



City of College Park Virtual Meeting Instructions Tuesday, June 2, 2020

This will be a Zoom virtual meeting. The link is:

<https://zoom.us/j/92398574069?pwd=MIU3dFB3OG9TZnBQT242R1IsK3RNQT09>

Zoom Webinar ID: 923 9857 4069

Zoom Webinar Password: CPjoinMCM

A few minutes before the meeting begins

1. To join the meeting by computer or mobile device:

- Click on the Zoom link above
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2. To join the meeting by telephone:

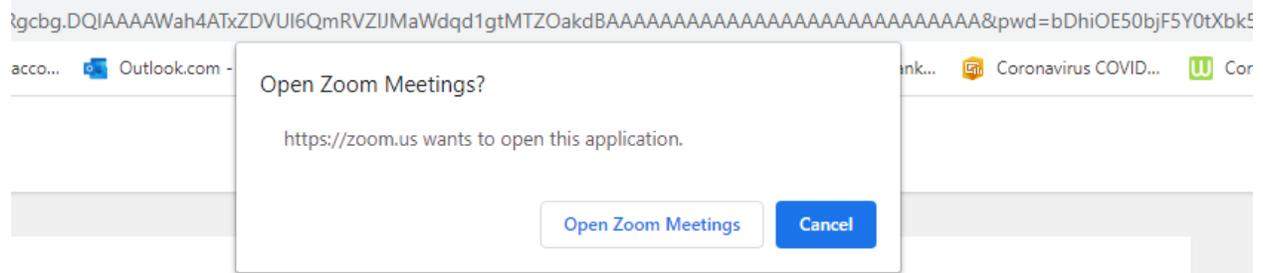
- Dial 301-715-8592
- Enter Meeting ID: 923 9857 4069, then press #
- There is no Participant ID. Just press #
- Enter Meeting Password: 419048, then press #

Or: One-tap dial-in number: 13017158592,,92398574069#,,1#,419048#

As an Attendee

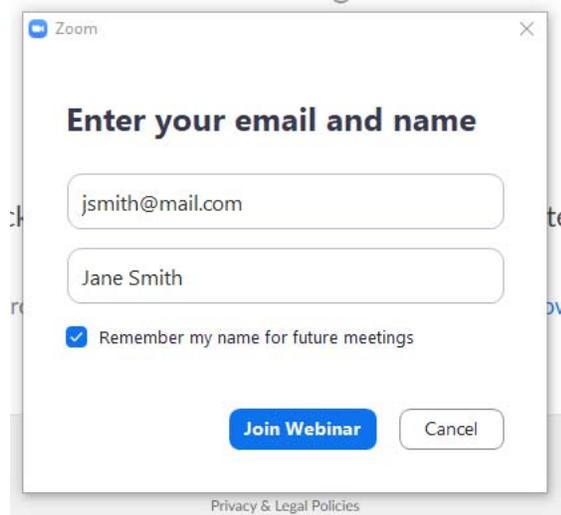
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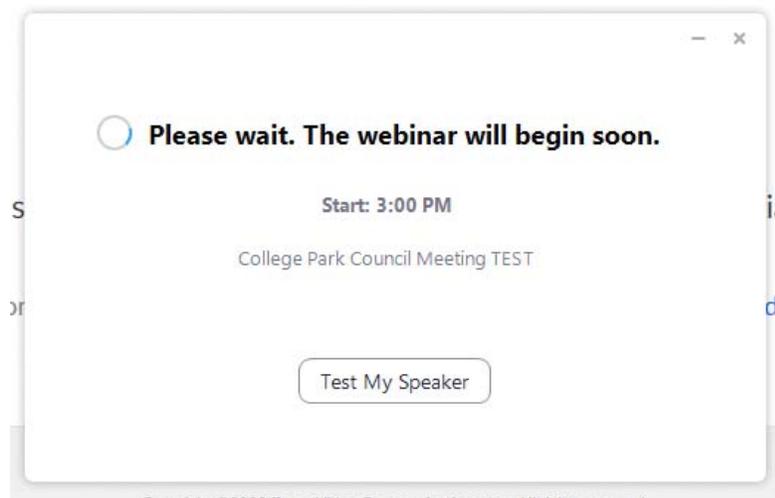


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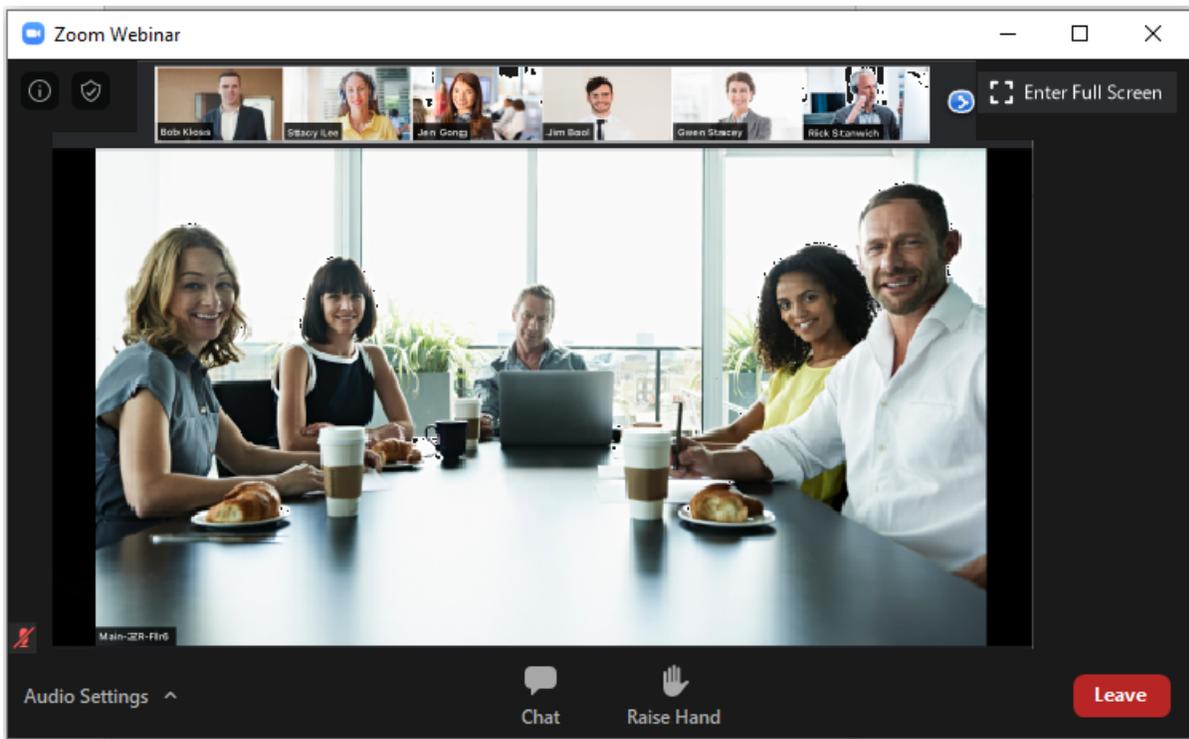
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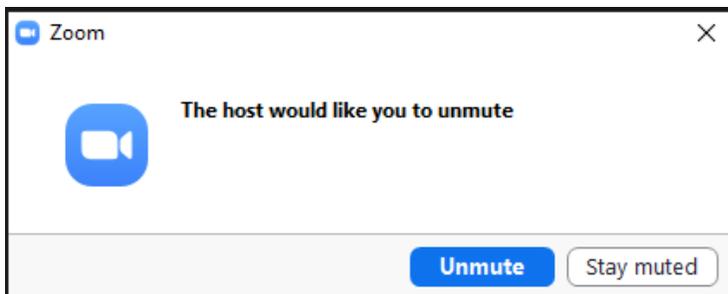
Note the “Raise Hand” Control in the lower part of the Zoom window.

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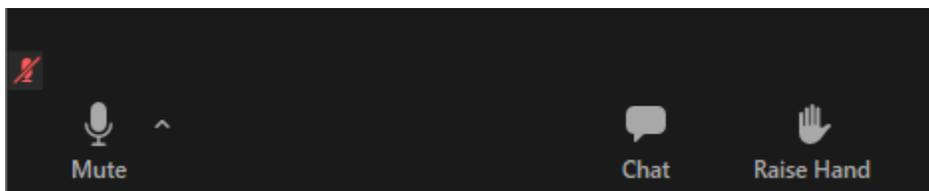
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Guidelines and Best Practices for participation

1. Please keep yourself on “mute” to eliminate background noise.
2. A high-speed, wired internet connection will provide the best results.
3. We recommend that you close other applications on your device to preserve bandwidth.
4. If you will be speaking, we suggest using a headset with microphone for best results.
5. For public comment portions of the meeting, please unmute yourself when prompted by the Mayor, and remember to re-mute yourself when you are finished. Please eliminate as much background noise as possible when you are speaking.
6. Please state your name and whether you are a College Park resident when you begin your testimony. Speakers are given 3 minutes.



TUESDAY, JUNE 2, 2020
CITY OF COLLEGE PARK

VIRTUAL MEETING

Please check meeting notice and City calendar for participant information

WORKSESSION AGENDA
7:30 P.M.

(There Will Be A Closed Session Following The Meeting)

COLLEGE PARK MISSION STATEMENT

The City Of College Park Provides Open And Effective Governance And Excellent Services
 That Enhance The Quality Of Life In Our Community.

Time		Item	Staff/Council
7:30		Call To Order	
		City Manager's Report	
		Amendments To And Approval Of The Agenda	
Discussion Items			
7:40	1	Proclamation: Wear Orange on June 5 for Gun Violence Awareness Day	Mayor Wojahn
7:45	2	Review of Detailed Site Plan for The Standard on Hartwick Road and discussion of the Declaration of Covenants (30)	Terry Schum, Director of Planning
8:15	3	Discussion of a letter on Phases 2 and 3 of the US 1 reconstruction project (10)	Mayor and Council
8:25	4	Requests for/Status of Future Agenda Items	Mayor and Council
8:30	5	Mayor and Councilmember Comments	Mayor and Council
8:35	6	City Manager's Comments	Scott Somers, City Manager

		ADJOURN	
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This agenda is subject to change. Item times are estimates only. For the most current information, please contact the City Clerk. In accordance with the Americans with Disabilities Act, if you need special assistance, please contact the City Clerk's Office and describe the assistance that is necessary. City Clerk's Office: 240-487-3501

Closed Session at the end of the meeting

Pursuant to the Maryland Annotated Code, General Provisions Article, Section 3-305, the Mayor and Council are providing notice that they will meet in a Closed Session after tonight's meeting for the following purposes:

1. To consult with Counsel to obtain legal advice;
2. To consider a matter that concerns the proposal for a business to locate in the State;
3. To discuss the appointment of individuals over whom this public body has jurisdiction.

The Council will not return to public session after the Closed Session.

1

PROCLAMATION
Gun Violence
Awareness Day

**PROCLAMATION
NATIONAL GUN VIOLENCE AWARENESS DAY**

- WHEREAS,** every day, more than 100 Americans are killed by gun violence and on average there are more than 13,000 gun homicides every year; and
- WHEREAS,** gun homicides predominantly occur in cities, with more than half of all firearm related gun deaths in the nation occurring in 127 cities; and
- WHEREAS,** protecting public safety in the communities they serve is a Mayor’s highest responsibility; and
- WHEREAS,** support for the Second Amendment rights of law-abiding citizens goes hand-in-hand with keeping guns away from people with dangerous histories; and
- WHEREAS,** the pandemic facing America has drastically impacted communities and individuals sheltering in place which may result in situations where access to firearms results in increased risk in intimate partner violence gun deaths, suicide by gun and unintentional shootings;
- WHEREAS,** in January 2013, Hadiya Pendleton, a teenager who marched in the presidential inaugural parade and was tragically shot and killed just weeks later, should be now celebrating her 23rd birthday; and
- WHEREAS,** to help honor Hadiya – and the more than 100 Americans whose lives are cut short every day and the countless survivors who are injured by shootings every day – a national coalition of organizations has designated June 5, 2020, the first Friday in June, as the 6th National Gun Violence Awareness Day; and
- WHEREAS,** the idea was inspired by a group of Hadiya’s friends, who asked their classmates to commemorate her life by wearing orange; they chose this color because hunters wear orange to announce themselves to other hunters when out in the woods and orange is a color that symbolizes the value of human life; and
- WHEREAS,** anyone can join this campaign by pledging to Wear Orange on June 5th, the first Friday in June in 2020, to help raise awareness about gun violence; and
- WHEREAS,** we renew our commitment to reduce gun violence and pledge to do all we can to keep firearms out of the wrong hands, and encourage responsible gun ownership to help keep our children safe.

NOW, THEREFORE BE IT PROCLAIMED, that I, Patrick L. Wojahn, Mayor of the City of College Park, declare the first Friday in June, June 5, 2020, to be National Gun Violence Awareness Day. I encourage all citizens to support efforts to prevent the tragic effects of gun violence and to honor and value human lives.

PROCLAIMED THIS 2nd **DAY OF** June, 2020.

**Patrick L. Wojahn, Mayor
City of College Park, Maryland**

2

Detailed Site Plan
“The Standard”
On Hartwick
Road



**CITY OF COLLEGE PARK, MARYLAND
WORKSESSION AGENDA ITEM**

Prepared By: Miriam Bader, Senior Planner

Meeting Date: June 2, 2020

Presented By: Miriam Bader

Proposed Consent: NA

Originating Department: Planning, Community and Economic Development

Issue Before Council: DSP-19068 for The Standard

Strategic Plan Goal: Goal # 3 – High Quality Development and Reinvestment

Background/Justification:

The Applicant (The Standard at College Park, LLC.) is requesting Detailed Site Plan (DSP) review for property located on the south side of Hartwick Road, approximately 459 feet west of US-1/Baltimore Avenue. The purpose of the DSP is to raze the existing office building and parking lot to construct a 9-10 story mixed-use project consisting of 951 beds/283 units of student housing, 6,000 square feet of retail space and a 248-space parking garage. The proposed density is 154 dwelling units per acre with a FAR of 5.79. As part of the application, the Applicant is requesting modifications to the US 1 Corridor Sector Plan Development District Standards, Departures from Parking, Loading and Landscape standards and a Tree Canopy waiver. The Planning Board is scheduled to hear the DSP on June 25th. The City staff report is attached.

Fiscal Impact:

The project provides more intensive development of the site which will generate an increase in City property taxes. The Applicant does not qualify and is not requesting a waiver of the Prince George's County School Facilities surcharge. The Applicant is requesting a City Revitalization tax credit, which will be reviewed separately. (See attached letter from Applicant).

Council Options:

1. Recommend approval of DSP-19068 with conditions per City Staff Report.
2. Recommend approval with different conditions.
3. Recommend disapproval.

Staff Recommendation:

#1

Recommended Motion:

I move that the City Council recommend approval of Detailed Site Plan-19068 with conditions as contained in the City Staff Report and the Declaration of Covenants and Agreement in the form substantially attached.

Attachments:

1. City Staff Report with Conditions
2. Detailed Site Plan Submittal Link:
<https://www.dropbox.com/sh/mcru8y1uxqgq2pg/AADNFDRCTm-IIL0mIs3bAOPA?dl=0>
3. M-NCPPC Technical Staff Report Link: [www.pgplanning.org/Planning Board/Agendas.htm](http://www.pgplanning.org/Planning_Board/Agendas.htm)
4. Letter regarding Revitalization Tax Credit
5. Declaration of Covenants and Agreement (provided by City Attorney)

City Staff Review and Recommendation

Detailed Site Plan 19068
The Standard at College Park
4321 Hartwick Road

Project Description

This request is for Detailed Site Plan (DSP) approval for property owned by Jemals Hartwick LTC Partnership. The project is located mid-block between Guilford Drive and Hartwick Road. The site is improved with a 5-story, 12,119-square foot office building and surface parking lot with 180 spaces known as The Hartwick Building. The Applicant, The Standard at College Park, LLC, is a student housing developer from Athens, Georgia. The proposed project is a 9-10 story mixed-use building consisting of 951 beds/283 units of student housing, 6,000 square feet of retail space and a 248-space parking garage. The proposed density is 154 dwelling units per acre with a FAR of 5.79.

The property abuts existing student housing to the west (Terrapin Row), the mixed-use Southern Gateway project (apartments and retail) to the east and a low-rise graduate student housing development to the south across Guilford Drive. Multi-family condominiums (College Park Towers) are located to the north across Hartwick Road and the College Park Shopping Center is located to the northeast.

The property is zoned Mixed-Use-Infill within the Development District Overlay Zone (M-U-I, DDOZ) of the Central US 1 Corridor Sector Plan and is in the Walkable Node University (WNU) character area. The Sector Plan defines the WNU as consisting of higher-density mixed-use buildings that accommodate retail with small blocks, wide sidewalks and buildings set close to the frontages (p. 228). Development in the DDOZ is subject to the Sector Plan development district standards. For development standards not covered by the Sector Plan, the other applicable sections of the Zoning Ordinance and Landscape Manual shall serve as the requirement. The project is also subject to the conditions imposed by the Preliminary Plan of Subdivision (PPS) 4-19047 which was adopted at the May 14, 2020 Planning Board meeting. The development is in Aviation Policy Area (APA) 6, which imposes maximum height restrictions (no obstruction over 198-feet Above Mean Sea Level -AMSL). The Applicant submitted a determination letter from MDOT (dated March 11, 2020) that indicates compliance with their Code. As part of the application, the Applicant is requesting several modifications to development district standards defined in the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment (Sector Plan), 3 departures and a Tree Canopy Modification.

Site Design and Architecture

Taking advantage of the topography, the building consists of two levels of above ground parking with 8 levels of apartments above along Guilford Road (10 stories) and 9 stories of residential

along Hartwick Road. The building is setback a variable width of 5-feet to 8-feet from Hartwick Road, 15-feet from the western boundary line (due to a 15-foot storm drain easement), a variable width of 9-feet to 21-feet along the eastern boundary line and a variable width of 19-feet to 54-feet from Guilford Drive (due to flood plain). Lot coverage is 87.86%.

Hartwick Road is the primary frontage road and Guilford Drive is a secondary frontage road. Hartwick Road serves as the building's main entrance for the residential and retail uses and provides vehicular access to the second level of the parking garage. The Guilford Drive frontage consists of a pocket park along the entire frontage slightly below grade. The pocket park consists of landscaping, hardscape and sitting areas mostly under the building's 21-foot wide overhang. On the north side of the sidewalk, a retaining wall, ranging in height, east to west from approximately 0 feet to a maximum of 3.5 feet is proposed. A handrail, approximately 3.5-feet in height (not to scale on the submitted plans, sheet C-905) is proposed, on top of the retaining wall. The pocket park also serves as compensatory storage for the approved fill in the floodplain. A stormwater management concept plan was approved on March 18, 2020. Behind the pocket park is the parking garage with louvers on the second floor and decorative panels on the first floor to provide screening. There will also be two residential entrances along this side to the stair and elevator lobbies. The west elevation, facing Terrapin Row, will have an exterior access door. The east elevation, along the new access road, will have access to the first level of the parking garage and an interior loading zone.

The façade consists of a dark and light grey brick base with different shades of gray acrylic and metal panels with accents of different shades of red. The building steps back at the eighth story, as required by the Sector Plan, to lessen the impact of the height. Parking will be provided in a two-level garage beneath the multifamily building.

Private residential amenity spaces will be provided on the first, second, and ninth levels of the building. The project will include a study room/computer lab, a fitness area, and a game room. Additionally, the project includes 3 interior courtyards located on the second floor: one devoted to study, one active and one contemplative. The ninth floor/rooftop will include: a battered water wall, outdoor kitchen/BBQ, bar top, table tennis, foosball, Jumbotron, outdoor tv's, fire trough, game/activity lawn, and a hammock garden.

Comment: The proposed building should be compatible with the area in terms of height, mass, and use. Terrapin Row (student apartments with ground floor retail) to the west is 4-6 stories and Southern Gateway to the east contains two 6-story buildings (apartments with ground floor retail). This project is within walking distance of the University campus and the proposed retail will enhance the downtown.

The Applicant seeks a 7.86% modification for exceeding lot coverage due to site constraints. However, the Applicant is proposing 3 interior courtyards, a ninth-floor amenity deck and a pocket park, all to be heavily landscaped, that will lessen the impact of exceeding lot coverage; therefore, Staff supports this modification.

The Applicant is proposing an access to their structured parking lot from their primary frontage street in a manner that requires a modification since they are not proposing "a driveway that

either passes to the side of the building or through the building (p. 241). Even though this modification was not formally requested by the Applicant, Staff is recommending approval due to unique site constraints that includes the flood plain along the southern portion of the site, and a stormwater easement along the western side of the property.

Public access to the pocket park along Guilford will provide an amenity for the community. A metal handrail separates this space from the sidewalk creating a barrier to entrance. Staff recommends removing the handrail, where possible, and replacing it with steps into the below-grade park. In addition, Staff recommends creating a more open plaza area at the intersection of Guilford Drive and the new street. Finally, Staff recommends where feasible, to show trees planted behind the sidewalk on the Applicant's property to align with the streetscape trees for more effect. These recommendations will serve to make the whole pocket park more inviting to the public.

Vehicular and Bicycle Parking

Based on the number of dwelling units and the amount of retail, 301 parking spaces are required. The Sector Plan allows a reduction in the number of parking spaces for mixed-use development by applying a shared parking factor of 1.2, reducing the number of required parking by 50 spaces for a total 251 spaces. The Applicant is requesting a reduction of 3 parking spaces for a total of 248 spaces. The parking spaces are labeled retail (18 spaces) and residential (230 spaces). Residential parking will be restricted to keycard access only. Eight of the residential parking spaces will be reserved for residential visitors.

The Applicant's justification for reducing the number of parking spaces is based on three factors. First, the housing is designed for students who will be walking distance from the campus. Other comparable student housing projects reflect similar ratios of parking spaces per bed. Second, ample long-term bicycle parking will be provided and third, the property is located within one mile of the Metro Green Line station and walking distance to a future Purple Line station.

Regarding bicycle parking spaces, 84 spaces are required, and 156 bicycle parking spaces will be provided: 10 exterior and 146 interior (Sheet C-102). Additionally, a bikeshare pad is shown on the west side of the property off Hartwick Road.

Comment: Staff supports the Applicant's modification request to reduce residential parking spaces by 3 spaces due to the project's proximity to campus and Metro.

Landscaping

The Applicant is required to meet the Landscape Manual requirements for multifamily (Section 4.1), sustainable landscaping requirements (Section 4.9), screening requirements (Section 4.4) and tree canopy coverage requirements (Section 25-128). The residential requirements are shown to be met on Sheet L1.02 by providing 22 shade trees (a minimum of 7 is required). Sustainable landscaping is met by providing 29 ornamental trees and 9 evergreens and 594 shrubs.

Departure from Mechanical Unit Screening Requirement

The Applicant is requesting a departure from the screening requirement of the Landscape Manual (Section 4.4 (a) (4)) that requires all mechanical equipment to be screened from adjacent properties and streets. Transformers associated with the Project will be placed midway down the east side of the building, facing the new access road. Screening materials are specified in the Landscape Ordinance to consist of “evergreen trees and shrubs, walls, fences, and berms.”

According to the Applicant, PEPCO requires accessibility to the mechanical equipment and there is inadequate space to provide this accessibility as well as provide an adequate screen due to the site being constrained by floodplain to the south, a utility easement to the west, and providing adequate streetscape to the east. Rather than using the materials required by the Landscape Manual, the Applicant proposes to screen the mechanical equipment by applying artistic elements to the mechanical equipment.

Comment: Staff supports the Applicant’s proposal to provide an artistic treatment to the mechanical equipment rather than a physical screen with the condition that the Applicant provide a detail of the artistic treatment to be used, for review by city staff. Staff is seeking a treatment that will create visual interest and enhance the streetscape along the new road.

Modification from Tree Canopy Requirement

Since the property is in the M-U-I zone, the Applicant is required to provide 10% tree canopy coverage (8,059 square feet for the 80,586 square feet property). The Applicant is short of meeting tree canopy coverage by 4% (3029 square feet) and has requested a waiver for the shortage. According to the Applicant, site constraints such as flood plain to the south, stormwater easement to the west, a new road to the east and structural load capacity limit the amount of tree canopy that can be provided. The Applicant proposes planting 43 trees on site that count towards the tree canopy coverage. Additional trees will be provided within the right-of-way along the property’s frontages, accounting for an additional 3,370 square feet; however, these trees do not count towards the tree canopy coverage requirement.

Comment: The existing tree canopy on site is minimal since almost the entire site is covered by a surface parking lot and an office building. The Applicant is increasing the tree canopy by providing landscaping in the Guilford Drive Pocket Park, in the three interior courtyards, the ninth-floor roof top, and along the property’s frontages. Staff supports the 4% tree canopy reduction because the Applicant has demonstrated that full compliance with the requirements is impractical due to site limitations and site conditions.

Streetscape

The Sector Plan requires the provision of sidewalks, street trees, pedestrian lighting, and amenities such as bicycle racks, benches and trash receptacles along street frontages (Hartwick Road, Guilford Drive, and New Road).

Cross-Sections (Sheet C-905) show both the Hartwick Road and Guilford Drive streetscapes as

having 4-foot wide landscape strips, and 6-foot wide sidewalks in the public right-of-way. Guilford Drive will have an adjoining a pocket park that will vary in width from 13-feet to 55-feet. The 6-foot wide sidewalks for both Hartwick and Guilford are designed to match the development to the east and west. The new access road will include dedication of 4-feet of right-of-way to the City to expand the planned road to a 24-foot width, and 9 feet of public access easements to provide for a 4-foot wide landscape strip and 5-foot wide sidewalk..

Comment: The cross-sections shown are acceptable, but more details are needed such as the number and types of trees and pedestrian lighting to match that being provided by the development to the east.

Departure from Parking Space Dimensions and Number of Loading Spaces Standards

Parking Space Dimensions

The Zoning Ordinance (Sections 27-558 and 27-559) specifies two sizes for non-parallel parking spaces: a standard space (9.5 feet by 19 feet), and a compact space (8 feet by 16.5 feet). The Applicant is requesting a departure to allow a hybrid mixture of spaces including: 9-foot by 19 foot, 8.5-foot by 19-foot, 8-foot by 19-foot and 8-foot by 16-foot. Section 27-548.25 (e) permits an Applicant to request a departure and authorizes the Planning Board to grant departures should the Applicant meet the departure criteria. The Applicant reasons that providing the narrower spaces will allow the Applicant to provide an adequate number of parking spaces to serve the Project. Further, the Applicant reasons that the slightly smaller spaces will not detrimentally effect parking adequacy since: 1. the project is located in an urbanizing area where compact and sub-compact vehicles are more prevalent and 2. the anticipated residents are students who tend not to own larger cars.

Comment: The Applicant addresses all the Departure criteria in their SOJ in pages 25-27. Staff supports the Departure request reasoning that it is better to provide more compact spaces than to reduce the overall number of parking spaces.

Number of Loading Spaces

The Zoning Ordinance (Sec. 27-582) requires the Applicant to provide 2 loading spaces, 1 for the commercial use and 1 for the multi-family residential use. The Applicant proposes providing 1 space that will be shared by both the residential and commercial uses reasoning that loading demand for the proposed multi-family residential use will be low because the units will be fully furnished.

Comment: The Applicant addresses all the Departure criteria in their SOJ in pages 29-31. Staff supports the Departure request because one loading space should be adequate to meet the limited residential and commercial needs.

Modifications to Development District Standards

The Applicant is requesting the following eight modifications from the development district standards:

Standard	Required	Proposed	Recommendation
Parking Placement (p. 235)	Covered parking shall be provided within the third layer.	Parking within first layer along Guilford Drive but will provide screening so parking is not visible.	Support
Frontage Buildout (p. 235)	80% Minimum	77% due to public utility easement, ROW dedication and public access easement.	Support - May comply and modification not needed.
Lot Coverage (p. 235)	80% Maximum	87.86% with 3 interior courtyards, amenity roof and public access pocket park along Guilford Drive frontage.	Support
Number of Parking Spaces (p. 239)	251 parking spaces	248 parking spaces, student housing, students own personal vehicles at a lower rate, ample long-term bicycle parking, and close to mass transit.	Support
Structured Parking (p. 243)	Minimum 50-foot setback	Setback varies from 19'-50'. Adequate screening will be provided to mitigate appearance of parking garage.	Support – May not be needed since this is not a stand-alone parking structure.
Façades and Storefronts (p. 245)	Provide a continuous expression line along the street.	The expression line's height varies.	Staff recommends a condition that the Applicant provide a continuous expression line along Hartwick Road.
Blade Sign (p.254)	Maximum area of 9 square feet.	35 square feet but at a height and scale that is appropriate for the building.	Support with condition that sign plan be revised to clarify no panelized back lighting or box lighting fixtures will be used, since these are prohibited by the Sector Plan.
Sustainability and the Environment	LEED Silver certification	NGBS Bronze	Staff is willing to consider using an alternative to the

(p. 256)			LEED certification system; however, it must be proven equivalent to LEED Silver certification.
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RECOMMENDATION

Staff recommends approval of DSP-19068 with conditions, and approval of the requested departures (parking space design, transformer screening, and loading space) as follows:

1. SUPPORT the following alternative development district standards as noted below:
(Note: The page numbers referenced are from the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment).
 - a. ***Building Form, Character Area 5b, Walkable Nodes (University)*** (page 235)- To allow parking within 20 feet of the property line.
 - b. ***Building Form, Character Area 5b, Walkable Nodes (University)*** (page 235)-To allow a reduction in the building frontage buildout from 80% minimum at the build-to-line to 77% along Guilford Drive.
 - c. ***Building Form, Character Area 5b, Walkable Nodes (University)*** (page 235) – To allow lot coverage to be 87.86% exceeding the 80% maximum.
 - d. ***Building Form, Parking Spaces*** (page 239) - To allow a reduction of 3 parking spaces from the 251 spaces required.
 - e. ***Building Form, Parking Lots, Loading and Service Areas*** (page 241)- To allow Hartwick Road, a primary frontage street, to be used as a primary source of access to off-street parking.
 - f. ***Architectural Elements*** (page 245) - To not provide a continuous expression line above the second story on the east, south and west facades of the building.
 - g. ***Architectural Elements*** (page 254) - To exceed the maximum area of any single sign mounted perpendicular to a given façade (blade sign) from 9 square feet to 35 square feet.
 - h. ***Sustainability and the Environment*** (page 256) – To allow the use of an equivalent alternative rating system to the required LEED silver certification.
2. SUPPORT for a 4% waiver of required tree canopy coverage.
3. Prior to certification of the Detailed Site Plan, the Applicant shall:
 - a. Submit clear documentation that the alternative rating system proposed is equal to or better than LEED Silver certification.
 - b. Correct Sheet C-102, Lot Coverage from 78.3% to 87.86%.
4. Prior to certification of the Detailed Site Plan, the Applicant shall revise the Architectural Plans to:

- a. Provide at least 4 electric car-charging stations in the parking garage.
 - b. Provide at least 1 car sharing parking space.
 - c. Provide a continuous expression line above the second floor along the Hartwick Road façade and extend the balconies on this façade to meet the expression line.
 - d. Rearrange the colored acrylic panels along the Hartwick Road facade to enhance the verticality and mitigate the massing of the building.
 - e. Provide a detail of the proposed decorative panels to screen the parking garage along Guilford Drive.
5. Prior to certification of the Detailed Site Plan, the Applicant shall revise the Landscape Plans to:
- a. Provide a detail of the artistic treatment proposed for the mechanical equipment (transformers) along the new street for review by City staff.
 - b. Provide the location and type of trees and pedestrian lighting for the streetscapes along Hartwick Road, Guilford Drive and the new access road. These details should be consistent with the streetscapes provided to the east and west of the subject site.
 - c. Revise the landscape and hardscape plans for Guilford Road Pocket Park to enhance accessibility by the public and improve the pedestrian experience. The following should be considered:
 - 1) Replace as much of the metal railing along the sidewalk as possible with concrete steps into the below-grade space.
 - 2) Create a more open plaza area at the intersection of Guilford Drive and the new street.
 - 3) Where feasible, show trees planted along the sidewalk edge on Applicant's property to align with streetscape trees for more effect.
6. Prior to certification of the Sign Plan, the Applicant shall revise the Sign Plan to clarify sign construction details to ensure that panelized back lighting and box lighting fixtures are not provided.
7. Prior to Planning Board approval, execute a Declaration of Covenants Agreement with the City that includes, at a minimum, the following provisions:
- a. PILOT to City if the property becomes tax exempt.
 - b. Unitary management and condominium conversion requirements.
 - c. Acknowledgement of responsibility for maintenance of pedestrian light fixtures, landscaping, and sidewalks.
 - d. Dedication of 4 feet of right-of-way to the City for the new street along the eastern property line.
 - e. Public access easements to the City of College Park for the pocket park and sidewalk and landscape strip along the new street.
 - f. Provision of an outdoor public art feature, which can be matched by City funds (up to \$15,000).
 - g. Evidence of LEED SILVER or equivalent certification.
 - h. The new 6-foot wide sidewalk along the west side of the building within an existing City easement should conform to ADA standards to the extent practicable.
 - i. Naming of the new access road shall be approved by the City.

W. Christopher Hart
Authorized Signatory
The Standard at College Park, LLC
315 Oconee Street
Athens, GA 30606

May 28, 2020

Ms. Terry Schum
Planning Director
City of College Park
8400 Baltimore Ave., Suite 375
College Park, MD 20740

Re: 4321 Hartwick Road, College Park, Maryland 20740

Dear Ms. Schum,

The Standard at College Park, LLC, the developer of the Standard at College Park, intends to redevelop the site at 4321 Hartwick Road. In conjunction with that project, the developer believes they meet the criteria for the City's Revitalization Tax Credit Program. Please let this letter serve as notice that the developer intends to apply for the City of College Park Revitalization Tax Credit.

Sincerely,

W. Christopher Hart
Authorized Signatory
The Standard at College Park, LLC

3

Letter on Phases 2
and 3 of US 1
Reconstruction



**CITY OF COLLEGE PARK, MARYLAND
WORKSESSION AGENDA ITEM**

Prepared By: Bill Gardiner,
Assistant City Manager

Meeting Date: June 2, 2020

Presented By: Bill Gardiner,
Assistant City Manager

Proposed Consent Agenda: NA

Originating Department: Mayor and Council

Issue Before Council: Discussion of letters to the County Council and the Maryland Department of Transportation (MDOT) urging the prioritization and funding for segments two and three of the Baltimore Avenue Reconstruction project

Strategic Plan Goal: Goal 3: High Quality Development and Reinvestment

Background/Justification:

The City has advocated for significant safety improvements to Baltimore Avenue from downtown College Park to I-495. The State project had lingered for many years, but construction has begun on the first segment from College Avenue to MD 193. Completion is anticipated in 2023.

Segments 2 and 3 have not been funded—there is no money in the draft six-year Consolidated Transportation Plan for engineering, right-of-way acquisition, and construction for the segments from MD 193 to the Capital Beltway. The City has requested the State to include funding for the rest of the project but has been unsuccessful thus far.

Prince George’s County annually submits a Transportation Priorities Letter to the State (see attached) indicating the County priority for State transportation projects. The County lists funding of segments two and three of the Baltimore Avenue project as a third priority of nine projects. The County’s first priority is interchange improvements at I-495 and Arena Drive, and the second priority is interchange and intersection improvements at several locations on MD 210.

The Council may consider sending a request to the County Council that it make the Baltimore Avenue project a higher priority in its letter to the State, and also consider sending a letter again to MDOT requesting funding for segments two and three.

Given the long timeframe for project engineering; the long delays in bringing Phase 1 to construction; and the importance this project for the safety of drivers and pedestrians in College Park, the City requests that our State, County, and Federal representatives urge MDOT to fund planning, engineering, and right-of-way acquisition for Segments 2 and 3.

Fiscal Impact:

None

Council Options:

1. Authorize a letter to the County Council urging it to make State funding for segments two and three of the Baltimore Avenue project a higher priority.
2. Authorize a letter to MDOT urging it to fund engineering and land acquisition for the project.
3. Take no action at this time.

Staff Recommendation:

1, or 1 and 2.

Recommended Motion:

N/A

Attachments:

Prince George's County Priority Projects List for the Fiscal Years FY 2020-2025 State Consolidated Transportation Program.

- **US 1, Baltimore Avenue (MD 193 to I-95/495):** The County appreciates the State’s effort in advancing into construction and reducing the time frame for the first phase of this project and now strongly encourages in beginning the necessary work to move the subsequent phases forward. This is a unique opportunity to improve this showcase for the State’s flagship college campus. Ensuring that this project is well designed and timely constructed is critical. This project will bring much needed streetscaping and enhanced safety measures including sidewalk improvements to this highly congested and challenged roadway in College Park.

<p>3. US 1, Baltimore Avenue (College Avenue to I-95/495)</p> <p>Roadway Reconstruction (To be completed in phases)</p> <p>Phase II – MD 193 to Hollywood</p>	<p><i>Commence with construction on Phase I and fund completion of planning and advance design of Phase II / III</i></p> <p><i>into construction</i></p> <p>to improve safety; provide streetscaping for community</p>
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<p>Road</p> <p>Phase III – Hollywood Road to I-95/ I-495</p>	<p>revitalization; improve transit access; and upgrade Cherry Hill Rd. intersection.</p>
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PRINCE GEORGE'S COUNTY GOVERNMENT

FEB 04 2020

Angela D. Alsobrooks
County Executive

Mr. Gregory Slater, Acting Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Secretary Slater:

Enclosed herewith is Prince George's County's ('the County's) Priority Projects List for the Fiscal Years FY 2020-2025 State Consolidated Transportation Program (CTP). The list reflects the County's priorities for State highway construction projects, transit, project planning starts, safety improvements, system preservation, and gateway projects. Further, the Priority Projects List advances the County's objectives related to Vision Zero, the County's multimodal safety plan and to Transit Oriented Development (TOD)/economic development.

Annually, we reassess what has transpired since our previous Priority letter. We are pleased to see progress on the Purple Line. The laying of the first track last year was an important milestone as the project moves towards opening in Prince George's County in 2022.

As the I-95/I-495 Managed Lanes Study moves through the National Environmental Protection Act (NEPA) process, it is crucial to advocate a wholistic approach that reduces congestion, incorporates transit, and supports balanced sustainable development. We wish to collaborate regionally to address the American Legion and Woodrow Wilson Bridge through this project, bringing Maryland and Virginia together on both sides of the Potomac River. In addition, it is critical that the project is context sensitive, making more appropriate connections to established and planned major economic drivers as specified by the County throughout the I-495 Corridor.

In reviewing the Baltimore-Washington Superconducting MagLev (SCMagLev) documentation to date, the County still continues to have several major reservations. The project solely passes along or through the County without direct benefit to the County or our residents. The community has expressed concerns related to potential adverse impacts due to construction, takings, and the burden of the train and its infrastructure. These issues must be satisfactorily addressed as a condition for advancing the potential project. In general, we continue to believe any resources devoted to this project may be better spent on expressed priority projects in this letter.

Our priorities list encompasses projects that enhance community revitalization, promote economic development, increase transit access, reduce congestion and improve safety for all modes. As part of our continued partnership, it is important to invest more in the treatment of medians on state roads in the County. Together, we must maintain these roadways with better and more frequent maintenance and trash removal.

Several key projects from previous lists are advancing so this list highlights projects that are needed in the FY 2020-2025 CTP:

VEHICLE AND PEDESTRIAN SAFETY

- **Vision Zero Prince George's Multimodal Enhancements on State-Maintained Roadways:** As both Prince George's County and the State of Maryland have recently become Vision Zero jurisdictions, and traffic fatalities and serious injuries are predictable and preventable events, it is imperative that we work together to address traffic safety in a much more aggressive and strategic fashion. Projects that are intended to address safety, specifically those designed to reduce pedestrian-related collisions in Prince George's County, are paramount and can be found in several categories of the list including System Preservation and Project Planning. As part of the State's emphasis on context-driven design, it must continue efforts to implement safety features on and along State-maintained roadways; including installing continuous street lighting, crosswalks, sidewalks, and other measures.

TRANSIT/WMATA/MULTI-MODAL

- **WMATA Funding:** Robust funding for the WMATA system is necessary to assure needed capacity and effective transit services throughout Prince George's County, and we applaud the actions taken in 2018-19 to put WMATA on sounder financial footing. Both the Metrorail and a soundly funded Metrobus network are essential to the County for addressing mobility needs and providing sustainable alternatives to single-occupancy vehicles. The County is very pleased with the regional commitment to dedicated funding for WMATA. However, additional funding is needed for programs like expanding corridor routes in Prince Gorge's County, to help support Transit Oriented Development (TOD) around the 15 Stations in the County, and enhanced transit connectivity between activity centers. It is also important for the County to have a strong voice in WMATA governance through Board representation.
- **WMATA Capital Improvements:** The County strongly encourages WMATA to keep elected officials and the community at large informed about major system improvements (e.g., station platform work) as they pertain to travel impacts and apply, as necessary, best practices learned from similar projects. As appropriate, incorporate station façade or ingress/egress improvements to encourage or complement nearby TOD development.

- **WMATA Bus Transformation Plan:** As WMATA finalizes its recommendations on the Bus Transformation Project, the County welcomes serious discussions on how to make existing Metrobus service more responsive to our resident's transportation needs and regional efforts to establish bus priority networks on major roads in the County.
- **Purple Line Extended (New Carrollton to Virginia):** With the construction of the Purple Line well underway, it is critical to advance study of the next logical phases of circumferential transit linking the spokes of the Nation's Capital.
- **The Bus:** As Prince George's County operates a transit system separate from WMATA, additional funding is needed to provide expanded service to meet existing needs and accommodate future growth. The County has already begun to layout its five-year Transit Vision Plan for providing enhanced local transit service in Prince George's County. Robust Locally Operated Transit System (LOTS) funding is crucial to deliver these critical local services.
- **Prince George's County Transitway:** Advancing study of a fixed guideway network with emphasis on priority corridors is important for sustainable economic development and enhanced mobility within the County and the region. Priority corridors provide links to neighboring jurisdictions, and between activity centers within Prince George's County. The County very much appreciates the award of a State Transit Innovation Grant to advance a bus rapid transit network and considers this an important step in developing a more robust system.
- **Transit Oriented Development:** Prince George's County strongly supports infrastructure investment to support vital economic development in transit-oriented communities. Focusing investment to maximize the potential of the significant transit network of Metrorail, MARC, Amtrak, and the Purple Line is strategic and supports mutual economic development goals. Prince George's County is specifically requesting state TOD designation for the Bowie State MARC Station area.
- **MD 5, Branch Avenue/Southern Maryland Rapid Transit:** The Branch Avenue Project, which will provide improved traffic flow and new interchanges in the Branch Avenue corridor, and the Southern Maryland Rapid Transit Project, proposed fixed guideway transit along the MD5/US-301 corridor extending from the Branch Avenue Metrorail Station in Prince George's County to Waldorf and White Plains in Charles County, are critical projects to alleviate congestion and promote economic development on the MD-5/US-301 corridor. We strongly urge the State to finalize the remaining project planning and design elements for both projects and move these projects forward into construction.

STATE ROADS & HIGHWAYS

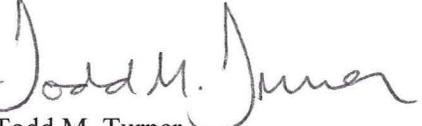
- **Arena Drive Interchange:** What was initially constructed as an additional entry point to the FedEx football stadium for high volume events, this interchange has become the front door for the new University of Maryland Regional Medical Center, the rebirth of the area surrounding the regional hospital well as a gateway to the new downtown Largo. This infrastructure must be improved to provide true multi-modal mobility and expanded in order to suitably provide access to this vital TOD, and to ensure uninhibited travel to the regional medical center.
- **MD 210, Indian Head Highway (Palmer Road at Livingston Road West Interchange):** Advancing the current work at Kerby Hill Road further South along the MD 210 corridor is of paramount importance to Prince George's County. Moving ahead with this project will benefit the State, Region, and County by improving mobility from Southern Maryland into and through the County. The County appreciates the collaboration with SHA in finalizing the MOU for the Corridor.
- **US 1, Baltimore Avenue (MD 193 to I-95/495):** The County appreciates the State's effort in advancing into construction and reducing the time frame for the first phase of this project and now strongly encourages in beginning the necessary work to move the subsequent phases forward. This is a unique opportunity to improve this showcase for the State's flagship college campus. Ensuring that this project is well designed and timely constructed is critical. This project will bring much needed streetscaping and enhanced safety measures including sidewalk improvements to this highly congested and challenged roadway in College Park.
- **MD 4 Corridor, Pennsylvania Avenue Interchanges (Westphalia Road, Dower House Road, and MD 223 Woodyard Road).** In addition to the construction of the MD Route 4 at Suitland Parkway project, it is imperative to advance design for the remaining interchanges along Pennsylvania Avenue just outside the Beltway. This will address mission-related needs at Joint Base Andrews, relieve congestion, and enhance development projects in the area. In addition, interim improvements at the MD 4 and Westphalia Road intersection are needed to address existing conditions because of movements at Joint Base Andrews and the burgeoning needs of the corridor.
- **I-95 / Greenbelt Metro Access:** This intersection project remains critical to the County as an economic engine for the region. Safe and efficient access to the Metrorail station from I-95 will stimulate continued economic development in the area and assure that this site is able to fulfill its potential as a major TOD location for spurring the economic health and vitality in the State of Maryland.
- **MD 197, Collington Road (US 50 to MD 450):** Widening MD 197 from US 50 to MD 450 is important for relieving congestion, improving safety, and supporting economic development in the Bowie area. This is a major access and conveyance point for an

important economic and residential center within the County.

We look forward to working closely with the Maryland Department of Transportation and its business units in implementing a comprehensive multimodal transportation program. Collectively, these projects will strengthen not only Prince George's County but also the region and the State of Maryland.

Sincerely,


Angela D. Alsobrooks
County Executive


Todd M. Turner
County Council Chair

Enclosure

cc: The Honorable Joanne C. Benson, Chair, Prince George's County Senate Delegation
The Honorable Erek Barron, Chair, Prince George's County House Delegation
The Honorable Calvin S. Hawkins, II, Vice-Chair, Prince George's County Council
The Honorable Mel Franklin, Member, Prince George's County Council
The Honorable Thomas E. Dernoga, Member, Prince George's County Council
The Honorable Deni L. Taveras, Member, Prince George's County Council
The Honorable Dannielle M. Glaros, Member, Prince George's County Council
The Honorable Jolene Ivey, Member, Prince George's County Council
The Honorable, Derrick Leon Davis, Member, Prince George's County Council
The Honorable Rodney C. Streeter, Member, Prince George's County Council
The Honorable Monique Anderson-Walker, Member, Prince George's County Council
The Honorable Sydney J. Harrison, Member, Prince George's County Council
Major F. Riddick, Jr., Chief Administrative Officer, Office of the County Executive
Floyd E. Holt, Deputy Chief Administrative Officer, Office of the County Executive
Terry L. Bellamy, Director, Prince George's Department of Public Works and
Transportation
Martin L. Harris, Deputy Director, Prince George's Department of Public Works
and Transportation
Gwendolyn T. Clerkley, Deputy Director, Prince George's Department of Public Works
and Transportation
Elizabeth Hewlett, Chair, Prince George's County Planning Board, M-NCPPC
Andree Green Checkley, Esquire, Prince George's County Planning Department,
M-NCPPC
Debbie Tyner, Acting Director, Department of Parks and Recreation, M-NCPPC
Kevin Quinn, Administrator, Maryland Transit Administration

**CRITERIA FOR
PRIORITY STATE PROJECTS WITHIN
PRINCE GEORGE'S COUNTY**

The Maryland State Consolidated Transportation Program (CTP) Priority Projects List is developed by staff of the Prince George's County Department of Public Works and Transportation (DPW&T) in coordination with the staff of the Maryland-National Capital Park and Planning Commission (M-NCPPC). Based on the collective input received by the relevant partner agencies, and internal analysis, the CTP List is forwarded to the County Executive and County Council for review, approval and transmittal to the Maryland State Department of Transportation (MDOT) through a joint signature letter.

Criteria used to prioritize the List are as follows:

Safety Improvements - Each project is evaluated to determine the safety enhancements to be achieved for all users in response to data and determined needs.

Capacity Improvements - Each project is evaluated to determine the capacity improvements to be provided for the transportation facility users in response to the needs.

Revitalization - Each project is reviewed to determine the project's contribution to the County's revitalization initiatives and improvements to each community's well-being and environmental sustainability through the implementation of current, sound and sensitive practices.

Economic Development - Each project is evaluated to determine the project's contribution to the County's economic development policies and goals.

Mass Transit - Each project is evaluated to determine the project's contribution to the County's Master Plan for implementation of transit services with emphasis on intra-community transit needs.

Project Schedule - Each project schedule is evaluated to assure the progression of projects from the planning stage into the construction phase for each subsequent year. The availability of projects for the construction phase assures that County projects are available to compete for construction funding each year.

Other Funding Sources - Each project is evaluated to determine the availability of "other" funding sources to supplement State and federal funding provided in the CTP.

- | | | |
|----|--|--|
| 5. | Transitway Priority Corridors | Study of expanded fixed guideway / bus rapid transit services along identified corridors to meet economic development in areas including Largo, Branch Avenue, National Harbor and other vital activity centers in the County. |
| | For Purple Line Extension (in phases):
-New Carrollton to Largo
-Largo to Branch Avenue
-Branch Ave. to Nat. Harbor | Initiate formal study process of potential alignments for developing a regional circumferential line. Enhances long-term, regional, sustainable economic development. |
| 6. | MARC Cornerstone Plan (Growth and Investment Plan) | Expand and enhance service along the MARC Camden and Penn Lines and continued through service at Union Station connecting to Virginia Rail Express (VRE). |

Transit Oriented Development:

Support State funding for Transit Oriented Development (TOD) in Prince George's County as it is vital for economic development and smart growth. All the TOD Centers on this list are important for the economic health and vitality of the State and County. The first six listed also need to be added to the State's Designated TOD list as the others have been.

1. Largo Metro Station
2. Suitland Metro Station
3. Prince George's Plaza Metro Station
4. College Park/Discovery District Metro/Northern Gateway Purple Line Stations
5. Bowie MARC Station
6. West Hyattsville
7. New Carrollton Transit Station
8. Greenbelt Metro Station
9. Branch Avenue Metro Station

- 10. Southern Avenue Metro Station
- 11. Laurel MARC
- 12. Naylor Road Metro Station

II. STATE HIGHWAY ADMINISTRATION (SHA) PRIORITY PROJECTS

The SHA Priority Projects List is intended to provide guidance to SHA on the order in which Prince George's County's elected officials desire project planning to start and see actual construction take place. The recommended projects have been prioritized from a strategic planning effort to provide: the greatest benefit to areas inside or adjacent to the Beltway; much needed safety improvements; and economic development growth within the County. Historically, projects currently funded for construction in the Consolidated Transportation Program (CTP) are expected to proceed to construction based on the published funding schedule, which ordinarily would be excluded from this priority list.

A. Construction Priorities:

- | | | |
|----|--|--|
| 1. | I-95/I-495 @ Arena Drive
Widening /Interchange
Improvements / Reconstruction | <i>Provide funding to: Improve interchange capacity; reduce congestion; enhance safety for vehicles, bicycles and pedestrians; promote economic development serving as gateway for downtown of County.</i> |
| 2. | MD 210, Indian Head Highway
Interchange and Intersection
Improvements
(Could be redesigned and
constructed in one phase)
Phase II – Palmer Road /
Livingston Road
Phase III – Oxon Hill Road /
Old Fort Road | <i>Complete Phase I Kirby Hill Rd. Interchange and advance redesign and construction of remaining intersections to relieve existing and projected congestion, as well as support economic development. Other alternatives to relieve congestion and improve safety should be explored.</i> |
| 3. | US 1, Baltimore Avenue
(College Avenue to I-95/495)

Roadway Reconstruction
(To be completed in phases)

Phase II – MD 193 to Hollywood | <i>Commence with construction on Phase I and fund completion of planning and advance design of Phase II / III into construction to improve safety; provide streetscaping for community</i> |

- | | | |
|----|--|---|
| | Road
Phase III – Hollywood Road to
I-95/ I-495 | revitalization; improve transit
access; and upgrade Cherry Hill Rd.
intersection. |
| 4. | MD 5 / US 301 to Charles County
Line Interchanges and Widening <ul style="list-style-type: none"> • Surratts Road • Burch Hill Road (A-65) • TB to Charles County Line | <i>Provide funding to advance
planning, design and construction</i>
of this major multi-modal corridor
project to relieve congestion;
improve safety; and economic
Development. |
| 5. | I-95 / Greenbelt Metro Access | <i>Restore State/federal
construction funding</i> for safe and
efficient access from I-95/I-495 to
the Greenbelt Metrorail Station and
support mixed- use development
use economic development around
the Station. |
| 6. | MD 197, Collington Road
(US 50 to MD 450) | <i>Fund advance of planning, design,
and construction;</i> improve
safety; and support roadway
widening and economic
development. |
| 7. | MD 717 / Water Street Bridge
and Roadway Reconstruction | <i>Advance design completion and
fund construction;</i> Improve safety
in Upper Marlboro area by raising
MD 717 out of the floodplain. |
| 8. | MD 450, Annapolis Road
(Stonybrook Drive to MD 3) | <i>Advance design completion and
construction;</i> Relieve congestion;
improve safety; support roadway
widening; economic development. |
| 9. | US 301 - MD 197 Interchange
(To be constructed in phases) | <i>Advance design completion and
construction;</i> Improve safety and
relieve congestion in this rapidly
developing commercial area. |

B. Project Planning Priorities:

1. I-95/I-495 @ Arena Drive
Widening /Interchange
Improvements / Reconstruction
Immediately move into the program and fund for planning, design, and construction; Improve interchange capacity; reduce congestion; provide enhanced safety for vehicles, pedestrians and bicycles; promote economic development serving as a gateway for the County.

2. MD 193, University Blvd.
(To be completed in phases)
Phase I: US 1 to Hanover Pkwy
Phase II: County Line to Adelphi Road
Move all phases into planning; Improve pedestrian, bicycle and vehicular safety; intersection improvements, provide street continuous lighting, landscaping, Community enhancement, critical as part of the Purple Line.

3. MD 410, East-West Highway /
Riverdale Road / Veterans Pkwy
(To proceed in phases)
Phase I: MD 212 to US 1 (road diet)
Phase II: MD 212 to MD 650
Complete planning of all phases: Improve safety, provide streetscaping, for community and economic development, provide continuous overhead lighting.

4. MD 4 Corridor, Pennsylvania Ave.
Widening and Interchange
Improvements
 - Westphalia Road
Interchange
 - Dower House Road
Relocation / Interchange
And short-term improvements
 - MD 223 Interchange*Provide funding to advance planning and construction; Relieve congestion, improve safety, and provide access to employment centers in the MD 4 corridor and for Joint Base Andrews.*

5. MD 458 Silver Hill Road
 - MD 5 to Suitland Road
 - Suitland Road to MD 4
MD 4 to Walker Mill Road*Advance into project planning; Improve safety for all users and , provide streetscaping, revitalization, and continuous overhead lighting for community intersection improvements.*

- | | | |
|----|--|--|
| 6. | MD 212, Powder Mill Road
(Pleasant Acres Drive to I-95)
Roadway and Intersection
Reconstruction | <i>Advance into planning;</i>
Improve safety and support for
economic development. |
| 7. | US 50, John Hanson Highway
(MD 704 to MD 197)
New Interchange | <i>Initiate project planning;</i>
Relieve congestion and
improve safety on MD 197
and MD 450. |

C. Gateway Beautification Projects:

Funding is needed for enhancements/clean-up of smaller scope projects to improve aesthetics, street lighting, SWM, sidewalk, beautification, streetscaping and bicycle facilities to enhance public, motorized and non-motorized transportation safety at the entrances to the County from the Nation's Capital.

1. MD 218, Suitland Road
2. MD 4, Pennsylvania Avenue
3. US 50 / MD 201 John Hanson Highway / Kenilworth Avenue
4. MD 214, East Capitol Street
5. MD 210, Indian Head Highway

D. Safety / System Preservation and Urban Reconstruction Priorities:

Funding is needed for projects that improve pedestrian, bicycle and vehicular safety, provide street lighting and streetscaping to support community enhancement.

- | | | |
|----|--|--|
| 1. | MD 704, Martin Luther King Highway
(Hill Road to MD 450) | |
| 2. | Alt. US 1 MD @ 450 Annapolis Road
(Specific to Peace Cross) | Geometric improvements
for vehicular, bicycle and
pedestrian safety. |
| 3. | MD 218 Suitland Road
(DC Line to MD 458) | |

4. MD 4, Pennsylvania Avenue
(DC Line to Silver Hill Road)
5. MD 450, Annapolis Road
 - Finns Lane/Harkins Road to MD 564, Lanham-Severn Road) and extending the limits from MD 410 (Veterans Parkway) to MD 564 (Lanham-Severn).
 - Bladensburg - Green/Complete Street Project
(Peace Cross to MD 202)

E. Bicycle Corridor Priorities:

Retrofitting of existing State roadways to enhance and enable safe bicycle and pedestrian mobility in alignment with a Vision Zero objective.

1. MD 704 (multi-use side path and buffered bike lanes-MD 450 Hill Road)
2. MD 193 (sidewalks, designated bike lanes, and safety improvements - Montgomery County Line to MD 564, to be done in phases)
 - Phase I: Montgomery County Line to Adelphi Road
 - Phase II: US 1 to Hanover Parkway
 - Phase III: Hanover Parkway to MD 564
3. US 1 (DC line to Howard County Line, to be done in phases)
 - Phase I: Guilford Drive to I-95/I-495
 - Phase 2: Guilford Drive to DC Line
 - Phase 3: Contee Road to Howard County Line
 - Phase 4: I-95/I-495 to Odell Road
4. Oxon Hill Road / MD 414 / National Harbor – bike lane and sidewalk safety improvements
5. MD 223 (multi-use sidepath – MD 4 to Livingston Road, in phases)
 - Phase I: Steed Road to MD 5
 - Phase II: MD 5 to MD 4
 - Phase III: Livingston Road to Steed Road
6. MD 450 (road diet, restriping for designated bike lanes – just west of MD 410 to the Baltimore-Washington Parkway)
7. Bowie Heritage Trail

F. Park Trails Priorities:

Dedicate funding for completion of and connection to trails to enhance the County and State trailway network.

1. WB&A Trail connections (Anne Arundel County to the Anacostia River Trail)
 - Phase I – bike /pedestrian bridge over Patuxent River connecting Prince George's and Anne Arundel Counties
 - Phase II – Cheverly to Bladensburg Waterfront Park (Euclid Street Park to Lloyd Street)
2. Central Avenue Connector Trail (Marvin Gaye Trail / Capitol Heights Metro to Largo Metro)
3. Rhode Island Avenue Trolley Trail (Armentrout Drive to Farragut Street)
4. Suitland Parkway Trail (DC Line to Westphalia Central Park)
5. Little Paint Branch Trail Extension
 - Phase I - Along Old Gunpowder Road (Denim Road to 900 feet north of Denim Road and facility gaps north of Konterra Drive)
 - Phase II – multi-use facility across I-495 / I-95 (Cherry Hill Road)
6. Piscataway Creek Trail (MD 223 to the Potomac River)
7. Oxon Run Trail (Southern Avenue to Naylor Road)
8. Henson Creek Trail Extension (Temple Hill Road to Suitland Parkway including cross Beltway access)

4

Future Agenda Items



TO: Mayor, City Council, City Manager and Department Directors

FROM: Janeen S. Miller, City Clerk

DATE: May 27, 2020

RE: Future Agendas

The following items are tentatively placed on future agendas. This list has been prepared by the City Manager and me and represents the current schedule for items that will appear on future agendas.

TUESDAY, JUNE 9, 2020 REGULAR MEETING

Public Hearing and possible adoption of 20-O-08, an ordinance to eliminate fees for residential parking permits

Presentation on the City's ClearGov financial transparency dashboard – Gary Fields, Director of Finance and Anna Balcora from ClearGov

11-20-19: (Consent) Update to the City Manager's contract

Appointments to all City Boards and Committees, effective July 1

Consideration of a motion to cancel National Night Out City events (and if so, to change the August meeting date) – Gabi Wurtzel, Event Coordinator and Bob Ryan, Director of Public Services

Update on the City's Sustainability Plan - Bill Gardiner, Assistant City Manager; Robert Marsili, Director of Public Works; Janet McCaslin, Sustainability Coordinator

Introduction of an ordinance to change the name of Planning, Community and Economic Development to Planning and Community Development – Scott Somers, City Manager

TUESDAY, JULY 7, 2020 WORKSESSION

10-22-19: Recommendation / Discussion with VeoRide representatives – Terry Schum, Director of Planning (30)

Discussion of a policy/ordinance for City trails addressing eScooters and eBikes (20) – Terry Schum, Director of Planning

Discussion of a decision about College Park Day – Scott Somers, City Manager (10)

035
5/29/2020

Detailed Site Plan 19042 for Branchville Gardens multi-family apartment building - Terry Schum, Director of Planning (30)

Discussion of Government Alliance on Race and Equity (GARE) policy and project – Bill Gardiner, Assistant City Manager and Kiaisha Barber, Director of Youth, Family and Senior Services (30)

Discussion on the recommendation to form an ad hoc committee regarding the future of Amherst Avenue – Terry Schum, Director of Planning (15)

2:35

TUESDAY, JULY 14, 2020 REGULAR MEETING

03-20-19: Award of contract for construction for Hollywood Dog Park – Scott Somers, City Manager

Presentation on Accela land use CRM software – Bill Gardiner, Assistant City Manager

WEDNESDAY, AUGUST 5, 2020 WORKSESSION

TUESDAY, AUGUST 11 REGULAR MEETING

Quarterly Financial Presentation – Gary Fields, Director of Finance

ANNUAL ITEMS

January, early: Discussion of Homestead Tax Credit Rate (currently at 0%) (must certify by March 25 to change rate)

January, after an election: Review and adoption of Council Rules and Procedures

IFC/PHA Annual meeting with Council (when is best?)

March: Annual Review/Renewal of Insurance Contracts

March: Annual farmers market debrief (Council: is this still relevant?)

March: Annual Economic Development Report

April and September: Comments on the M-NCPPC budget

June Worksession: Review of applications for Boards and Committees

June Regular Meeting: Reappoint all Boards and Committees with an effective day of July 1

September 2020: Review of nuisance ordinance 19-O-13 adopted in September of 2019

October, first regular meeting: Proclamation for Indigenous Peoples' Day

Early Fall: Annual presentation from SHA on projects in the City (schedule prior to CTP discussion)

Fall: Annual police agency presentation

November, first regular meeting: Proclamation for Small Business Saturday

December: Approval of Annual Retreat agenda

MASTER LIST

2020 Quarterly Financial Presentations: ~~January 28, April 28, August 11, November 10~~

01-23-19: Information Report: Actions taken to mitigate the discharge of sump pump water runoff – Steve Halpern, City Engineer

08-14-18: Discussion of City-wide parking (45)

Discussion of security at City buildings and cyber security – Scott Somers, City Manager

07-09-19: Input from staff and the Airport Authority about the GAO study on helicopters in the City and helicopter noise in the region (15)

10-01-19: Discussion of signing on to the principles of the Maryland Advocates for Sustainable Transportation – request of Mayor Wojahn

10-15-19: Greater utilization of APC to review projects that are coming to Council

Discussion of additional roadway connectivity between City neighborhoods - AND – Find options to reduce traffic on our major roadways (include Complete Streets) (40)
Terry Schum, Director of Planning; Steve Halpern, City Engineer; Robert Marsili, Director of Public Works

01-07-20: Award of contract for final design of Duvall Field – Terry Schum, Director of Planning

02-04-20: Follow up discussion on certain events held in the City (Veterans and Memorial Day events, MLK Tribute and Blues Festival)

Consideration of a Property Use Agreement and support for a liquor license transfer from Milkboy to “Crab and Turtle” – Bob Ryan, Director of Public Services (20)

01-29-20: Discussion of the decennial redistricting and of establishing a redistricting commission (standard census tabulation for voting districts will occur prior to general release and no later than April 1, 2021) – schedule for fall - DELAYED

04-03-20: Discussion about participation in the AARP Livable Communities program (Wojahn)

04-21-20: Follow-up discussion on a City Youth Advisory Committee – Kiaisha Barber, Director of Youth, Family and Senior Services

Review of proposal for a pilot program for a rebate to homeowners for installation of residential security camera systems - Bob Ryan, Director of Public Services (20)

05-05-20: Information Report on Edgewood Road Right-Of-Way at intersection with US 1 – Terry Schum and Steve Halpern

Discussion of request by Michelle Johnson, Executive Director, College Park Housing Authority, to lease land adjacent to Attick Towers (Parcel 92) free-of-charge to expand the existing parking lot (30) – Scott Somers, City Manager

Discussion of goals and purpose for City Events, and criteria for evaluating City Events (30)

Proposed Charter amendment to provide alternate means of proving residency besides voter registration to satisfy the one-year residency requirement to run for office (20) -