategic Enterprise Zone (RISE) program. This program is intended to facilitate economic development and revitalization in areas immediately adjacent to institutions of higher education and certain non-profit organizations. The RISE program offers tax credits and permitting and licensing assistance to businesses locating to the RISE zone.”

#### *Transit District Overlay Zoning Map Amendment Changes*

1. Revise Zoning Change Number 1 on pages 167-171 and 177 to delete the following properties from the proposed zoning change:
  - a. 5018 College Avenue (Tax ID 21-2309367)
  - b. 5012 College Avenue, Lots 25-29 (Tax ID 21-2309383)
  - c. 5014 College Avenue (Tax ID unknown)
  - d. 5108 College Avenue, Lots 31-33 (Tax ID 21-2309268)
  - e. 5100 College Avenue, Lots 36-40 (Tax ID 21-2309300)
  - f. 5110 College Avenue, Lots 28-30 (Tax ID 21-2309250)
  - g. 5109 Litton Avenue, Lots 4-5 (Tax ID 21-2309235)
  - h. 5011 Litton Avenue, Lots 8-18 (Tax ID 21-2309096)
  - i. 5111 Litton Avenue, Lots 6-9 (Tax ID 21-2309243)
  - j. Litton Avenue, Lots 34-35 (Tax ID 21-2309276)
  - k. 7415 Corporal Frank Scott Drive (Tax ID 21-2309284)
  - l. Corporal Frank Scott Drive, Lot 41 (Tax ID 21-2309284)

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- m. Corporal Frank Scott Drive, Lots 42-44 (Tax ID 21-2309292)
2. Revise Maps 18 (Proposed Zoning Changes) and 19 (Proposed TDOZMA Zoning) on pages 164 and 165, and Table 18 (Existing and Proposed Zoning Inventory in Acres) to reflect the changes listed above.
3. Evaluate Map 19: Proposed TDOZMA Zoning on page 165 to determine if the zoning map should be corrected so as not to reflect M-U-I Zoning within the right-of-way of River Road.

#### *Transit District Overlay Zone Applicability*

1. Revise the exemption statement for nonresidential development on page 186 to read: "...if the addition (and the cumulative sum of all additions since approval of the TDOZ) does not increase the GFA of a building [by more than 15 percent or 5,000 square feet, whichever is less.] as follows.
  - For an existing building with less than 50,000 square feet of GFA: not more than 25 percent.
  - For an existing building with greater than or equal to 50,000 square feet of GFA: not more than 15 percent or 10,000 square feet of GFA (whichever is less).

#### *Transit District Standards*

1. Add a new third paragraph to page 194 to read: "Both surface and structured parking areas shall be set back from the build-to line to minimize the visual impact of parking from the street and to provide space for liner buildings or landscape areas to further screen parking areas. This set back is indicated by the parking setback line, which shall be placed at least 30 feet behind the build-to line for surface parking and 50 feet behind the build-to line for structured parking. Under no circumstances may parking areas be located in front of the parking setback line or between the parking setback line and the build-to line within the transit district."
2. Add a caption to the top diagram on page 194 to read: "In general, the length of the block should be measured from the build-to lines along streets as shown above. Note also the parking setback line."
3. Add a caption to the bottom diagram on page 194 to read: "Open spaces such as an urban park or plaza may be provided within blocks and placed adjacent to buildings, but the length of the open space shall be subtracted from the block length to ensure distances between side streets remain walkable and convenient to pedestrians."
4. Revise Map 21 on page 197 and the accompanying legend to combine "existing streets" and "proposed streets" into one category, and provide clarification that they also refer to "primary streets" by consolidating the label as: "Existing and Proposed Streets (Primary Streets—see page 195)".
5. Amend Map 22 on page 199 to adjust building height areas to property lines where necessary.
6. Amend Map 22 on page 199 to match the 5 to 12 story building height area to the extent of the

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TOD/Metro Core located east of River Road.

7. Delete page 202 and any references to the Greenway Corridor neighborhood contained within the transit district standards.
8. Replace the top right image on page 206 with a more appropriate photograph that shows architectural stepback design on a building within the TDDP's supported height range, and add a diagram or photo and accompanying caption to pages 206 to 207 that offer an example illustrating the type of height transition supported in the TOD/Metro Core toward existing single-family communities.
9. Revise the second parking requirement standard on page 208 to read: "The maximum number of off-street parking spaces permitted for non-residential, residential, and hotel land uses (regardless of neighborhood) are specified in Table 19 below. These parking maximums are phased with a more generous allotment of parking available until 2025 (5 years after the anticipated opening of the Purple Line, when the transit district should begin to achieve a self-sustaining market and development pattern) when parking maximum ratios are reduced. A third parking ratio is established for each major land use type in the event the Purple Line does not achieve operation as anticipated. The indicator "no PL" is used to identify the applicable parking ratio if this scenario comes to pass."
10. Replace Table 19: Maximum Parking Ratios for Off-Street Parking Spaces on page 208 and the associated footnotes with the following table and language:

Location <sup>1</sup>	Land Use								
	Non-Residential			Residential			Hotel <sup>2</sup>		
	Prior to 2025	2025 and Later	2025 and Later (no PL)	Prior to 2025	2025 and Later	2025 and Later (no PL)	Prior to 2025	2025 and Later	2025 and Later (no PL)
Within ¼ mile of College Park/U of MD Metro Station	<u>2.25 / 1,000 GSF</u>	<u>1.75 / 1,000 GSF</u>	<u>1.75 / 1,000 GSF</u>	<u>1.25 / DU</u>	<u>0.8 / DU</u>	<u>0.8 / DU</u>	<u>0.5 / room</u>	<u>0.33 / room</u>	<u>0.33 / room</u>
Within ½ mile of College Park/U of MD Metro Station	<u>2.75 / 1,000 GSF</u>	<u>2.00 / 1,000 GSF</u>	<u>2.75 / 1,000 GSF</u>	<u>1.75 / DU</u>	<u>1.0 / DU</u>	<u>1.75 / DU</u>	<u>0.7 / room</u>	<u>0.5 / room</u>	<u>0.7 / room</u>
Within ¼ mile of the M Square (River Road) Purple Line Station	<u>3.00 / 1,000 GSF</u>	<u>2.50 / 1,000 GSF</u>	<u>3.00 / 1,000 GSF</u>	<u>2.0 / DU</u>	<u>1.11 / DU</u>	<u>2.0 / DU</u>	<u>0.85 / room</u>	<u>0.5 / room</u>	<u>0.85 / room</u>

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<u>Within ½ mile of the M Square (River Road) Purple Line Station</u>	<u>3.50 / 1,000 GSF</u>	<u>3.00 / 1,000 GSF</u>	<u>3.50 / 1,000 GSF</u>	<u>2.0 / DU</u>	<u>1.33 / DU</u>	<u>2.0 / DU</u>	<u>1.00 / room</u>	<u>0.75 / room</u>	<u>1.00 / room</u>
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NOTES: GSF=gross square feet, DU=dwelling unit

1. At the time of Planning Board adoption of the TDDP, 11 properties are impacted by both ½ mile parking “rings” from existing and proposed rail transit stations. The most restrictive ratio shall prevail on Parcel 1, Parcel A, and Lot C since these properties have the most direct relationship to the College Park/U of MD Metro Station. The eight properties south of the east to west stream channel bisecting the transit district shall be subject to the least restrictive ratio.
2. Hotel maximums may include up to 10 additional parking spaces for each 1,000 GSF uses for ballrooms, meeting rooms, and other similar places of assembly.
11. Revise the bicycle parking standards on page 209 to incorporate a phased increase in the required amount of bicycle parking over time to reflect the presence of the Purple Line and reduced reliance on single-occupant automobiles.
12. Delete the last sentence on page 210 under the heading Transportation Adequacy.
13. Revise page 211 to indicate that the setback distance for surface parking lots and parking structures shall be set back from the build-to line, not the property line.
14. Revise Table 21 on page 213 to increase the minimum percentage of fenestration for both Ground Floor Residential and Upper Floor Residential from 15 to 25 percent.
15. Revise the second standard under Streetscape Amenities on page 226 to read: “All street furnishings that are part of the streetscape shall be constructed of metal such as aluminum, stainless steel, or cast iron; stone; or masonry.”

*Transit District Overlay Zone Tables of Uses Permitted*

1. Revise the tables of uses permitted on pages 233-290 to prohibit gas stations in all underlying zones.

**VII. OTHER CHANGES**

1. Change the plan and map(s) to incorporate mapping, typographical, grammatical, and rewording corrections, as necessary.
2. Change the plan and map(s) where appropriate to correspond to the aforementioned amendments, revisions, extensions, deletions, and additions.
3. Revise the Agency Engagement text box on page 27 to change “Maryland Transit Authority” to “Maryland Transit Administration.”

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4. Revise Strategy 2.1 on page 59 to replace the reference of a traffic circle to a roundabout.
5. Delete the first 12 properties in the zoning change table on page 168, since they are duplicates of the 12 properties listed on page 167.

WHEREAS, an objective of the proposed Transit District Overlay Zoning Map Amendment for the College Park-Riverdale Park Transit District is to protect the health, safety, and general welfare of all citizens in Prince George's County; and

WHEREAS, the proposed Transit District Overlay Zoning Map Amendment for the College Park-Riverdale Park Transit District is an amendment to the Prince George's County Zoning Ordinance, being an amendment to the Zoning Map for that portion of the Maryland-Washington Regional District in Prince George's County; and

WHEREAS, the Transit District Overlay Zoning Map Amendment includes zoning changes enumerated and transmitted herein, accounting for varying acreage and zoning categories; and

WHEREAS, in accordance with Section 27-213.02(f) of the Zoning Ordinance of Prince George's County, the acceptance and processing of Zoning Map Amendment and Special Exception applications within the subject planning area shall be postponed until after final action by the District Council on the Map Amendment; and

WHEREAS, pursuant to Section 27-157(b)(4) of the Zoning Ordinance of Prince George's County, the conditions and findings attached to previously approved zoning applications are considered part of the endorsed Sectional Map Amendment where the previous zoning category has been maintained and noted on the Zoning Map.

NOW, THEREFORE, BE IT RESOLVED, that the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission does hereby adopt the College Park-Riverdale Park Transit District Development Plan, said plan superseding the 1997 *Approved Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone* and being an amendment to portions of the 1989/1990 *Langley Park-College Park-Greenbelt Approved Master Plan and Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67*; 1994 *Planning Area 68 Approved Master Plan and Sectional Map Amendment*; the 1983 *Functional Master Plan for Public School Sites*; the 2005 *Countywide Green Infrastructure Functional Master Plan*; the 2008 *Approved Public Safety Facilities Master Plan*; the 2009 *Approved Countywide Master Plan of Transportation*; the 2010 *Approved Historic Sites and Districts Plan*; and the 2010 *Approved Water Resources Functional Master Plan*; this said adopted plan containing amendments, extensions, deletions, and additions in response to the public hearing record; and

BE IT FURTHER RESOLVED that the *Preliminary College Park-Riverdale Park Transit District Development Plan*, as herein adopted, is applicable to the area within the boundaries delineated on the plan map and consists of a map(s) and text; and

BE IT FURTHER RESOLVED that the adopted transit district development plan comprises the *Preliminary College Park-Riverdale Park Transit District Development Plan* text as amended by this resolution; and

BE IT FURTHER RESOLVED that in accordance with Section 27-213.02(e) of the Zoning Ordinance of Prince George's County, copies of the adopted plan, consisting of this resolution to be used in conjunction with the *Preliminary College Park-Riverdale Park Transit District Development Plan*, will be transmitted to the County Council for another public hearing and final action;

BE IT FURTHER RESOLVED that an attested copy of the adopted plan, and all parts thereof, shall be certified by the Commission and transmitted to the District Council of Prince George's County for its approval pursuant to the Land Use Article, Annotated Code of Maryland; and

BE IT FURTHER RESOLVED that the Prince George's County Planning Board finds that the transit district overlay zoning map amendment has been prepared in accordance with the requirements of Part 3, Division 2, Subdivision 5 of the Zoning Ordinance; and

BE IT FURTHER RESOLVED that the Prince George's County Planning Board finds that the College Park-Riverdale Park Transit District Overlay Zoning Map Amendment, as heretofore described, is in conformance with the principles of orderly comprehensive land use planning and staged development, being consistent with the *Adopted College Park-Riverdale Park Transit District Development Plan*, and with consideration having been given to the applicable County Laws, Plans, and Policies; and

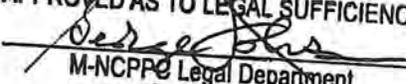
BE IT FURTHER RESOLVED that the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to Section 27-213.04 of the Zoning Ordinance, endorses the proposed transit district overlay zoning map amendment for the College Park-Riverdale Park transit district by this resolution, and recommends that it be approved as an amendment to the Zoning Map for that portion of the Maryland-Washington Regional District in Prince George's County.

This is to certify that the foregoing is a true and correct copy of a resolution, as revised, adopted 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 \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, and \_\_\_\_\_ voting in favor of the motion, at its regular meeting held on Thursday, July 17, 2014 in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 17<sup>th</sup> day of July, 2014.

Patricia Colihan Barney  
Executive Director

By Jessica Jones  
Planning Board Administrator

APPROVED AS TO LEGAL SUFFICIENCY  
  
M-NCPPC Legal Department  
Date 7/15/14

## ATTACHMENT A to PGCPB No. 14-61

### Preliminary College Park – Riverdale Park Transit District Development Plan and Proposed Transit District Zoning Map Amendment Technical Changes

**Plan-Wide:** Add references to MARC where other forms of mass transit (such as Metro and the Purple Line) are referenced.

**Abstract Page:** Update number of pages to reflect correct page count. Add 1990 to the title of the Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity Master Plan to reflect the approval date of the accompanying sectional map amendment.

**Page iii:** Remove bold text for “1<sup>st</sup> District” following Councilmember Mary Lehman.

**Page vii:** Correct typo in heading for “List of Figures” at top of page. Reflect consistent capitalization in the title of Map 5. Remove end bracket from title of Table 14.

**Page x:** The date for the Planning Board Public Hearing should read Thursday, May 29, 2014.

**Page 7:** Add 1990 to the title of the Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity Master Plan to reflect the approval date of the accompanying sectional map amendment.

**Page 7:** Revise the first sentence to read: “... is being updated to replace the [16]17-year-old....”

**Page 7:** Revise the second paragraph to read: “Although the 1997 College Park-Riverdale TDDP was partially successful in implementing an employment center, [no residential development has been realized, and the TDDP has fostered a suburban office park] its suburban office park character is very much at odds with [current and] best practice planning approaches [toward]for major heavy rail-served locations best suited[able] to medium- to high-density, mixed-use, transit-oriented development. [The 1997 College Park-Riverdale] This is underscored by the fact that the TDDP explicitly prohibits residential development in the majority of the transit district area. Furthermore the TDDP is extremely complicated, it explicitly prohibits residential development in the majority of the transit district area,] and [it] fails to address numerous and very aggressive amendments to county and state laws that will help ensure the restoration and protection of an environmentally-sensitive area. This update will address these flaws, set the stage for proactive development, and better position the area to fully capitalize on the Green Line and future Purple Line.”

**Page 8:** Revise the last bullet to read: “Sets policies that will guide future development in the [sector plan] transit district area.”

**Page 9:** Revise the text box to read: “...to the town will be to Riverdale Park or the Town of Riverdale Park.”

[Brackets] indicate deleted text  
Underlines indicate inserted text

**Page 11:** Revise the text box to read: “Challenges and Opportunities: Planning and implementing future transit-oriented development within the transit district is complicated by a number of factors, including the [increasing] heightened emphasis of M-NCPPC and the Maryland Aviation Administration on the need to preserve the continuing operation of College Park Airport[, which is] (increasingly viewed as threatened by development within and immediately adjacent to the aviation policy areas);....”

Many of these challenges simultaneously constitute strengths and opportunities[, from elements of place-making that contribute to the unique identity of the transit district to multiple rail transit lines;] For example, historic communities contribute to the unique identity of the transit district [with commitment to preservation and compatibility to a] while limited property ownership [pattern that] can facilitate redevelopment opportunities and collaborative projects. Very few rail transit-served locations in the country are immediately adjacent to a general aviation airport, particularly one with a rich [and unique] history, and the addition of the Purple Line will greatly enhance transit accessibility and connectivity. The College Park-Riverdale Park Transit District is well poised to capitalize on its location and economic assets and leverage its strengths to emerge as a new leader in the county and regional transit-oriented economic [sphere]engine.”

**Page 13:** Change chapter numbers in paragraph two from Roman to Arabic numerals.

**Page 13:** Revise the first paragraph to read: “This transit district development plan is the result of a joint planning effort with the City of College Park and Town of Riverdale Park[. Policies and strategies were established in light of Plan 2035 and other] and was prepared in response to the county’s Plan 2035 general plan update, recent studies, changing markets, and community needs. [The new TDDP] It makes comprehensive planning and zoning recommendations to implement development of a compact, pedestrian- and transit-friendly, mixed use center consistent with the recommendations of Plan 2035. Planning studies and other guidance at the city, county, and state levels also contribute to the format and recommendations of this TDDP.”

**Page 13:** Add a new subheader called “Plan Organization” above the second paragraph.

**Page 15:** Revise the last sentence of paragraph three to read: “...Innovation Corridor, and in conjunction with the University of Maryland, College Park campus, the transit district area acts as the southern anchor to this economically vital portion of Prince George’s County.”

**Page 17:** Add a reference to Map 6 at the end of the first sentence at the top of the page.

**Pages 17-18:** Revise the last paragraph to read: “...This study provided insight into the future retail demand along a corridor already lined with numerous retail establishments. (While not directly linked to the transit district area, its findings were evaluated as part of the TDDP market analysis and incorporated within the broader market analysis conducted for the preliminary TDDP.) The study assumed the pending Cafritz Property development application would be approved, including more than 100,000 square feet of new retail development on the US 1 frontage of the Town of Riverdale Park, and evaluated the remaining market potential[ was evaluated]. [This study] It concluded [found] that approximately 55,000 additional square feet of grocery/convenience store space and 40,000 square feet of restaurant space was supportable

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along the six-mile portion of US 1 included in the analysis. [While not directly linked to the transit district area, this study was evaluated as part of the TDDP market analysis, and its recommendations were incorporated within the broader market analysis conducted for the preliminary TDDP.]

**Page 19:** Add the following text before the first paragraph: “There have been several changes to the Prince George’s County Code that are relevant to the update of the TDDP.”

**Page 19:** Revise the last sentence on page 19 to read: “Paint Branch Parkway has been recommended for a complete and green streets treatment....”

**Page 20:** Move Map 5 closer to its reference on page 23.

**Page 23:** Add the following text to clarify the name of the Formula 2040 master plan in the first full paragraph in the second column: “...Formula 2040: Functional Master Plan for Parks, Recreation and Open Space...”

**Page 31:** Include a reference to the image on page 32 in the second paragraph starting with: “Five new...”.

**Page 32:** The last sentence of bullet four in the shaded text box should be a stand-alone sentence, and is not part of the bullet.

**Page 35:** Put in bold and revise the second paragraph to read: **“To achieve the community vision, it is *essential* to understand and address the five keystones necessary to bridge the gap between today and tomorrow. These keystones underlie and inform every aspect of the TDDP and the plan’s recommendations.** The persistent and dedicated focus on addressing the keystones is essential to the success of the College Park-Riverdale Park Transit District. [The five keystones are critical to achieving the mix and type of development envisioned for the area.]”

**Page 35:** Revise the first sentence under 1. The Riverside Covenants to read: “The set of covenants (see Appendix D for the properties subject to the covenants) between various property owners in the southern half...”

**Page 36:** Revise the first sentence under 4. Creating the Market to read: “A traditional approach to development, i.e. waiting...”

**Page 39:** Include a reference to the illustrative plan on page 37 in the first paragraph.

**Page 40:** Revise the second paragraph in the first text box to read: “It is the intent of the County Council to continue implementing the Science and Technology Business District [through the creation] by creating [of] an investment tax credit, [collaboration] collaborating with the Maryland General Assembly to make the state’s research and development tax credit permanent, [provide] providing an expedited review and approval process for qualified science and technology projects within the business district, [pursue] pursuing the full range of economic

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incentives necessary to support development, and [apply] applying the Prince George’s County Economic Development Incentive Fund to qualified businesses.”

**Page 40:** Revise the second text box to read: “In 2005 Prince George’s County established aviation policy areas (APAs) around its general aviation airports. The APAs are intended to ensure the protection of airspace around airports, essential to [as well as] the success of airport operations, and the safety of [protect] people and structures around airports....”

**Page 41:** Add a notation to the caption for the three scenario diagrams from the Urban Land Institute Technical Assistance Panel to read: “Images courtesy of City of College Park.” Add a reference to the diagrams in the second paragraph.

**Page 43:** Revise the subheader “Description of Land Use Categories” to “Land Use Pattern”. Add a sentence at the end of the first paragraph to read: “Table 1 reflects the acreage for each existing land use in the TDDP area.”

**Page 45:** Switch pages 45 and 46 so Map 8 follows its reference in the proposed land use categories discussion.

**Page 45:** Add the dashed lines (proposed secondary streets) to the legend on Map 8.

**Page 46:** Replace Table 2 with the following table:

<u>Land Use Category</u>	<u>Acreage</u>
<u>Parks and Open Space (includes Recreation)</u>	<u>63.91</u>
<u>Mixed-Use</u>	<u>77.59</u>
<u>Mixed-Use, Predominantly Office</u>	<u>60.39</u>
<u>Mixed-Use, Predominantly Residential</u>	<u>39.80</u>
<u>Office</u>	<u>25.98</u>
<u>Subtotal</u>	<u>267.67</u>
<u>Right-of-Way</u>	<u>21.58</u>
<u>Total</u>	<u>289.25</u>

**Page 46:** Add text below the subheader “Proposed (Future) Land Use Categories:” The proposed (future) land use categories envisioned in this TDDP are described below and shown in Map 8 on page 45. Table 2 reflects the acreage for each future land use envisioned in the TDDP area.”

**Page 46:** Add a new subheading immediately following Table 2 that reads: “Future Land Use Interpretation” and include the final two paragraphs on page 46 under this subheading.

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Underlines indicate inserted text

**Page 47:** The last bullet in the shaded text box should be stand-alone text following the list of LEED® programs; there should only be four bullets in this text box.

**Page 48:** Add a reference to the illustrative transit plaza graphic on page 49 in Strategy 3.1.

**Page 49:** Label the transit plaza and proposed new buildings.

**Page 50:** Replace the map reference in Strategy 3.2 with a reference to the image in the right column. Revise the second page reference in Strategy 3.3 to reference page 101 rather than page 92.

**Page 52:** Add a text box near Map 9 on page 52 to read: “Map 9 shows elements of the recommended TDDP development pattern, including the transit hub at the Metro station, gateways marking major entry points into the transit district, and the proposed street network.”

**Page 55:** Correct the photo caption to read: “... and FDA [sotrmwater] stormwater...”

**Page 58:** Replace the image in the bottom right hand corner with an image that more clearly depicts townhouses.

**Page 59:** Revise the caption of the image to read: “The primary open space within the Research Core along the proposed extension of Rivertech Court toward the NOAA building can easily become a major selling point...”

**Page 64:** Capitalize Riverdale Park in the photo caption.

**Page 65:** Correct the photo caption to read: “Large surface parking lots with low levels of [tuilizatio] utilization characterize the transit district today.”

**Page 67:** Move Map 10 so that it follows its reference on page 69 and revise the map reference accordingly.

**Page 69:** Switch the captions to match the correct photos.

**Page 70:** Correct the map reference in Strategy 3.1 to reference the new location of Map 10.

**Page 71:** Delete end parentheses in comment section for River Road/River Road Extended. Add the following bikeway/trail facility:

Haiig Drive	Hard surface trail	River Road to Anacostia River Stream Valley Park Trail	Continuous sidewalks along Haiig Drive transitioning to hard surface trail connection to regional trail facility
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[Brackets] indicate deleted text  
Underlines indicate inserted text

**Page 73:** Add a reference to the intermodal zones graphic on page 75 in Strategy 2.1.

**Page 75:** Delete graphic and caption of proposed transit plaza; this graphic appears elsewhere within the TDDP.

**Page 78:** Revise the second bullet under Strategy 1.2 to read: "...Reclassify Rivertech Court from an industrial street (I-208) to a two-lane collector (C-217) with a right-of-way of 70 feet. Extend Rivertech Court west to Lafayette Street." Revise Table 6 to clearly indicate the travel lanes for River Road are recommended for 2 lanes in the short- to medium-term to increase to 4 travel lanes in the long-term.

**Page 79:** Delete the duplicated instances of the "Strategies" subheading and Strategy 2.1."

**Page 80:** Correct the mention of M-NCPPC in Strategy 3.4.

**Page 81:** Revise Strategy 1.8 to read: "...(with the exception of WMATA or county-constructed facilities, including facilities constructed under public-private partnerships with these entities)..."

**Page 85 to 100:** Change all references of ARWRP to ARP to reflect the correct abbreviation of the Anacostia River Watershed Restoration Plan.

**Page 86:** Replace Map 12: Hydrologic Features Within and Adjacent to the Transit District with the correct map featuring the county 100-year floodplain study (see attached map). Correct typo in the word "Hydrologic" within the map title and revise table of contents listing.

**Page 87:** Revise the reference to Map 15 in the second column from page 92 to page 90.

**Page 90:** Revise the label for the asterisks in Map 15 to read: "[ARWRP]Anacostia River Watershed Restoration Plan (ARP) Candidate Stormwater Retrofit Sites."

**Page 90:** Correct the legend in Map 15 to reflect all the elements of the map, including the TDDP boundary and the Purple Line.

**Page 91:** Add a notation of the last sentence of the paragraph at the top of the page to read: "...poor air quality and high temperatures (see Table 7 Subwatersheds Countywide and Within the Transit District Area and Table 8 Hydrologic Features Within the Transit District Area.)"

Revise the last sentence of the first paragraph under "Floodplains" to read:

"Floodplain studies (as delineated by Map 12 on page 86) usually result in a larger area of floodplain delineation than the FEMA floodplain because their analysis is based on ultimate development or build-out. [(see Table 8 Hydrologic Features Within the Transit District Area below and Map 12 on page 86).]"

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Underlines indicate inserted text

**Page 93:** Correct the caption for the upper left photograph to read: “Large surface parking lots and concrete drains [the]that...” Correct the caption for the bottom right photograph to read: “Riparian forest near the American Center for Physics west of River Road.”

**Page 96:** Correct references in the shaded text box and Policy 1 to read: “Anacostia River Watershed Restoration [Project]Plan.”

**Page 105:** Correct reference in Strategy 1.2 from Map 13 to Map 16.

**Page 106:** Revise Map 16 to better distinguish the types of open space.

**Page 111:** Revise the second sentence of the vision statement to read: “As part of Prince George’s County’s [primary employment area]innovation corridor,....”

**Page 115:** Delete end bracket from title of Table 14.

**Page 119:** Correct the caption to read: “...can help shape an [identify] identity...”

**Page 120:** Add a caption to the photograph to read: “The presence of the Purple Line light rail will offer new economic development opportunities if the stakeholders are able to fully capitalize on its potential.”

**Page 126:** Label the Riverdale Park Urban Village graphic as Figure 3: Riverdale Park Urban Village. Revise the table of contents to include this figure.

**Page 128:** Correct the second paragraph under Background to read: “...The [Clarence] Clarice Smith...”

**Page 133:** Correct typo in the legend for the College Park Volunteer Fire Station.

**Page 161:** The shaded text box refers to legislation that was to be proposed which may revise procedures pertaining to rezoning from the M-X-T Zone within a TDOZMA area. This bill, CB-15-2014, has been introduced by the District Council and discussed by the Council’s Planning, Zoning, and Economic Development Committee following publication of the preliminary TDDP. The Committee moved favorable on the bill on May 7, 2014 but removed the provision referenced in this shaded text box. Therefore, property owner consent to rezone property out of the M-X-T Zone will still be required pursuant to Section 27-213.03 of the Zoning Ordinance.

**Page 161:** Revise the reference to Map 18 in the last paragraph to page 164 rather than page 193.

**Page 162:** Place Map 17 and 19 on facing pages. Renumber maps and correct references accordingly.

**Page 164:** Revise Map 18 to show Zoning Change 7 (the addition of the TDOZ).

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Underlines indicate inserted text

**Page 165:** Revise title of Map 19 to read: “Proposed [SMA] TDOZMA Zoning” and revise table of contents listing. Correct the erroneous parcel northwest of Physics Ellipse shown in the M-X-T Zone to the M-U-I Zone in accordance with proposed zoning change 4.

**Page 187:** The second and third paragraphs under “Valid Detailed Site Plans” were inadvertently split. They should be combined following “...only if the proposed revisions fall within....”

**Page 191:** Change the map reference in item 3 within the shaded text box to Map 20 on page 193.

**Page 197:** Relocate Map 21: Proposed Street Network and the associated caption near Policy 2 of Roadways and Complete Streets (pages 78-80) as Map 12. Renumber other maps as necessary. Update references to Map 21 on pages 47, 79, and 195 to reflect the relocation of the proposed street network map.

**Page 199:** Revise the colors/tones in Map 22: Building Heights to more clearly distinguish height differences.

**Page 207:** Add a caption to the image to read: “Townhouses and multifamily buildings designed to reflect single-family detached housing influences help provide a transition in intensity from high-rise multifamily and mixed-use development.”

**Pages 209, 214, and 222:** Correct the row shading in Tables 20, 21, and 22.

**Page 231:** Correct typo in “nodes” in the definition of plazas within the shaded text box.

**Page 257:** Correct the numbering at the bottom of the page where the three types of use categories that should be considered for the M-X-T Zone are listed. These should be numbered 1-3 rather than continuing the previous list as 9-11.

**Pages 233 and 265:** Revise item (II)(8) on each page to read: “Whenever the tables refer to an allowed use, that use is either permitted (P), [permitted but subject to certain general special exception standards (P\*),] permitted by Special Exception (SE),....”

**Pages 266-280:** Shade every other row in the Tables of Uses for the Residential Zones to improve legibility.

**Rear Cover:** The hearings by the Planning Board and District Council are separate hearings; neither hearing will be a Joint Public Hearing.

**Image Captions:** Ensure consistency between image, map, and photo captions by adding periods at the end of all captions.

**Maps:** Correct typo to East West Hwy. (MD 410) on affected maps. Remove AMTRAK label from where it may appear in map legends.

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Underlines indicate inserted text

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EDWARD C. GIBBS, JR.  
THOMAS H. HALLER

June 25, 2014

Ms. Elizabeth M. Hewlett, Chair  
Prince George's County Planning Board  
County Administration Building  
4<sup>th</sup> Floor  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772

Re: College Park-Riverdale Park Preliminary TDDP Worksession

Dear Chair Hewlett:

Recognizing the unusual nature of my request to address the Board, I want to first thank you for indulging me. I represent the University and M Square in my comments today but, at the same time, these remarks are for the benefit of all stakeholders in the district, as each comment reflects more than ten years of experience in planning for development under a plan that is now 17 years old. Our interest, as yours, is in ensuring that the 2014 update provides the framework for removing the many difficulties that have confounded growth in this most viable district and, moreover, enriches opportunities for economic success and place-making. We therefore, respectfully submit the enclosed comments, requesting the Board's consideration of each relative to staff recommendations contained in the Digest of Testimony transmitted on June 18, 2014.

CCRs: There appears no argument that, under the 2014 Preliminary TDDP, the existing Riverside Covenants have the potential to create the single biggest obstacle to development in the southern 100 acre area of the district. What needs to be clarified is that, while the 1997 plan was written to acknowledge the covenants, the 2014 plan is in conflict with them. Therefore, if adopted in its current form, without a mechanism that provides guidance in the absence of the covenants being terminated or amended, the likely result for much of the district will be a state of limbo – essentially a no-build scenario. Staff disagrees with M Square's recommendation for resolving this conflict (that

in the event of a conflict before the covenant issue is resolved, the covenants control) and instead effectively “kicks the can down the road”, recommending that “one of the first challenges that should be addressed by the TDDP Task Force is the elimination or revision of the Riverside Covenants.” Based on our experience and understanding of the various perspectives and issues involved, eliminating or simply amending the covenants will most likely be an extremely contentious and drawn-out undertaking. Therefore, absent a substantive plan and timetable for resolving this matter as well as clear guidelines for administering the TDDP in the interim, we find Staff’s recommendation completely untenable.

- 1) **Litton Property:** Staff recommends that M Square obtain certification of the Approved Litton Subdivision plan in order for it to be referenced in the TDDP. In fact, there is no reason to seek certification of the recently approved Litton Subdivision plan at this time, and certainly not in order to be recognized as the planned concept for this parcel. The existing approval was an exhaustive effort that is believed to have great value in the current climate. The University and its partners ask that the plan not only reflect the Litton approval, but that it also promote the importance of this plan in laying the groundwork for the unique competitive edge it affords the district, and provide support for further approvals at the appropriate time. It is worth noting that the Litton Subdivision approval also achieved a nearly threefold increase of development density on the UMD River Road parcel adjacent to Metro.
- 2) **Urban Conservation Park:** Staff continues to recommend that the above described Litton Subdivision land be dedicated or sold by M Square to provide stormwater management / floodplain mitigation for properties to the north that are within the 100 year floodplain. M Square and its consulting engineers have since prepared a preliminary analysis in order to assist the county in its efforts to address this problem, identifying other viable locations offering sufficient opportunity within which a comprehensive solution may be found. Regardless, the University is opposed to any reference in the plan that identifies the Litton Property, already an approved subdivision, as a park. This property is immediately adjacent to an extensive open space network of parkland. Additional open space at this location is not warranted, and particularly at the expense of removing 5 acres of developable land from the transit district where the goal is to increase development intensity and expand the urban grid in “medium- to high-density mixed use centers” in accordance with the Adopted Plan Prince George’s 2035.
- 3) **Existing Development Approvals:** M Square has worked diligently and at great expense to obtain various types and levels of development approvals in order to be “shovel ready” and competitive in the marketplace: subdivision approval for nearly 500,000 SF in a 4 building secure campus; DSP approval for unclassified offices of up to 450,000 SF in a 3 building campus; and a DSP for smaller office requirements of up to 75,000 SF. The Draft Plan refers to these approvals as if they are of little consequence or value; rather, it describes them as inconsistent

with the new vision and suggests that, absent expiration, they should be voluntarily modified or redesigned. While the plans remain valid, only "limited minor amendments can be approved", clearly implying that if any of the approvals expire, the TDDP will not support re-approval. This aggressive undermining of existing plan approvals, obtained under the existing TDDP, suggests a drastic disregard for the efforts of many with the message that, at every opportunity, there is likely to be a finding of change that rises to a level that will require redesign to comply with the 2014 plan. The M Square JV requests that the text and the message of the TDDP be revised to reflect and endorse the existing approvals such that subsequent requests for minor revisions to, or re-approval of the same (upon the appropriately necessary resubmission), are considered to be consistent with the plan and able to be approved.

- 4) **Land Use / Market Flexibility:** Staff seems to have interpreted the University's message of flexibility as "anything goes." Our position has been unchanged from the start: we support the change to the Mixed Use Infill zone and the market flexibility that it offers – in fact, many will recall that the University was a proponent of mixed use in the 1997 plan. However, M Square has been operating for the past 10 years under the 1997 plan, a plan that did not contemplate residential use. The change to the MUI zone was promoted as additional flexibility that would not modify current allowable uses. The clarification we seek is that land uses for University properties that were not previously designated for residential use not now be pre-determined in the TDDP as residential (predominantly or otherwise). Such a designation is not only in conflict with the covenants, it adds an unnecessary (if not unknown) layer of approvals should it be deemed necessary to justify a different use still in full compliance with the MUI zone. We ask that the plan remove references that designate UMD land as "predominantly residential" and instead refer to them only as "mixed use," providing M Square the market flexibility and nimbleness necessary to continue development pursuits.
  
- 5) **Parking:** We appreciate Staff's acknowledgement of the parking regulations in the preliminary TDDP as prematurely ambitious absent greater certainty regarding the proposed Purple Line stations, as well as its associated efforts to lessen existing restrictions for the next 10 years. However, within the context of the current market, the recommended relaxation of the parking ratios under the ring proposal will offer little practical relief.. The provision of parking, whether on grade or in structure, represents a significant investment any developer would prefer to minimize to the greatest extent practicable. To that end, and as explained in our written testimony dated June 12, 2014 (Staff's Exhibit 23), M Square has made every effort to encourage increased transit ridership. Regardless, the majority of employees within the district do not currently commute via mass transit. We largely attribute this to one of the Transit District's other great market advantages – its convenient proximity to the Capital Beltway. Such Beltway accessibility in combination with an increasing trend toward creating more densely occupied office spaces have largely offset the impact of Metro in this area, and continues to compel prospective tenants and

lenders to demand parking at minimal levels higher than permitted by either the existing or proposed TDDP. While we share Staff's desire for a predominance of mass transit commuting to/from this area in the future, this is not the current reality. Consequently, and so as not to impede continued development at M Square in the foreseeable future, we again implore Staff to eliminate the parking rings in favor of the requirement that proposed development plans accommodate the future reduction of surface parking through its replacement with structured parking and/or infill development.

Although somewhat disheartened to have to reiterate the above points so late in this process, we again appreciate the opportunity to share our knowledge and experience for what are considered critically important repairs to the plan update. M Square is committed to the success of the district, as evidenced by its significant investment in land, buildings, plans and approvals since having begun work ten years ago. As the leading champion for the economic success of the district these ten years and looking ahead, we ask that you give credence to our experience and expertise by endorsing the M Square recommendations above, thereby allowing us to continue to lead in its success.

Thank you again for your interest and attention to our concerns.

Very truly yours,  
Gibbs and Haller



Thomas H. Haller

cc: All Planning Board Members  
Councilman Eric Olson  
Carlo Colella  
Wayne Lingafelter



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June 12, 2014

Ms. Redis Floyd  
Clerk of the County Council  
for Prince George's County  
County Administration Building, 2nd Fl.  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772

Re: College Park-Riverdale Park Preliminary TDDP

Dear Ms. Floyd:

Please accept the enclosed correspondence as written testimony on behalf of the University of Maryland and M Square Associates, LLC, a joint venture formed in 2007 between the University and Corporate Office Properties Trust to develop a premier research park in College Park. This letter will supplement the oral testimony which Mr. Tom Haller and I presented at the May 29, 2014 public hearing on the subject matter.

The University of Maryland and the M Square JV have long supported a Transit District Development Plan update that would resolve the many conflicts and challenges which have impacted development approvals under the 1997 Approved Plan.

As the Preliminary TDDP notes, the University of Maryland owns approximately 42% of the 300 acre TDDP land, and is the only property owner which has actively pursued new development since the adoption of the 1997 Plan. Despite a recession that has lasted over seven years, the TDDP recognizes M Square as "the major economic force within the transit district" and "the lynchpin to the future of the area." M Square has been the most successful office development over the past decade in Prince George's County – accounting for 57% of the total office space in this submarket and 26% of new office space Countywide since 2003.

However, it is well-established that the M Square development approvals were not easily obtained, requiring significant time and expense, working with MNCPPC staff to obtain waivers or solutions to ongoing conflicts between the plan and the underlying covenants for the Riverside Subdivision. For these reasons, the University and M Square were pleased when the District Council approved a plan update last June, although our ability to shape the final product was limited. The TDDP planning team was represented by MNCPPC staff, its consultants and the local municipalities, but did not include the University. A few stakeholder and public agency briefings were arranged with UMD and WMATA and additional meetings were held with the M Square team at our request.

As a result, the University and M Square are able to support many of the plan goals and the larger vision for a mixed use, transit-oriented and pedestrian-friendly district. We believe the key to growth within the TDDP is providing a flexible framework within which to work. We cannot overemphasize this as the key to a successful development plan.

Due to our desire to create a more flexible framework within which to develop, the University and M Square support the proposed district wide change in zoning classification from the I-3 and M-X-T zones to the M-U-I zone. Accordingly, please accept this correspondence as the consent required by Section 27-213.03 to rezone land owned by the State of Maryland from the M-X-T zone to the M-U-I zone. This consent to a change in the underlying zoning of real property owned by the University is not intended to waive the University's sovereign immunity or any rights the University may have as an instrumentality of the State of Maryland and as a public corporation. We have also reviewed the proposed use list for the M-U-I zone contained in the Preliminary TDDP. We would request that the permitted use list in the M-U-I zone be supplemented by adding the use "University Research and Development Park." This is an additional tool that may be appropriate in the TDDP, and adding it to the use list will provide greater flexibility.

Further to this point and in order to continue positive progress in development of the TDOZ, the TDDP must allow property owners to build on past success. The TDOZ continues to evolve from an area still easily accessible by automobile to one which, within possibly ten years, has multiple mass transit options capable of attracting the diverse TOD environment envisioned in the TDDP. However, in reviewing the Preliminary TDDP, there are five major areas of the plan that, if left unaddressed, will likely affect the potential for future success and development of the district in both the short and long term. These major areas of concern include:

1. EXISTING COVENANTS, CONDITIONS AND RESTRICTIONS (CCRs)
2. PRESERVING EXISTING APPROVALS AND INVESTMENT
3. THE PROPOSED "URBAN CONSERVATION PARK"
4. PARKING
5. LAND USE

#### **EXISTING COVENANTS, CONDITIONS AND RESTRICTIONS (CCRs)**

Most of the southern area of the TDDP is subject to covenants which were originally recorded in 1981. The purpose of the covenants was to facilitate the development of a science-oriented industrial park in the vicinity of the College Park Metro Station, which was planned at the time. Since the property was then zoned I-1 and I-2, the covenants prohibited heavy industrial uses and established setbacks and design guidelines to promote a campus setting. Of particular note, the covenants do not permit residential uses, establish setback lines rather than build-to lines, require generous amounts of green buffers along roadways and establish limits on building coverage.

The initial covenants were between the property owner and the Town of Riverdale Park. Development approvals were subsequently obtained, consistent with the covenants, including a preliminary plan of subdivision – the Riverside Subdivision. Afterwards, the covenants were amended to incorporate a cap on development imposed by the preliminary plan. Later, additional covenants were adopted by the property owners establishing other restrictions regarding the location and amount of retail uses which could be constructed. As currently drafted, the consent of 100% of the owners, and their mortgagees, plus the Town of Riverdale Park, are required to modify or terminate the covenants. The covenants will remain in place until 2050.

The covenants were in place at the time the TDDP was adopted in 1997. While there are some conflicts (e.g., the TDDP establishes maximum building setbacks which do not conform to the

covenants), the TDDP continued to recommend development of a "campus setting" within the southern area, which now includes NOAA and IARPA along University Research Court. To the extent that there were conflicts between the covenants and the TDDP development requirements and guidelines, amendments to those guidelines were required to be approved for each project.

The Preliminary TDDP proposes a much different vision for the southern part of the transit district. Residential and commercial uses are encouraged. Infill development within existing parking areas is proposed, as are new roadway connections. Substantial additional density is proposed and more stringent build-to lines are recommended in order to bring development close to the street. In making these recommendations, however, the TDDP recognizes that "as long as the Riverside covenants remain in place and effective, it will be impossible to achieve the development and land uses envisioned for the southern half of the transit district." At every opportunity during the preparation of the plan, the University and the M Square team emphasized the problem posed by the covenants, shared its analysis and encouraged the creation of alternative development recommendations, assuming the covenants remain in place. Staff expressed its intent to resolve the covenants through internal procedures. However, the Preliminary TDDP includes no such solution or alternative recommendation. Rather, the plan requires that the property owners address the covenants in order to allow development under the 2014 TDDP. This is particularly disconcerting as it signals to the owners of property in the southern half of the transit district that a "no-build" scenario is acceptable, if not preferred, to allowing additional development. As noted below, given the investments made in existing approvals, this is not a scenario the University and M Square can endorse.

***Request:*** *The University and M Square request that the plan provide that unless or until the covenants are amended, in the event of a conflict between the plan and the covenants, the covenants shall control.*

### **PRESERVING EXISTING APPROVALS AND INVESTMENTS**

Development in the face of the recent recession was difficult. M Square was successful due to its commitment to be ready to respond to market opportunities. This commitment included constructing a spec building prior to securing any tenant leases in order to have shell space available, putting the research park on the map to potential future users. In addition, M Square sought and received development approvals in order to be in a position to deliver within the tight time frames required by prospective users. At this time, three approvals are in place, each offering the very real advantage of being able to readily respond to potential tenants. The first is a detailed site plan for a 75,000 square foot office building at 5801 University Research Court (DSP-05080). The second is a detailed site plan for three 150,000 square foot buildings at 4400, 4500 and 4600 River Road (DSP-09028). Finally, a preliminary Plan of Subdivision was approved for the Litton Property allowing M Square to pursue a possible secure facility which would build upon the existing secure users within the research park (4-12014). Substantial effort and funds have been expended securing these approvals, and the site has been aggressively marketed on the basis that existing approvals are in place which would allow timely building delivery.

Notwithstanding these commitments, the Preliminary TDDP aggressively undermines these approvals. For example, there is a box on the top of page 36 of the plan which states that while the TDDP "does not mandate" changes to the approved plans (all three plans are then referenced), M Square is "encouraged" to "make appropriate revisions to promote development

that helps create the place envisioned for these areas.” The plan specifically states that only limited minor amendments can be approved under the requirements of the 1997 TDDP but that any other changes require the development to conform to the 2014 vision. Finally, the subdivision of the Litton Property is challenged on pages 55-56 of the Preliminary TDDP. Five potential development concepts are promoted for the Litton Property, but none of them reflect the concept plan submitted with the approved subdivision. Further, while the text box on Page 55 of the Plan states that the site is suitable for a GSA tenant needing to meet security requirements, none of the concept plans in the TDDP would meet those requirements. Future infill development may be appropriate as the TDDP develops (and if the covenants are modified/terminated), but the importance of the existing approvals should be respected and not undermined or questioned.

**Request:** *The University and the M Square JV request that the text and the message of the TDDP be revised to endorse the existing approvals such that subsequent requests for approval are considered consistent with the plan and able to be approved.*

### **THE PROPOSED “URBAN CONSERVATION PARK”**

Closely tied to the above expressed concerns about the Litton Property is the concept of establishing an Urban Conservation Park on approximately 10 acres of the approved Litton Subdivision. As the TDDP notes, substantial development is proposed on the area north of Paint Branch Parkway, much of which is in the 100 year floodplain. The plan offers only one possible solution for this dilemma: require that the University either sell or dedicate 10 acres of the Litton property for the creation of an urban conservation park which would provide compensatory storage to benefit the northern floodplain properties and increase the already rich amount of open space in the TDDP stream valley. The University and M Square object to such a recommendation. First, it conflicts with the approved preliminary plan of subdivision. Second, a public park would undermine the concept of a secure campus. Third, there is not sufficient information to verify that the Litton property would adequately serve the intended stormwater function. In fact, after having met on the subject with County and MNCPPC staff, M Square pursued a subsequent engineering analysis to assess the potential capacity of this site to provide compensatory storage and to identify alternative solutions or sites. This preliminary analysis and associated calculations reveal that not only is the storage capacity at this location insufficient to provide much in the way of upstream flooding benefit but, more importantly, there are a number of other sites which appear to offer better stormwater management options. Finally, the Litton Property is immediately adjacent to an extensive open space network. Additional open space at this location is therefore not warranted, especially at the expense of removing developable land from the transit district. Reducing the size of the Litton Property is contrary to plan goals for increasing development intensity and expanding the urban grid.

**Request:** *The University and the M Square JV request that the TDDP be amended to remove all references to the concept of an Urban Conservation Park within its property.*

### **PARKING**

As the Preliminary TDDP notes, the 1997 TDDP was “truly groundbreaking” in that it dramatically reduced the maximum number of parking spaces allowed for individual projects. These limitations were imposed primarily to reduce traffic congestion, not to increase transit ridership. Since the adoption of these caps, traffic congestion has not proven to be an

impediment to development of the TDDP, but the parking caps have been a significant impediment. While the transit district will gradually (and perhaps rapidly, when the Purple Line opens) transition from an auto-oriented to transit-oriented development, such is not the case at the present time. M Square has made every effort to encourage transit ridership by operating a shuttle bus throughout the transit district and serving Metro; regardless, the majority of employees do not arrive by transit and ridership remains low. The current, and likely continuing, market realities are that the transit district is conveniently accessible to many commuters via the Beltway, and tenants are planning their spaces in order to accommodate more dense occupancy. Consequently, both prospective tenants and lenders require a certain minimum number of parking spaces to be available – generally in the range of 3 to 4 spaces per 1,000 sf - and the inability to provide sufficient parking will jeopardize the ability to grow the transit district. Accommodating these parking requirements in the short run attracts desired development to the TDDP and does not prevent future structured parking and infill development provided that the site is properly designed.

The Preliminary TDDP focuses on restricting parking to encourage the use of transit while recognizing that there will be a transition period to achieve a true TOD. The plan continues to restrict parking within certain distances from transit, but on Page 208 recommends a loosening of the parking restrictions between adoption of the TDDP and the year 2025. While the University and M Square support the concept of loosening parking restrictions in the near term, the TDDP proposal does not adequately address the concerns which have been raised regarding this component of the plan.

First, while the parking ratios have been increased until 2025, the “rings” which establish the parking ratios are measured from the two proposed Purple Line platforms rather than the one existing Metro platform. This effectively places a much larger percentage of land in the TDDP in the most restrictive parking ring based on a transit service that may not even be in effect until 2025. The impact of this change is substantial. University and M Square parcels which were allowed to develop with 3 parking spaces per 1,000 gsf, already at the low end of market standards, would be limited in this plan to only 2.25 parking spaces per 1,000 gsf. Thus, while the TDDP says it is being responsive to the concerns of the stakeholders, the opposite is actually the case.

Second, the TDDP recommends a revised cap on the amount of surface parking that can be provided within the district. If, at any point, that cap is realized, all future parking must be structured. This requirement, which establishes the new cap at 7,500 surface spaces - down from 11,800 in the 1997 plan - is an arbitrary change that does not appear to recognize current conditions. As it is, there are today roughly 6,000 existing or approved surface spaces in the district. If only 1,500 surface spaces remain “available” to future development, it is likely that nearly 4 million square feet of the 2040 development vision will be required to provide structured parking in order to develop. As an end game that might ultimately anticipate 10,000 to 12,000 additional garage spaces, this in itself might not be considered entirely unrealistic. It is the inability to develop through a phased approach that utilizes surface parking and transitions to structured parking as infill or additional density is added that is problematic.

Third, while there is a provision which allows the maximum parking ratios to be exceeded, the TDDP places restrictions on such extra spaces that will not allow them to satisfy the lease requirements for a prospective tenant, making the provision meaningless.

The 1997 TDDP did not encourage or anticipate infill development because the Purple Line was not envisioned and the development cap imposed by the Riverside Subdivision and the



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Expression of  
preference for  
relocation of  
City Hall to the  
Calvert Road  
School site

## MEMORANDUM

**TO:** Mayor and Council

**FROM:** Terry Schum, Planning Director *ts*

**THROUGH:** Joseph L. Nagro, City Manager *JL*

**DATE:** August 29, 2014

**SUBJECT:** Site Selection for City Hall

### ISSUE

At the City Council Worksession on August 6, 2014, staff was asked to provide some order of magnitude information for comparing the cost of building a new City Hall on the existing Knox Road site and building City Hall at the Calvert Road site. Staff was also asked to indicate what the next steps in the process would be.

### SUMMARY

Attached is a matrix showing the relative cost differences between the two sites. The construction-related hard and soft costs were developed with the assistance of Proffitt and Associates using numbers based on their recent experience designing for the renovation and addition to the current City Hall. The relocation cost is based on the average downtown rental rate for office space for one year. The entitlement cost represents the legal and filing fees associated with taking a project through the Detailed Site Plan process, which is only a requirement for the Knox Road site. It should be emphasized that these costs are only estimates and not exact values.

The results show that there is a potential cost savings of \$1,117,431 by choosing to build City Hall at the Calvert Road site. Another advantage would be the revenue realized through a future sale or lease of the Knox Road site along with the tax benefits of new private sector development.

### RECOMMENDATION

Staff recommends selecting the Calvert Road site for a new City Hall. The next steps would be:

1. Introduce a motion for public comment.

2. Determine whether to continue to use Proffitt and Associates for architectural design services or to go out to bid with a Request for Proposals.

## **ATTACHMENT**

1. Site cost comparison

College Park City Hall Knox Road and Calvert Road Cost Comparison - 08/27/14		Knox Road Site				Calvert Road Site				Remarks
		Demolition and New Construction				Demolition/Renovation and Addition				
Item	Description	Unit	Qty.	Unit Cost	Cost	Unit	Qty.	Unit Cost	Cost	
	Site Demolition	sf	22,000	\$2.00	\$44,000	sf	24,400	\$1.75	\$42,700	Removal of paving
	Bulk Building Demolition	sf	12,000	\$3.00	\$36,000	sf	16,000	\$3.00	48,000	Original 1930's front retained
	Selective Building Demolition (interior)	N/A	N/A	N/A	N/A	sf	6,000	\$6.00	36,000	
	Site Work (stormwater paving and landscaping)	sf	15,000	\$20.00	\$300,000	sf	25,000	\$20.00	\$500,000	78 surface parking spaces added to Calvert Road
	New Construction	sf	28,000	\$270.00	\$7,560,000	sf	22,000	\$270.0	\$5,940,000	Includes LEED silver certification
	Renovation	N/A	N/A	N/A	N/A	sf	6,000	\$100.0	600,000	
	<b>Subtotal Construction Cost</b>				<b>\$7,940,000</b>				<b>\$7,166,700</b>	
	Soft Costs/A/E Fees Etc.	% of Const.	7,940,000	7.0	\$555,800	% of Const.	\$7,166,700	7.0	\$501,669	
	Interim Office Lease	Sf	10,000	\$25.00	\$250,000	N/A	N/A	N/A	N/A	Based on 12 months of construction. Moving cost not included
	Entitlements	Hour	100	\$400.00	\$40,000	N/A	N/A	N/A	N/A	Detailed Site Plan required for Knox Road only
	<b>Total</b>				<b>\$8,785,800</b>				<b>\$7,668,369</b>	

**Assumptions:**

All numbers are estimates and not exact values.

Construction hard & soft cost numbers are not escalated.

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Legislative  
Dinner  
discussion  
items

## MEMORANDUM

To: Mayor Andrew Fellows and City Council  
From: Bill Gardiner, Assistant City Manager *BG*  
Through: Joe Nagro, City Manager *JN*  
Re: Legislative Discussion Items for the Legislative Dinner  
Date: August 28, 2014  
Issue: **Legislative Discussion Items for October 1<sup>st</sup> Legislative Dinner**

### **Summary:**

The College Park Legislative Dinner will be held at the University of Maryland Golf Course clubhouse on Wednesday, October 1<sup>st</sup>. The City hosts the legislative dinner in the fall to outline the City's legislative priorities for the upcoming General Assembly session and for County Council consideration. Invitations have been sent to our 21<sup>st</sup> District officials, our two County Council members, our County Executive, our U.S. Senators and Representative, and representatives from the University of Maryland and the Maryland Municipal League.

This year the Council has three discussion items that involve each level of government: funding for the reconstruction of Baltimore Avenue; support for federal agencies and research in College Park; and funding for public infrastructure in our commercial centers. The Dinner booklet will highlight the 2013-2014 accomplishments in College Park and upcoming initiatives in the City. The event will be an opportunity to ensure our elected officials are aware of the City's accomplishments, vision, and plans, and to ask their support for the great things to come in College Park.

### **Recommendation:**

The draft legislative discussion items for the October 1<sup>st</sup> Dinner are summarized below. Additional information will be provided in the dinner booklet. Council is requested to confirm that it wishes to present these items. Additionally, Council is requested to select members who will present the items during the dinner.

### **Issue Number 1: Support and Funding for the Re-Construction of U.S. Route 1 in College Park.**

The re-design and re-construction of Route 1 in College Park has been a priority for the City for decades. Major improvements to Route 1 will significantly increase safety for all users, and spur new development that enhances the City and University. The City is very appreciative of the work by our elected officials to obtain full funding for the preliminary engineering design and property right of way acquisition for segment 1 (College Avenue to MD 193).

The City Council is pleased to collaborate with SHA and the County on this major project, and has committed up to \$300,000 to complete the design of undergrounding the utilities in this phase. Undergrounding the utilities would help improve the aesthetics to a level befitting of the main transportation route through the City and to the University of Maryland and would stimulate additional development and property value appreciation.

The planned reconstruction of Baltimore Avenue provides an opportunity to apply for TIGER funding to offset the total project costs, including the undergrounding of utilities. It is only realistic opportunity to place the utilities underground. Therefore, the City requests a joint City and State application for federal TIGER funding, and support to make this project the highest priority for a State TIGER grant.

**Issue Number 2: Continued Support for Federal Agencies and University Research in the College Park Area.**

College Park has a long history of being a desirable location for federal agencies and research due to the University, proximity to Washington D.C., availability of skilled workers, and the amenities in the area. We are proud to have the FDA, USDA, IARPA, National Archives, NOAA, and other programs and agencies in the City of College Park.

Federal agencies and federal research, in partnership with the University of Maryland, are major components of the College Park economy and of the planned innovation district by the University of Maryland. Annual federal funding for research at the University of Maryland College Park exceeds \$350 million. We appreciate the County Council establishing the Prince George's Science and Technology District, which includes College Park.

In collaboration with our local, State, Federal, and University partners, we want to protect and expand this federal research base and attract additional private sector investment. We ask that our leaders facilitate the development of new science and technology businesses in and around the City of College Park by the following:

- Supporting the Greenbelt site for the FBI headquarters, and prioritizing the College Park metro area for future federal agency locations.
- Create County incentives for science and technology facilities that will spur new investment and jobs in the Science and Technology District.

**Issue Number 3: Infrastructure Funding Support for Continued Redevelopment of our Commercial Centers.**

The City of College Park has endorsed the University vision to create a top 20 college downtown by 2020. The 2010 Sector Plan and the 2014 College Park-Riverdale Park Transit District Development Plan establish the appropriate land uses, and several important projects are underway. The Hotel at the University of Maryland promises to bring added amenities and activities to the downtown. We are pleased that the University is exploring additional redevelopment opportunities in the area. We look forward to working with the University to create a RISE zone that will provide City and State incentives for new investment. The City is planning for a new City Hall project that will add to the redevelopment activities and help strengthen the downtown.

Despite the investment of these projects, significant challenges remain. The sector and metro station plans call for new roads and levels of investment in public infrastructure difficult to support by redevelopment. Each of our commercial areas offers the opportunity for innovative solutions to challenges such as high suburban development patterns in an urbanizing area, and environmental constraints.

The realization of our vision will depend on a successful partnership of all levels of government, the University, and the private sector. The City requests a partnership with our Federal, State, and County partners to identify and obtain funding for public infrastructure (streets and streetscapes, parking, relocation of utilities, etc.) and financing in these priority areas.

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Appointments  
to the Ad Hoc  
Business  
Recycling  
Committee

## MEMORANDUM

**To:** Mayor Andrew Fellows and City Council

**From:** Bill Gardiner, Assistant City Manager *BG*

**Through:** Joe Nagro, City Manager

**Date:** August 28, 2014

**Re:** **Recommendation to Appoint Members to the Business Recycling Ad Hoc Committee**

**Issue:**

On May 13, 2014 Council adopted Resolution 14-R-10, which created the Commercial and Multi-Family Recycling Grant program in order to encourage commercial establishments to increase recycling. The resolution stated that the program would be administered by City staff with the assistance of the Business Recycling Ad Hoc Committee, and the City Council would make all grant awards.

The specific role of the Business Recycling Ad Hoc Committee, as stated in the program guidelines, is to review, evaluate, and rank all applications deemed complete based on the criteria in the program guidelines. The Committee will provide to Council a list of the applications reviewed and a list of the specific applications recommended for funding and the award amount. The members of this ad hoc committee have not been appointed.

**Recommendation:**

Council should officially appoint members to the Business Recycling Ad Hoc Committee. It may consider appointing individuals who helped develop the program and who have been working on business recycling issues (initially as a sub-committee of the Committee for a Better Environment (CBE)). The individuals are: Councilmembers Stulich, Mitchell, Brennan, and Wojahn; Gemma Evans, CBE co-chair; Loree O'Hagan, Recycling Coordinator/Administrative Assistant; Bob Stumpff, Director of Public Works; and Bill Gardiner, Assistant City Manager.

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# Appointments to Boards and Committees

**City of College Park**  
**Board and Committee Appointments**

Shaded rows indicate a vacancy or reappointment opportunity.  
 The date following the appointee's name is the initial date of appointment.

<b>Advisory Planning Commission</b>			
Appointee	Represents	Appointed by	Term Expires
Larry Bleau 7/9/02	District 1	Mayor	12/15
Rosemarie Green Colby 04/10/12	District 2	Mayor	04/15
Christopher Gill 09/24/13	District 1	Mayor	09/16
James E. McFadden 2/14/99	District 3	Mayor	04/16
Clay Gump 1/24/12	District 3	Mayor	01/15
VACANT (formerly Smolka)	District 4	Mayor	08/14
Mary Cook 8/10/10	District 4	Mayor	08/13
City Code Chapter 15 Article IV: The APC shall be composed of 7 members appointed by the Mayor with the approval of Council, shall seek to give priority to the appointment of residents of the City and assure that there shall be representation from each of the City's four Council districts. Vacancies shall be filled by the Mayor with the approval of the Council for the unexpired portion of the term. Terms are three years. The Chairperson is elected by the majority of the Commission. Members are compensated. Liaison: Planning.			

<b>Aging-In-Place Task Force</b>			
Appointee	Position Filled:	Resides In:	Term Expires
Cory Sanders 07/15/14	Resident (1)	District 1	Upon completion and submission of final report to the City Council.
David Keer 08/12/14	Resident (2)	District 1	
	Resident (3)		
	Resident (4)		
	Resident (5)		
	Resident (6)		
	Resident (7)		
	Resident (8)		
	Councilmember (1)		
	Councilmember (2)		
Established April 2014 by Resolution 14-R-07. Final report of strategies and recommendations to Council anticipated January 2015. Composition: 8 City residents (with the goal of having two from each Council District) and 2 City Council representatives, for a total of 10. Quorum = 5. Task Force shall elect Chairperson from membership. Not a compensated committee. Liaison: Director of Youth, Family and Seniors Services.			

<b>Airport Authority</b>			
Appointee	Resides in	Appointed by	Term Expires
James Garvin 11/9/04	District 3	M&C	07/14
Jack Robson 5/11/04	District 3	M&C	03/17
Anna Sandberg 2/26/85	District 3	M&C	03/16
Gabriel Iriarte 1/10/06	District 3	M&C	04/16
Christopher Dullnig 6/12/07	District 2	M&C	01/17
VACANT		M&C	
VACANT		M&C	

City Code Chapter 11 Article II: 7 members, must be residents and qualified voters of the City, appointed by Mayor and City Council, *term to be decided by appointing body*. Vacancies shall be filled by M&C for an unexpired portion of a term. Authority shall elect Chairperson from membership. Not a compensated committee. Liaison: City Clerk's Office.

<b>Animal Welfare Committee</b>			
Appointee	Resides in	Appointed by	Term Expires
Cindy Vernasco 9/11/07	District 2	M&C	02/17
Dave Turley 3/23/10	District 1	M&C	03/16
Christiane Williams 5/11/10	District 1	M&C	05/15
Patti Brothers 6/8/10	Non resident	M&C	02/17
Taimi Anderson 6/8/10	Non resident	M&C	06/13
Harriet McNamee 7/13/10	District 1	M&C	02/17
Suzie Bellamy 9/28/10	District 4	M&C	04/17
Christine Nagle 03/13/12	District 1	M&C	03/15
Betty Gales 06/17/14	District 1	M&C	06/17

10-R-20: Up to fifteen members appointed by the Mayor and Council for three-year terms. Not a compensated committee. Liaison: Public Services.

<b>Board of Election Supervisors</b>			
Appointee	Represents	Appointed by	Term Expires
John Robson (Chief) 5/24/94	Mayoral appt	M&C	03/15
Terry Wertz 2/11/97	District 1	M&C	03/15
VACANT (formerly Gross)	District 2	M&C	03/15
Janet Evander 07/16/13	District 3	M&C	03/15
Maria Mackie 08/12/14	District 4	M&C	03/15

City Charter C4-3: The Mayor and Council shall, not later than the first regular meeting in March of each year in which there is a general election, appoint and fix the compensation for five qualified voters as Supervisors of Elections, one of whom shall be appointed from the qualified voters of each of the four election districts and one of whom shall be appointed by the Mayor with the consent of the Council. The Mayor and Council shall designate one of the five Supervisors of Elections as the Chief of Elections. This is a compensated committee; compensation is based on a fiscal year. Per Council action (item 11-G-66) effective in March, 2013: In an election year all of the Board receives compensation. In a non-election year only the Chief Election Supervisor will be compensated. Liaison: City Clerk's office.

<b>Cable Television Commission</b>			
Appointee	Resides in	Appointed by	Term Expires
Jane Hopkins 06/14/11	District 1	Mayor	06/14
Blaine Davis 5/24/94	District 1	Mayor	12/15
James Sauer 9/9/08	District 3	Mayor	09/14
Tricia Homer 3/12/13	District 1	Mayor	03/16
VACANT	District 3	Mayor	
City Code Chapter 15 Article III: Composed of four Commissioners plus a voting Chairperson, appointed by the Mayor with the approval of the Council, three year terms. This is a compensated committee. Liaison: City Manager's Office.			

<b>College Park City-University Partnership</b>			
Appointee	Represents	Appointed by	Term Expires
Carlo Colella	Class A Director	UMD President	03/17
Edward Maginnis	Class A Director	UMD President	03/17
Michael King	Class A Director	UMD President	03/17
Brian Darmody	Class A Director	UMD President	03/17
Andrew Fellows	Class B Director	M&C	01/17
Maxine Gross	Class B Director	M&C	01/15
Senator James Rosapepe	Class B Director	M&C	02/16
Stephen Brayman	Class B Director	M&C	01/17
David Iannucci (07/15/14)	Class C Director	City and University	End of CY 2014
Dr. Richard Wagner	Class C Director	City and University	01/13
The CPCUP is a 501(c)(3) corporation whose mission is to promote and support commercial revitalization, economic development and quality housing opportunities consistent with the interests of the City of College Park and the University of Maryland. The CPCUP is not a City committee but the City makes appointments to the Partnership. Class B Directors are appointed by the Mayor and City Council; Class C Directors are jointly appointed by the Mayor and City Council and the President of the University of Maryland.			

<b>Citizens Corps Council</b>			
Appointee	Represents	Appointed by	Term Expires
VACANT		M&C	
VACANT		M&C	
VACANT	Neighborhood Watch	M&C	
Dan Blasberg 3/27/12		M&C	03/15
David L. Milligan (Chair) 12/11/07		M&C	02/17
Resolution 05-R-15. Membership shall be composed as follows: A Citizen Corps Coordinator for each neighborhood shall be nominated and appointed by the Mayor and Council and serve as a potential member of the CPCCC for the term of their respective office in the neighborhood group. Mayor and Council shall nominate and appoint 5 to 7 residents to serve as community coordinators and to serve on the CPCCC. At least one member of the CPCCC shall be the Neighborhood Watch			

Coordinator, and at least one member shall represent each of the other Citizen Corps programs such as CERT, Fire Corps, Volunteers In Police Service, etc. Each member of the CPCCC shall serve for a term of 3 years, and may be reappointed for an unlimited number of terms. The Mayor, with the approval of the City Council, shall appoint the Chair and Co-Chair of the CPCCC from among the members of the committee. The Director of Public Services shall serve as an ex officio member. Not a compensated committee. Liaison: Public Services.

<b>Committee For A Better Environment</b>			
Appointee	Resides in	Appointed by	Term Expires
Janis Oppelt 8/8/06	District 1	M&C	09/15
Suchitra Balachandran 10/9/07	District 4	M&C	01/17
Donna Weene 9/8/09	District 1	M&C	12/15
Gemma Evans 1/25/11	District 1	M&C	01/17
Kennis Termini 01/14/14	District 1	M&C	01/17
City Code Chapter 15 Article VIII: No more than 25 members, appointed by the Mayor and Council, three year terms, members shall elect the chair. Not a compensated committee. Liaison: Planning.			

<b>Education Advisory Committee</b>			
Appointee	Represents	Appointed by	Term Expires
Brian Bertges 06/18/13	District 1	M&C	06/15
Cory Sanders 09/24/13	District 1	M&C	09/15
Charlene Mahoney	District 2	M&C	12/14
Maia Sheppard 07/15/14	District 2	M&C	07/16
VACANT	District 3	M&C	
Melissa Day 9/15/10	District 3	M&C	11/14
Carolyn Bernache 2/9/10	District 4	M&C	02/14
Doris Ellis 9/28/10	District 4	M&C	09/13
Tricia Homer	District 1	M&C	04/16
Peggy Wilson 6/8/10	UMCP	UMCP	05/16
Resolutions 97-R-17, 99-R-4 and 10-R-13: At least 9 members who shall be appointed by the Mayor and Council: at least two from each Council District and one nominated by the University of Maryland. Two year terms. The Committee shall appoint the Chair and Vice-Chair of the Committee from among the members of the Committee. Not a compensated committee. Liaison: Youth and Family Services.			

<b>Ethics Commission</b>			
Appointee	Represents	Appointed by	Term Expires
Edward Maginnis 09/13/11	District 1	Mayor	08/15
VACANT	District 2	Mayor	
VACANT	District 3	Mayor	
Gail Kushner 09/13/11	District 4	Mayor	01/16
Robert Thurston 9/13/05	At Large	Mayor	02/16
Alan C. Bradford 1/23/96	At-Large	Mayor	07/15
Frank Rose 05/08/12	At-Large	Mayor	05/14
City Code Chapter 38 Article II: Composed of seven members appointed by the Mayor and approved			

by the Council. Of the seven members, one shall be appointed from each of the City's four election districts and three from the City at large. 2 year terms. Commission members shall elect one member as Chair for a renewable one-year term. Commission members sign an Oath of Office. Not a compensated committee. Liaison: City Clerk's office.

<b>Farmers Market Committee</b>			
Appointee	Represents	Appointed by	Term Expires
Margaret Kane 05/08/12	District 1	M&C	05/15
Robert Boone 07/10/12	District 1	M&C	07/15
Leo Shapiro 07/10/12	District 3	M&C	07/15
Julie Forker 07/10/12	District 3	M&C	07/15
Kimberly Schumann 09/11/12	District 1	M&C	09/15
VACANT			
VACANT		M&C	
VACANT	Student	M&C	

Established April 10, 2012 by 12-R-07. Up to 7 members. Quorum = 3. Three year terms. Not a compensated committee. Liaison: Planning Department. Agreement reached during July 3, 2012 Worksession to fill the seven positions as outlined above. Effective September 11, 2012 by 12-R-17: Membership increased to 8.

<b>Housing Authority of the City of College Park</b>			
Bob Catlin 05/13/14		Mayor	05/01/19
Betty Rodenhausen 04/09/13		Mayor	05/01/18
John Moore 9/10/96		Mayor	05/01/19
Thelma Lomax 7/10/90		Mayor	05/01/15
Carl Patterson 12/11/12	Attick Towers resident	Mayor	05/01/16

The College Park Housing Authority was established in City Code Chapter 11 Article I, but it operates independently under Article 44A Title I of the Annotated Code of Maryland. The Housing Authority administers low income housing at Attick Towers. The Mayor appoints five commissioners to the Authority; each serves a five year term; appointments expire May 1. Mayor administers oath of office. One member is a resident of Attick Towers. The Authority selects a chairman from among its commissioners. The Housing Authority is funded through HUD and rent collection, administers their own budget, and has their own employees. The City supplements some of their services.

<b>Neighborhood Quality of Life Committee</b>			
Name:	Represents:	Appointed By:	Term Ends:
Mayor and City Council of the City of College Park			Term in office
Chief David Mitchell	UMD DPS (UMD Police)	University	02/16
Dr. Andrea Goodwin	UMD Administration – Rep 1	University	02/16
Marsha Guenzler-Stevens (Stamp Student Union)	UMD Administration – Rep 2	University	04/16
Matthew Supple (Fraternity-Sorority Life)	UMD Administration – Rep 3	University	04/16
Gloria Aparicio-	UMD Administration – Rep 4	University	04/16

Blackwell (Office of Community Engagement)			
Jackie Pearce Garrett	City Resident 1	City Council	10/15
Aaron Springer	City Resident 2	City Council	10/15
Bonnie McClellan	City Resident 3	City Council	04/16
Christine Nagle	City Resident 4	City Council	04/16
Richard Morrison	City Resident 5	City Council	04/16
Douglas Shontz	City Resident 6	City Council	05/16
Catherine McGrath	UMD Student 1	Student Liaison	10/15
Josh Ratner	UMD Student 2	SGA Representative	03/16
Chris Frye	UMD Student 3	IFC	03/16
Tricia McLaughlin	UMD Student 4	Pan Hellenic Assn.	03/16
	UMD Student 5	Nat'l Pan-Hell. Council, Inc. / United Greek Council	
	Graduate Student	GSG Representative	
Todd Waters	Student Co-Operative Housing	City Council	03/16
Maj. Dan Weishaar	PG County Police Dept.	PG County Police	
Bob Ryan	Director of Public Services	City Council	10/15
Jeannie Ripley	Manager of Code Enforcement	City Council	
Lisa Miller	Rental Property Owner	City Council	02/16
Richard Biffl	Rental Property Owner	City Council	02/16
Paul Carlson	Rental Property Owner	City Council	03/16
Established by Resolution 13-R-20 adopted September 24, 2013 to replace the Neighborhood Stabilization and Quality of Life Workgroup. Amended October 8, 2013 (13-R-20.Amended). Amended February 11, 2014 (14-R-03). Amended July 15, 2014 to change the name (14-R-23). City Liaison: City Manager's Office. Two year terms. Main Committee to meet four times per year. This is not a compensated committee.			

<b>Neighborhood Watch Steering Committee</b>			
	Resident of:	Appointed By:	Term Expires:
Robert Boone 04/12/11	District 1	M&C	04/15
Aaron Springer 02/14/12	District 3	M&C	05/16
Nick Brennan	District 2	M&C	04/16
Created on April 12, 2011 by Resolution 11-R-06 as a three-person Steering Committee whose members shall be residents. Coordinators of individual NW programs in the City shall be ex-officio members. Terms are for two years. Annually, the members of the Steering Committee shall appoint a Chairperson to serve for a one-year term. Meetings shall be held on a quarterly basis. This Resolution dissolved the Neighborhood Watch Coordinators Committee that was established by 97-R-15. This is not a compensated committee. Liaison: Public Services.			

<b>Noise Control Board</b>			
Appointee	Represents	Appointed by	Term Expires
Mark Shroder 11/23/10	District 1	Council, for District 1	11/14
Harry Pitt, Jr. 9/26/95	District 2	Council, for District 2	03/16
Alan Stillwell 6/10/97	District 3	Council, for District 3	09/16
Suzie Bellamy	District 4	Council, for District 4	12/16
Adele Ellis 04/24/12	Mayoral Appt	Mayor	04/16
Bobbie P. Solomon 3/14/95	Alternate	Council - At large	05/18
Larry Wenzel 3/9/99	Alternate	Council - At large	02/18
<p>City Code Chapter 138-3: The Noise Control Board shall consist of five members, four of whom shall be appointed by the Council members, one from each of the four election districts, and one of whom shall be appointed by the Mayor. In addition, there shall be two alternate members appointed at large by the City Council. The members of the Noise Control Board shall select from among themselves a Chairperson. Four year terms. This is a compensated committee. Liaison: Public Services.</p>			

<b>Recreation Board</b>			
Appointee	Represents	Appointed by	Term Expires
Eric Grims 08/12/14	District 1	M&C	08/17
Sarah Araghi 7/14/09	District 1	M&C	07/15
Alan C. Bradford 1/23/96	District 2*	M&C	02/17
VACANT	District 2	M&C	
Adele Ellis 9/13/88	District 3	M&C	02/17
VACANT	District 3	M&C	
Barbara Pianowski 3/23/10	District 4	M&C	05/17
Judith Oarr 05/14/13	District 4	M&C	05/16
Bettina McCloud 1/11/11	Mayoral	Mayor	02/17
Solonnine Privett	Mayoral	Mayor	04/16
<p>City Code Chapter 15 Article II: 10 members: two from each Council district appointed by the Mayor and Council and two members nominated by the Mayor and confirmed by the Mayor and Council. The Chairperson will be chosen from among and by the district appointees. 3 year terms. Not a compensated committee. Liaison: Public Services.</p> <p>*Although Mr. Bradford lives in what is now considered District 1, his residence was part of District 2 when he was appointed. The designation of his residence was changed to District 1 during the last redistricting. He is still considered an appointment from District 2.</p> <p>** Effective April 2012: Jay Gilchrist, Director of UMD Campus Recreation Services, changed his status from Rec Board member (Mayoral Appointment) to UM liaison to the Rec Board, similar to the M-NCPPC representative.</p>			

<b>Sustainable Maryland Certified Green Team</b>		
Appointee	Represents	Term Expires
Denise Mitchell 04/10/12	City Elected Official	04/14
Patrick Wojahn 04/10/12	City Elected Official	04/14
VACANT	City Staff	
Loree Talley 05/08/12	City Staff	05/14
VACANT	CBE Representative	
VACANT	A City School	
VACANT	UMD Student	
VACANT	UMD Faculty or Staff	
VACANT	City Business Community	
Ben Bassett - Proteus Bicycles 09/25/12	City Business Community	09/14
Douglas Shontz	Resident	05/16
Christine Nagle 04/10/12	Resident	04/14
VACANT	Resident	
VACANT	Resident	

Established March 13, 2012 by Resolution 12-R-06. Up to 14 people with the following representation: 2 elected officials from the City of College Park, 2 City staff, 1 representative from the CBE, 1 representative of a City school, 1 student representative from the University of Maryland, 1 faculty or staff representative from the University of Maryland, 2 representatives of the City business community, up to 4 City residents. Two year terms. Not a compensated committee. A quorum shall be 6 people. The SMCGT shall select a Chair and a Co-Chair from among the membership on an annual basis. The SMCGT should meet at least bi-monthly. The liaison shall be the Planning Department.

<b>Tree and Landscape Board</b>			
Member	Represents	Appointed by	Term Expires
Dennis Herschbach 3/26/02	Citizen	M&C	07/13
John Krouse	Citizen	M&C	11/14
VACANT	Citizen	M&C	
Mark Wimer 7/12/05	Citizen	M&C	02/14
	Citizen	M&C	
Janis Oppelt	CBE Chair Liaison		
John Lea-Cox 1/13/98	City Forester	M&C	12/14
Steve Beavers	Planning Director		
Brenda Alexander	Public Works Director		

City Code Chapter 179-5: The Board shall have 9 voting members: 5 citizens appointed by M&C, plus the CBE Chair, the City Forester, the Planning Director and the Public Works Director. Two year terms. Members choose their own officers. Not a compensated committee. Liaison: City Clerk's office.

<b>Veterans Memorial Improvement Committee</b>			
Appointee	Represents	Appointed by	Term Expires
Deloris Cass 11/7/01		M&C	12/15
Joseph Ruth 11/7/01	VFW	M&C	12/15
Leonard Smith 11/25/08		M&C	03/15
Blaine Davis 10/28/03	American Legion	M&C	12/15
Rita Zito 11/7/01		M&C	02/15
Doris Davis 10/28/03		M&C	12/15
Mary Cook 3/23/10		M&C	03/13
Arthur Eaton		M&C	11/16
VACANT			
Resolution 01-G-57: Board comprised of 9 to 13 members including at least one member from American Legion College Park Post 217 and one member from Veterans of Foreign Wars Phillips-Kleiner Post 5627. Appointed by Mayor and Council. Three year terms. Chair shall be elected each year by the members of the Committee. Not a compensated committee. Liaison: Public Works.			

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Information  
Report: Grant  
application to  
Chesapeake  
Bay Trust

## MEMORANDUM

**TO:** Mayor and Council

**THROUGH:** Joe Nagro, City Manager  
Terry Schum, Director of Planning, Community and Economic Development *ts*

**FROM:** Steve Beavers, Community Development Coordinator *SB*

**DATE:** August 29, 2014

**SUBJECT:** Prince George's County Stormwater Stewardship Grant

### ISSUE:

The City was recently notified that Prince George's County, in partnership with the Chesapeake Bay Trust, has grant funds available through the newly-created Stormwater Stewardship Program. Applicants may select from either of two tracks for their projects: Track 1 applicants may be provided with funding of up to \$200,000 for restoration activities that improve water quality by reducing nutrient and sediment loads. Track 2 applicants may receive funding of up to \$50,000 for activities that promote public awareness and participation in stormwater issues. The deadline to submit an application is September 18.

### SUMMARY:

The County has indicated a strong preference to fund track 1 projects that are already designed, not just concepts. The City has an existing plan, drawn in 2001, for retrofitting the Narragansett Parkway stormwater channel. This plan provides for improved treatment of rain flows from the area surrounding Narragansett Parkway and will significantly benefit water quality in the area.

The plan, as shown in attachment 1, proposes the installation of below-grade concrete filter boxes near the existing curbside stormwater inlets. These boxes will utilize several layers of soil as bio-filters to slow down storm flows and remove contaminants from the water. In addition, piping will be buried along the existing swale to carry water through and between the filter boxes.

City Staff have consulted with the Low Impact Design Center to ensure that the design meets current standards and best practices for stormwater management. Only minor adjustments are necessary to be consistent with present-day guidelines. Staff has further explored the likelihood of success with this proposed application. Preliminary review by County staff directly involved in the program indicated that the project was a good candidate for funding. However, the final award is subject to the quantity of competing applications for the limited amount of funding available. Matching funds are encouraged but not required.

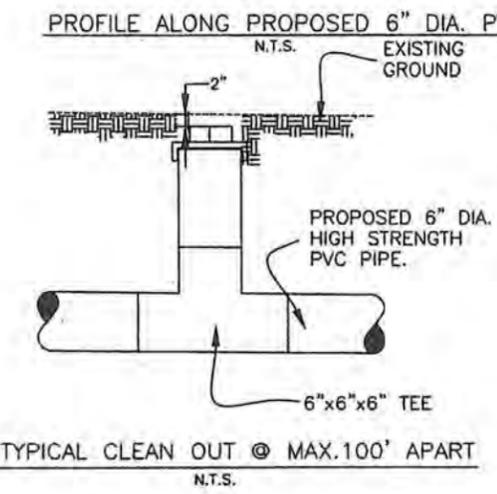
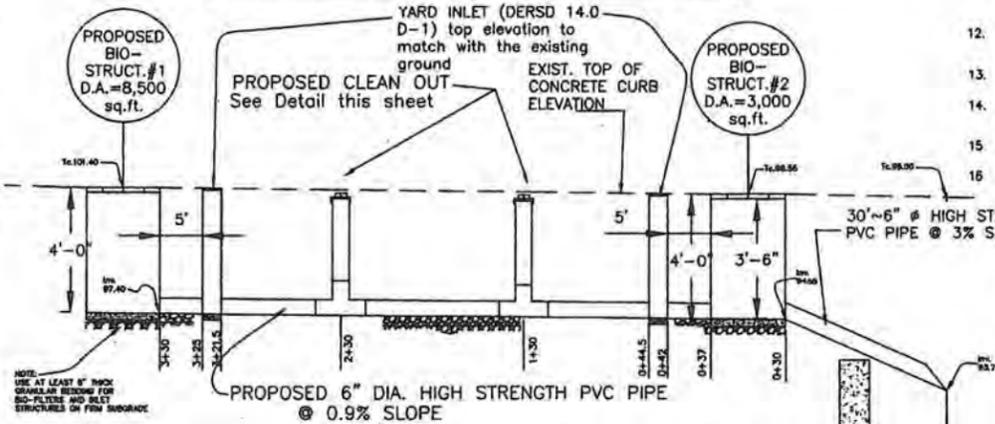
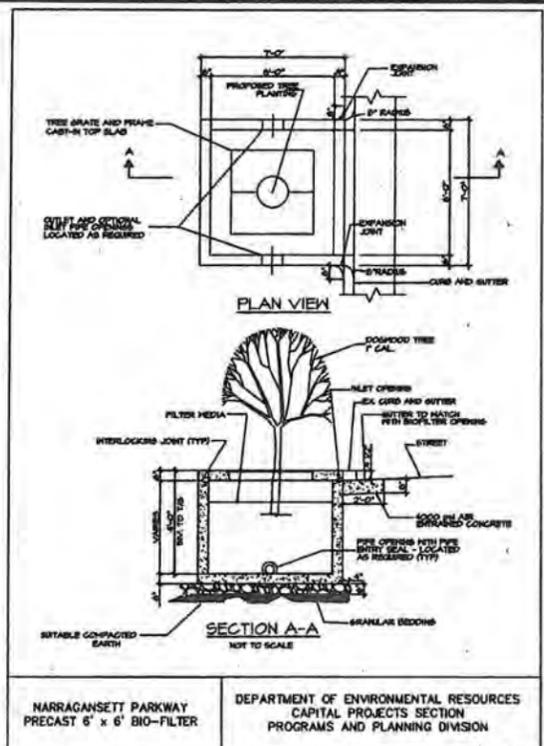
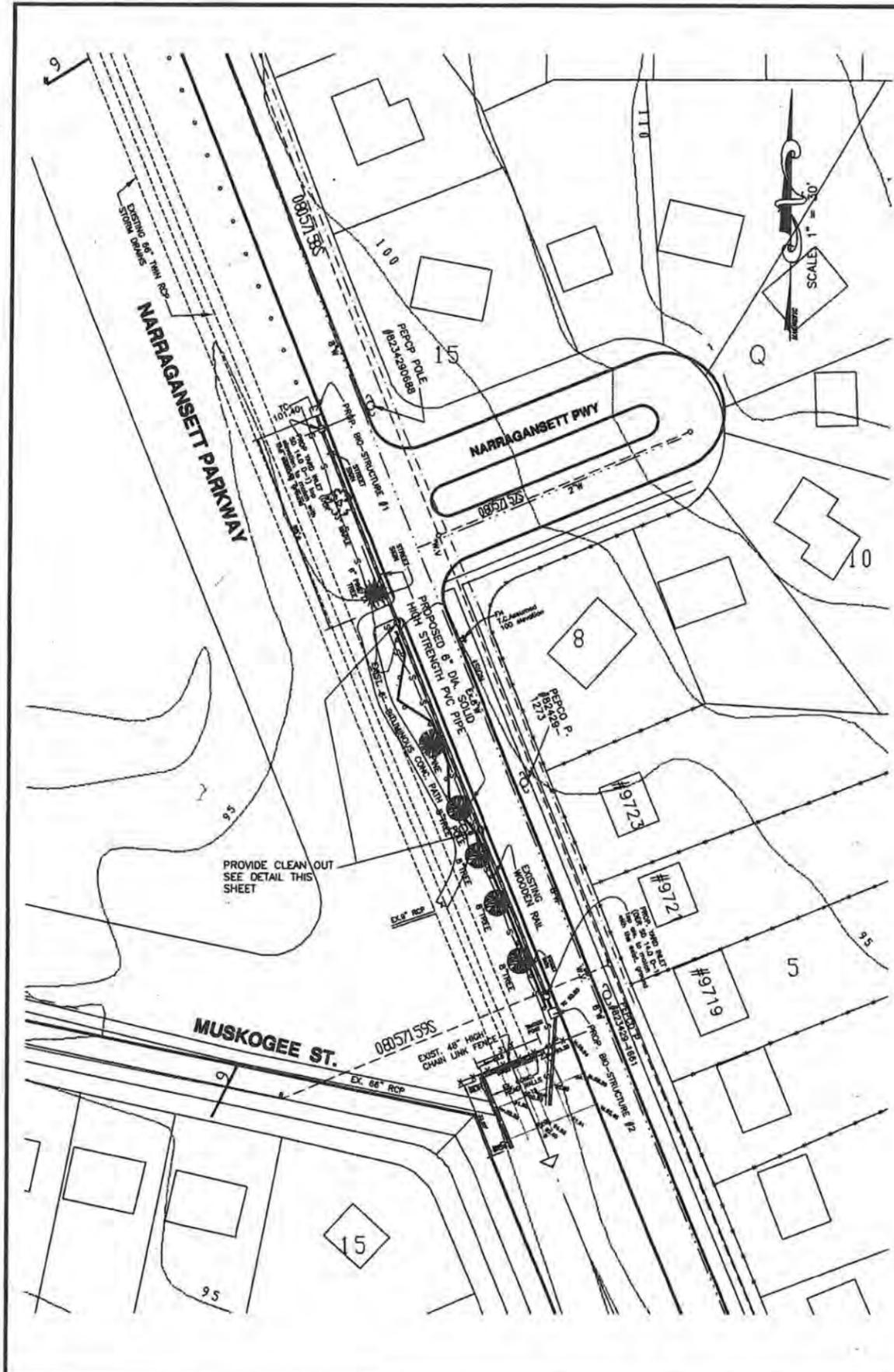
**RECOMMENDATION:**

Unless there is an objection from Council, staff will submit an application to the Prince George's County Stormwater Stewardship Program for construction of Narragansett Parkway Improvements.

**ATTACHMENTS:**

1. Narragansett Parkway Plan – dated November, 2001





**GENERAL NOTES**

1. A PRE-CONSTRUCTION MEETING WITH D.E.R. PROJECT MANAGER IS REQUIRED AT LEAST 48 HRS. PRIOR TO CONSTRUCTION. CALL (301) 883-5851 TO ARRANGE MEETING.
2. ALL CONSTRUCTION SHALL BE PERFORMED AND COMPLETED IN ACCORDANCE WITH THE LATEST EDITION OF THE PRINCE GEORGE'S COUNTY, DEPARTMENT OF ENVIRONMENTAL RESOURCES, STORM WATER MANAGEMENT STANDARDS AND SPECIFICATIONS AND STANDARD DETAILS UNLESS OTHERWISE NOTED.
3. INFORMATION CONCERNING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS BUT THE CONTRACTOR MUST DETERMINE THE EXACT LOCATIONS AND ELEVATIONS OF THE UTILITIES BY DIGGING TEST PITS BY HAND AT ALL UTILITY CROSSINGS WELL IN ADVANCE OF TRENCHING. IF CLEARANCES ARE LESS THAN SPECIFIED ON THIS PLAN OR LESS THAN 12 INCHES WHEN NOT SPECIFIED, CONTACT THE PROGRAMS AND PLANNING DIVISION AT (301) 883-5851 PRIOR TO PROCEEDING WITH CONSTRUCTION.
4. CONTRACTOR IS RESPONSIBLE FOR RESTORING, REPAIRING OR RECONSTRUCTING EXISTING SITE FEATURES (I.E., SIDEWALKS, CURB/GUTTER, DRIVEWAYS, PAVING, LIGHTING, FENCES, UTILITIES, ETC.) THAT ARE DAMAGED AS A RESULT OF THE PROJECT WORK.
5. FOR STABILIZATION OF DISTURBED AREAS PROVIDE SODDING IN ACCORDANCE WITH 1994 MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL. CONTRACTOR MUST RECEIVE FINE GRADING APPROVAL FROM D.E.R. ENGINEER PRIOR TO STABILIZING REQUISITE AREAS. ALL AREAS DISTURBED BY CONSTRUCTION AND AS NOTED SHALL BE STABILIZED VIA MARYLAND CERTIFIED SOD.
6. THERE SHALL BE NO PLACEMENT OF MATERIAL OR EQUIPMENT OUTSIDE THE LIMITS OF DISTURBANCE.
7. DURING CONSTRUCTION CONTRACTOR SHALL ENSURE THAT NARRAGANSETT PARKWAY IS KEPT CLEAN OF DIRT AND DEBRIS AND WILL MAINTAIN TRAFFIC PER MD. STATE UNIFORM TRAFFIC CONTROL MANUAL AND WILL NOT BLOCK ACCESS TO ANY PROPERTY.
8. CONTRACTOR SHALL CALL MISS UTILITY AT 1-800-257-7777 AT LEAST 48 HOURS PRIOR TO START OF CONSTRUCTION.
9. CONTRACTOR SHALL PROVIDE AND INSTALL DEWATERING EQUIPMENT SUCH AS SUMP PITS, PUMPS, PIPING, DIVERSIONS, ETC. AND PERFORM DEWATERING AS NECESSARY TO PROVIDE SUITABLE CONDITIONS TO PERFORM AND COMPLETE THE PROJECT WORK.
10. CONTRACTOR MUST RECEIVE FINE GRADING APPROVAL FROM ENGINEER PRIOR TO STABILIZING REQUISITE AREAS.
11. BIO-STRUCTURE SHALL BE PRE CAST UNITS, SHOP DRAWING SUBMITTALS FOR PRE-CAST STRUCTURES SHALL BE REVIEWED AND APPROVED BY COUNTY BEFORE STRUCTURE FABRICATION.
12. BIO-STRUCTURE UNITS WILL BE PLACED ON A FIRM SUB GRADE WITH 6" THICK GRANULAR BEDDING AND THE TOP WILL MATCH THE EXISTING TOP OF CURB AND GROUND.
13. PROVIDE CLEAN OUT WITH AN INVERT TYPE CLEAN OUT PLUG.
14. REMOVE TWO TEN FEET LONG SECTIONS OF CURB AND GUTTERS IN FRONT OF BIO-STRUCTURES AND REPLACE WITH THE GUTTER SECTION SHOWN ON THIS DRAWING.
15. REMOVE AND REPLACE TRAFFIC SIGNS NEAR STRUCT.#1 OF 2 DURING CONSTRUCTION
16. REMOVE AND REPLACE NECESSARY PORTION OF CHAIN LINK FENCE.

**SEQUENCE OF CONSTRUCTION**

1. ARRANGE PRE-CONSTRUCTION MEETING WITH COUNTY ENGINEER AND CITY ENGINEER ----- 1 DAY
2. INSTALL SILT FENCE ----- 1 DAYS
3. EXCAVATE AND PLACE BIO-FILTER ----- 5 DAYS
4. LAY 6" HIGH STRENGTH PVC PIPE TO CONNECT THE BIO-FILTER UNITS AND OUTLET TO EXISTING CHANNEL ----- 5 DAYS
5. REMOVE AND REPLACE CURB AND GUTTER SECTIONS ----- 3 DAYS
6. INSTALL TREES FILTER MEDIA AND PERFORATED PIPES IN THE BIO-FILTER ----- 3 DAYS
7. STABILIZE WITH SOD ----- 1 DAY
7. CLEAN UP AND LIMIT OF DISTURBANCE ----- 1 DAY

**LEGEND**

- EXISTING SEWER LINE -----
- EXISTING WATER LINE -----
- EXISTING GAS LINE -----
- EXISTING CONCRETE CURB -----
- EXISTING WOODEN RAIL -----
- EXISTING CHAIN LINK FENCE -----
- PROPOSED BIO-FILTER [Symbol]
- PROPOSED PVC PIPE -----
- EXISTING STORM DRAIN -----
- SILT FENCE -----
- AND LIMIT OF DISTURBANCE -----

DATE	REVISIONS
<b>DEPARTMENT OF ENVIRONMENTAL RESOURCES</b>	
<b>PROGRAMS AND PLANNING DIVISION</b>	
PRINCE GEORGE'S COUNTY, MARYLAND	
DESIGNED: <i>[Signature]</i>	DATE: 11/22/01
DRAWN: E. Alor	DATE: 11/22/01
CHECKED BY: C. Chowgrajonk	DATE: 11/22/01
APPROVED: <i>[Signature]</i>	DATE: 11/22/01
DESIGNED: D. AHUJA	DATE: 11/22/01
DRAWN: E. Alor	DATE: 11/22/01
CHECKED BY: C. Chowgrajonk	DATE: 11/22/01
PROJECT MANAGER	DATE