



City of College Park Virtual Meeting Instructions

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

<https://zoom.us/j/92398574069?pwd=MIU3dFB3OG9TZnBQT242R1lsK3RNQT09>

Zoom Webinar ID: 923 9857 4069

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A few minutes before the meeting begins

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

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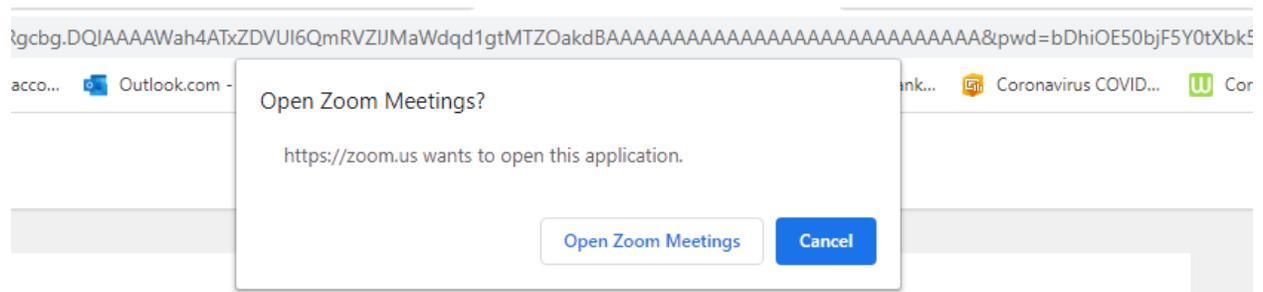
2. To join the meeting by telephone:

- Dial 301-715-8592
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As an Attendee

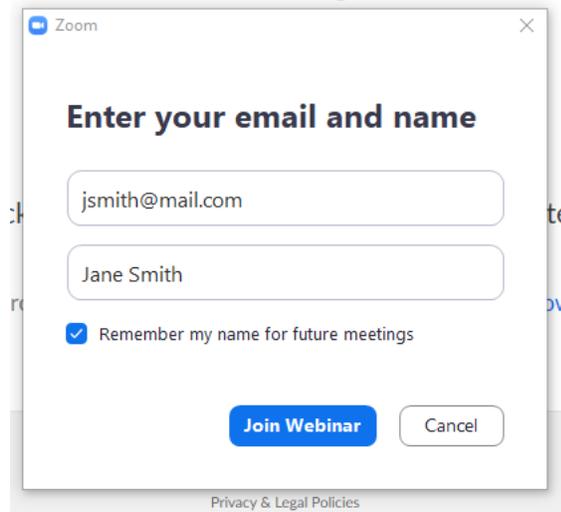
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As an attendee, you will not have access to any other functions.

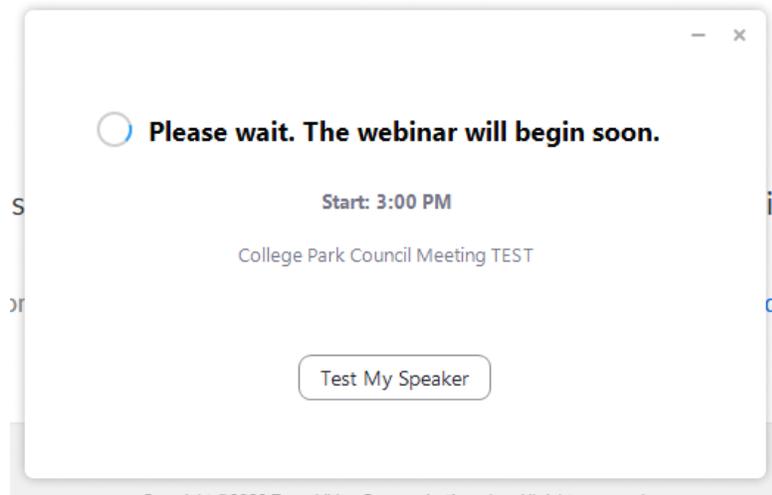


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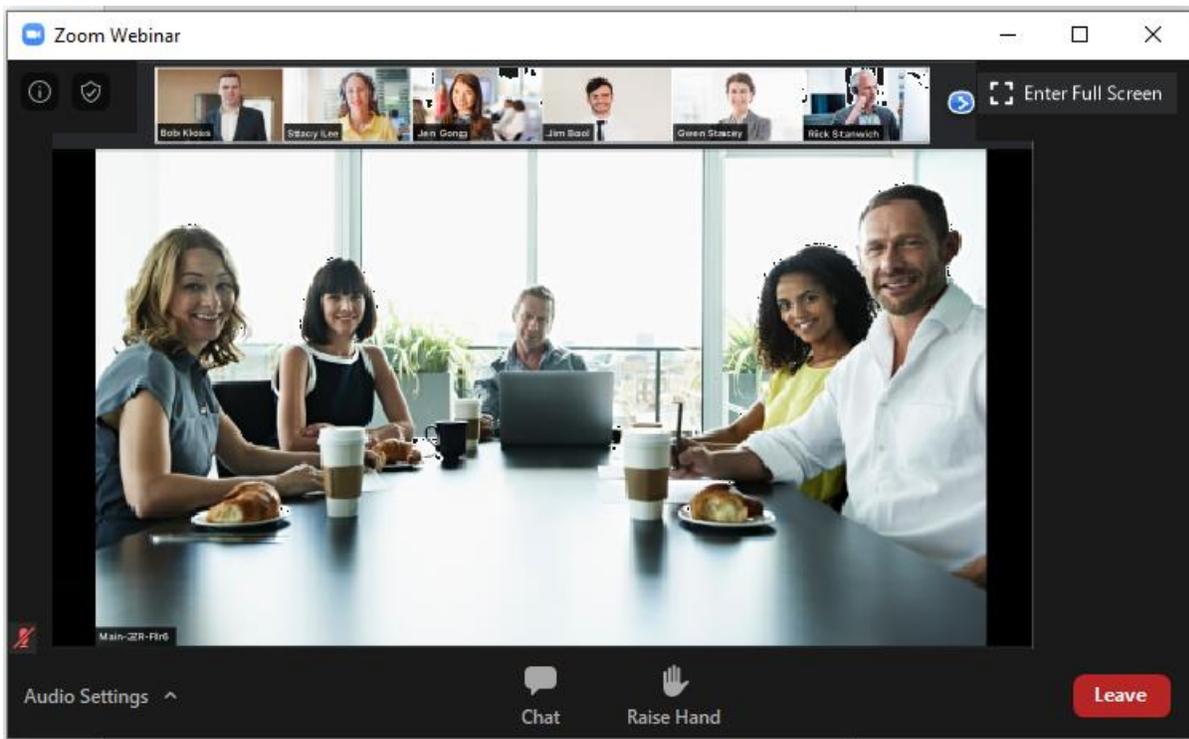
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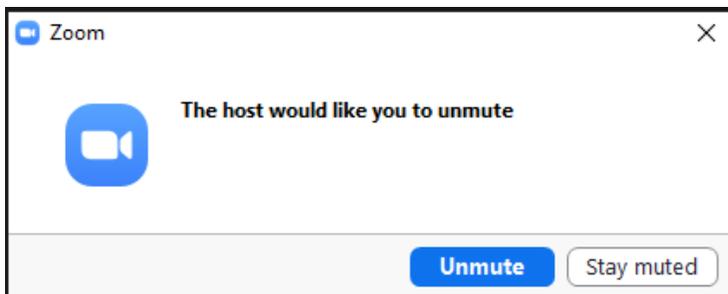
Note the “Raise Hand” Control in the lower part of the Zoom window.

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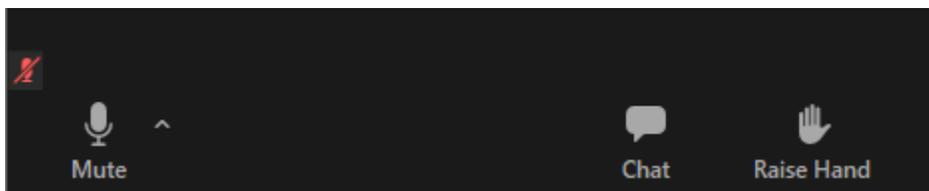
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After the Host has stopped the option to speak, the microphone control will disappear and you will not be able to speak to the webinar.

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, SEPTEMBER 15, 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 after 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	
7:40	1	Presentation on Prince George's County activities and legislation by County Council Member Dannielle Glaros (20)	
8:00	2	Discussion of Preliminary Plan of Subdivision (4-20014) and Detailed Site Plan (19054) for The Hub on Knox Road (Mixed Use Student Housing project) and approval of a Declaration of Covenants (30)	Terry Schum, Director of Planning
8:30	3	Review of Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation for the I-495 & I-270 Managed Lanes Study (30)	Terry Schum, Director of Planning
9:00	4	Follow up discussion to Saturday's Strategic Plan meeting (30)	Scott Somers, City Manager
9:30	5	Requests for/Status of Future Agenda Items	Mayor and Council

9:35	6	Mayor and Councilmember Comments	Mayor and Council
9:40	7	City Manager's Comments	Scott Somers, City Manager
9:45	8	Adjourn	

CLOSED SESSION

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 consider a matter that concerns the proposal for a business to locate in the State.

2. To discuss the appointment of individuals to advisory boards

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

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

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PRESENTATION
County Council Member
Dannielle Glaros

2

PPSD and DSP For “The Hub” Student Housing Development on Knox Road



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

Prepared By: Miriam Bader, Senior Planner **Meeting Date:** September 15, 2020

Presented By: Miriam Bader, Senior Planner **Proposed Consent Agenda:** No
Terry Schum, Planning Director

Originating Department: Planning and Community Development

Issue Before Council: Preliminary Plan of Subdivision 4-20014 and Detailed Site Plan DSP-19054 for The Hub

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

Background/Justification:

A Preliminary Plan of Subdivision (PPS) and a Detailed Site Plan (DSP) have been submitted by Knox MD, LLC to redevelop 4210-4220 Knox Road located on the north side of Knox Road, approximately 200 feet east of its intersection with Guilford Drive. The PPS proposes to combine 6 lots to create a 0.72-acre parcel. The DSP proposes to raze two duplex structures and construct a mixed- use student housing project containing 161 dwelling units (464 beds), 1,022 square feet of retail space and a parking garage with 94 parking spaces. The Planning Board is scheduled to hear the Preliminary Plan and Detailed Site Plan on Thursday, October 15th.

Fiscal Impact:

This project provides more intensive development of the site which will generate a positive fiscal impact once constructed.

Council Options:

1. Recommend approval of PP 4-20014 and DSP-19054 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 Preliminary Plan of Subdivision 4-20014 and DSP-19054 with conditions as contained in the City Staff Report.

Attachments:

1. Staff Review and Recommendation
2. Link to PP-4-20014 The Hub: Click on the hyperlink to view the PPS Submittal: <https://www.dropbox.com/sh/bcIti88pu8jas30/AAD1AOcl8dg99IfyOKdImf5pa?dl=0>
3. Link to DSP-19054 The Hub: Click on the hyperlink to view the DSP Submittal: <https://www.dropbox.com/sh/uxxe0i2v8elmtqm/AABA8R4t1GJQaJyOoJTMiO0Na?dl=0>
4. Link to M-NCPPC PPS staff report, DSP staff report may be ready two weeks prior to the hearing: [www.pgplanning.org/Planning Board/Agendas.htm](http://www.pgplanning.org/Planning_Board/Agendas.htm)
5. Draft Declaration of Covenants

City Staff Review and Recommendation

Preliminary Plan of Subdivision 4-20014
Detailed Site Plan 19054
The Hub at College Park
4210-4220 Knox Road

Project Description

This request is for Preliminary Plan of Subdivision (PPS) and Detailed Site Plan (DSP) approval for a student housing project located on the north side of Knox Road approximately 200 feet east of its intersection with Guilford Drive (4210-4220 Knox Road). The Applicant, Core Campus Manager, LLC, is a student housing developer from Chicago, Illinois. The property is currently owned by Knox MD, LLC. and is improved with two duplex buildings for student housing. The proposal is to raze these structures and construct a mixed-use development containing 161 dwelling units (464 beds) and 1,022 square feet of retail space (possibly a coffee shop) at a density of 223.6 dwelling units per acre and a FAR of 6.01. Parking will be provided via a parking garage beneath the building containing 94 parking spaces. The property is zoned Mixed-Use Infill (MUI) with Development District (DDOZ) and Aviation Policy Area (APA-6) Overlays. A variation request to waive the Public Utility Easement requirements has been submitted with the PPS application. In addition, the Applicant is requesting several alternative development district standards from the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment (Sector Plan).

Preliminary Plan of Subdivision (4-20014)

The Preliminary Plan combines six lots into one parcel containing 31,200 square feet (0.72 acres). The four western lots, located at 4210-4220 Knox Road, are improved with two duplex buildings (Knox Boxes). The two eastern lots are currently used for surface parking but previously contained a Knox Box that was razed.

Environmental

The site has no Primary Management Areas (PMA's) as defined in Section 24-130(b)(5) of the County Subdivision Ordinance meaning the property does not have any regulated environmental features such as floodplain or stream buffer. The Hub received a Woodland Conservation Exemption letter on September 6, 2019 since their existing woodland was less than 10,000 square feet.

The site has extreme slope ($\geq 15\%$) along the entire Lehigh Road frontage and along the entire eastern boundary line.

Stormwater Management

The project involves redevelopment of an existing developed site. The site will be designed to treat 100% of the existing and new impervious area. The approved (4-13-20) Stormwater Management Concept Plan No. 48561-2019-00 indicates that stormwater will be collected and treated by five micro-bioretenion planters with underdrains, a green roof and a vault and filter system.

Comment: The proposed development, though more intensive, may be an improvement from past stormwater management on the site since it will be required to follow today's stricter standards.

Christiana Clay

Since Christiana clay (poor soil to support a foundation) was found on-site, the Applicant is required to do a geotechnical analysis and may also be required to do a slope stability analysis as determined by DPIE. This analysis must clearly delineate the location of any associated 1.5 safety factor lines, as well as any accompanying building restriction lines and identify them on the TCP1. Ground improvements may be needed during construction.

Variation Request

The Applicant is requesting a variation to waive the 10-foot wide public utility easement (PUE) requirement along all streets and roadways.

Comment: Staff supports this variation since Knox Road already has all the necessary utilities for this site in the right-of-way.

Adequate Public Facilities

Adequate public facilities for the project have been reviewed by Maryland-National Capital Park and Planning Commission (M-NCPPC) staff with the following findings:

- Police Facilities - Police response time standards are met.
- Fire and Rescue - Personnel, equipment and response time is adequate.
- Schools – Undergraduate student housing has minimal impact on K-12 school enrollment. This project is subject to the school facilities surcharge fee of \$9,741 per dwelling unit. This fee is to be paid to Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) at the time of building permit.
- Water and Sewerage- Project is adequately served.
- Transportation - A Traffic Impact Analysis (TIA) was prepared by Lenhart Traffic Consulting, Inc. on 9-27-19, and most recently updated July 6, 2020 to include the Knox Road/Greystar Development (see Attachment 2, submittal link to view). Transportation facilities were found to be adequate. Proposed trip generation is 62 Peak AM trips and 81 Peak PM trips.

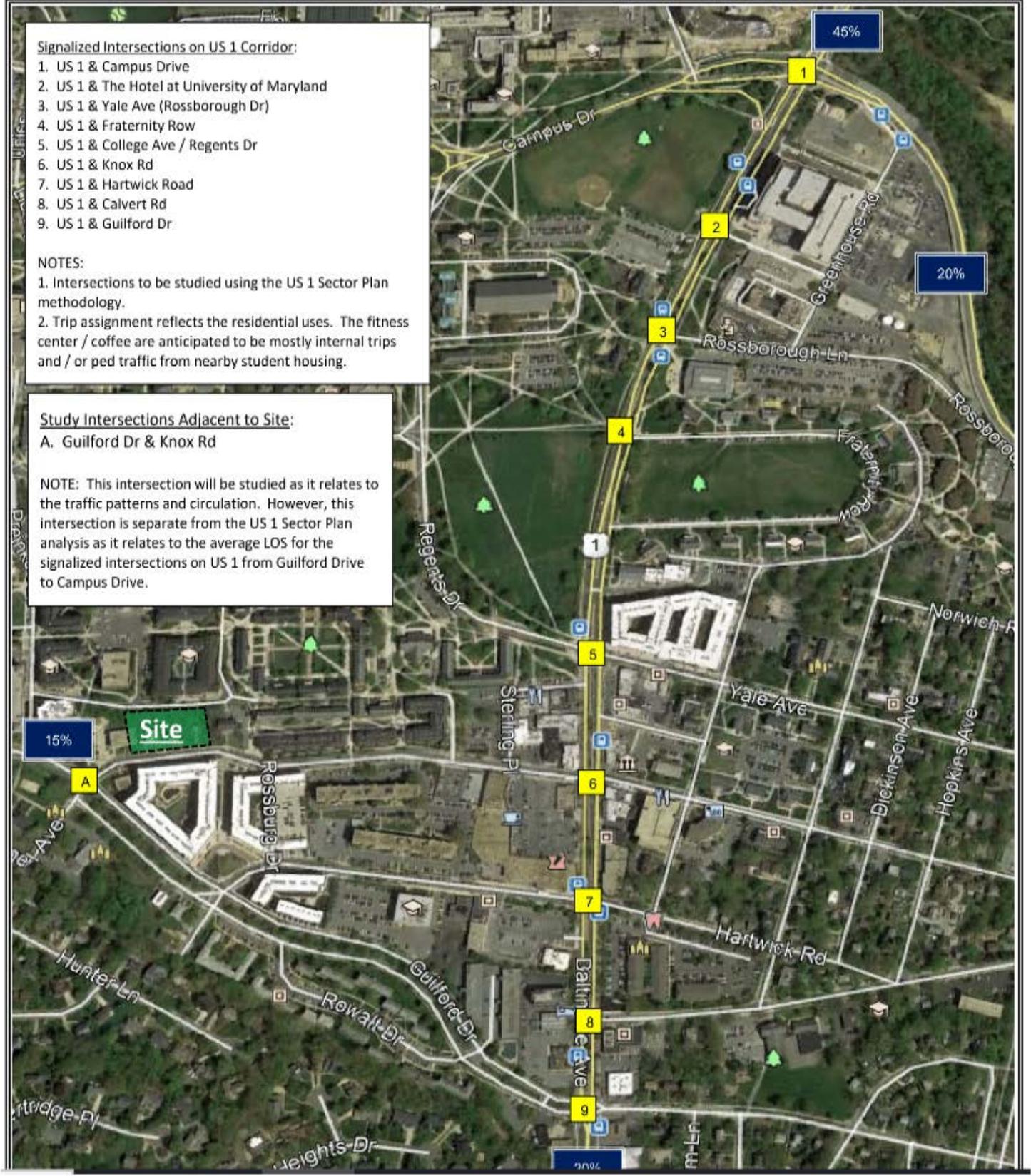
The TIA was conducted in accordance with the Prince George's County Transportation Review Guidelines (2012) and the Sector Plan which prescribe specific analyses of the Average Critical

Lane Volume (CLV) and Level of Service (LOS) of all signalized intersections along US 1 from Campus Drive to Guilford Drive. This includes the following nine intersections: US 1/Campus Drive, US 1/The Hotel at the University of Maryland, US 1/Yale Avenue/Rossborough Drive, US 1/Fraternity Row, US 1/College Avenue/Regents Drive, US 1/Knox Road, US 1/Hartwick Road, US 1/Calvert Road, and US 1/Guilford Drive.

The Guidelines specify that the average CLV of all signalized intersections in the study area must operate at 1,600 or less and the average LOS must be E or better. The study showed that the average CLV is less than 1,100 (Peak Period CLV is 832 for AM trips and 1060 for PM trips) and the average LOS for the AM peak is A and B for the PM peak. The corridor will operate well within acceptable parameters.

In addition, the study showed that the existing unsignalized intersection of Guilford Drive at Knox Road/Mowatt Lane will pass the three-tiered test for unsignalized intersections in Prince George's County. However, it should be noted that the evening peak hour southbound approach operates at a LOS F. The actual traffic volume is not that heavy (429 through vehicles heading from Mowatt down Guilford toward US 1, and 259 vehicles making a left from Mowatt onto Knox) but it is enough to cause some delays because of the all-way stop.

Following are exhibits that show the scope of the study area, trip generation rates and level of service results.



Trip Generation Rates

Land Use	Rate	Trip Distribution (In/Out)
Student Housing (Prince George's County Rates)	Morning Trips = 0.13 x Beds Evening Trips = 0.17 x Beds	23/77 59/31

Trip Generation Totals

			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Proposed	Student Housing (Prince George's County Rates)	476 Beds	14	48	62	48	33	81
	Coffee Shop	1,002 sq. ft.	0	0	0	0	0	0
Total:			14	48	62	48	33	81

Notes:

1. Trip Generation Rates obtained from Prince George's County Guidelines.
2. The proposed development will include a coffee shop that is anticipated to be ancillary to the student housing in the form of internal trips / pedestrian traffic from nearby student housing.

Traffic Impact Analysis	Trip Generation for Site	Exhibit 7
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		

Level-of-Service Results

Morning Peak Hour	Existing LOS	Background LOS	Total LOS
1). US 1 & Campus Dr	A / 947	B / 1144	B / 1148
2). US 1 & The Hotel at University of MD	A / 647	A / 830	A / 835
3). US 1 & Rossborough	A / 581	A / 760	A / 764
4). US 1 & Fraternity Row	A / 533	A / 709	A / 714
5). US 1 & College Ave / Regents Dr	A / 592	A / 771	A / 776
6). US 1 & Knox Rd	A / 684	A / 948	A / 995
7). US 1 & Hartwick Rd	A / 426	A / 769	A / 772
8). US 1 & Calvert Rd	A / 432	A / 630	A / 633
9). US 1 & Guilford Dr	A / 636	A / 852	A / 855
A). Guilford Dr & Knox Road			
Tier 1 - HCM Delay Test (see Note 2)			
Eastbound Approach	A / 0.0	A / 0.0	A / 0.0
Westbound Approach	B / 10.1	B / 11.2	B / 11.6
Northbound Approach	B / 10.2	B / 12.0	B / 12.2
Southbound Approach	B / 11.8	B / 14.3	B / 14.6

Evening Peak Hour	Existing LOS	Background LOS	Total LOS
1). US 1 & Campus Dr	A / 981	C / 1284	C / 1296
2). US 1 & The Hotel at University of MD	A / 763	B / 1055	B / 1068
3). US 1 & Rossborough	A / 731	B / 1021	B / 1033
4). US 1 & Fraternity Row	A / 583	A / 864	A / 876
5). US 1 & College Ave / Regents Dr	A / 720	B / 1010	B / 1022
6). US 1 & Knox Rd	A / 900	C / 1272	D / 1316
7). US 1 & Hartwick Rd	A / 555	A / 919	A / 921
8). US 1 & Calvert Rd	A / 660	A / 937	A / 940
9). US 1 & Guilford Dr	A / 730	B / 1062	B / 1069
A). Guilford Dr & Knox Road			
Tier 1 - HCM Delay Test (see Note 2)			
Eastbound Approach	A / 0.0	A / 0.0	A / 0.0
Westbound Approach	B / 13.4	B / 14.7	B / 15.1
Northbound Approach	B / 14.7	C / 20.3	C / 21.0
Southbound Approach	E / 44.4	F / 110.8	F / 120.2
Tier 2 - Minor Street Volume Test	N/A	> 100 veh.	> 100 veh.
Tier 3 - CLV Test	N/A	B / 1062	B / 1069

Average AM CLV's
Average PM CLV's

Existing	Background	Total
604	824	832
733	1047	1060

Notes:

1. The Average Corridor CLV satisfies the MNCPPC Guidelines of CLV 1,599 or better for the US 1 Sector Plan.
2. Intersection A is labeled as Intersection 10 in the Synchro outputs contained in Appendix B since Synchro is unable to assign a letter as an intersection designation.

Traffic Impact Analysis	Results of Level-of-Service Analyses	Exhibit 10
Lenhart Traffic Consulting, Inc.		

Comment: Adequacy of Public Facilities has been demonstrated for this project. Staff supports the M-NCPPC transportation staff recommendation of establishing a trip cap of 62 AM and 81 peak hour vehicle trips.

Mandatory Dedication of Parkland

Sec. 24-134 of the Prince George's County Code requires conformance with mandatory dedication of parkland. Sec. 24-135 allows recreational facilities or a fee-in-lieu to be substituted for parkland, if approved by the Planning Board. The Applicant is proposing to meet or exceed this requirement by providing the following private recreational amenities:

- 2,176 square foot multi-functional, cardio and weightlifting equipment gym
- 272 square foot yoga room
- 144 square foot sauna
- 893 square foot club room with pool table, gaming consoles, kitchenette, communal seating, tv and lounge seating.
- 280 square foot hot tub for 12 persons
- 2,652 square feet of pool terraces with cabanas, tv, mini fridge, sun deck with poolside loungers and umbrellas
- 861 square foot terrace with outdoor seating, fire pit, grilling stations, tiered seating for view of pool

Comment: The Applicant's proposal meets the mandatory dedication of recreational facilities requirement, according to Maryland-National Capital Park and Planning staff.

Pedestrian and Bicycle Transportation

This submittal is subject to the 2009 Approved Countywide Master Plan of Transportation (MPOT), which identifies Lehigh Road as a planned shared roadway and identifies Knox Road as an existing shared roadway. Currently, westbound Knox Road has a dedicated bike lane at the subject property and eastbound Knox Road has sharrows. Lehigh Road, owned and maintained by the University of Maryland, does not have bike lanes or sharrows.

The Applicant is proposing crosswalks across Lehigh Road to connect the proposed pedestrian bridge from the subject property to the north side of Lehigh Road to an existing sidewalk. A sidewalk on the south side of Lehigh Road to connect to an existing sidewalk to the west is desirable but the University objects to adding this sidewalk.

Bicycle and Pedestrian Impact Statement (BPIS)

The Applicant must also demonstrate conformance with Sec. 24-124.01 of the Prince George's County Code which requires the provision of adequate public pedestrian and bikeway facilities. Based on the number of dwelling units and the square footage of retail, the Applicant is required to provide a maximum of \$53,719.89 for off-site improvements.

The Applicant is proposing to provide 750 linear feet of sidewalk along the south side of Guilford Drive to replace portions of existing sidewalk that are less than 5-feet wide. The estimated preliminary cost is \$47,437.50. With University approval, sharrows should be added to Lehigh Road.

Comment: The Applicant met with City staff to discuss possible improvements and this proposal

is consistent with City staff's recommendation.

Preliminary Plan Recommendation

City staff recommends supporting Preliminary Plan of Subdivision 4-20014 and the variation to waive the 10-foot public utility easement requirement with the following conditions:

1. Total development within the subject property shall be limited to uses that would generate no more than 62 AM and 81 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new PPS, with a new determination of the adequacy of transportation facilities
2. Prior to building permit approval, the Applicant shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the Prince George's County Subdivision Regulations ("Required Off-Site Facilities") have been permitted for construction through the City of College Park and an agreed-upon timetable with the City Engineer for construction and completion:
 - a. 750 linear feet of sidewalk along the south side of Guilford Drive to replace portions of existing sidewalk that are less than 5-feet wide.

Detailed Site Plan (DSP 19054)

Central US 1 Corridor Sector Plan Vision

In 2002, the Central US 1 Corridor Sector Plan and Sectional Map Amendment (Sector Plan) rezoned the subject property from the R-18 zone to the M-U-I zone to "allow for a mix of uses and a walkable, transit-oriented pattern of development in keeping with the recommendations of the sector plan for walkable nodes. In addition, the subject properties are in close proximity to the University of Maryland and represent a prime opportunity for additional student housing within walking distance to the university" (p. 295).

Even though the site is located adjoining the University, the Sector Plan, assigned the site to the Walkable Node (WN) character area and not the Walkable Node -University (WNU) character area. The Sector Plan defines both WN and WNU areas 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). The main difference between the WN and WNU development standards is the principal building height allowed. WN allows a maximum height of 6 stories while WNU allows a maximum height of 10 stories.

Comment: The applicant argues, and staff agrees, that the designation of WN and WNU character areas in the Sector Plan is somewhat arbitrary. The Sector Plan also states in Policy 2, Strategy 2 on page 67 that "Areas targeted for student housing...should have building heights

between four and ten stories in height.” Staff agrees that this is an appropriate location and height for student housing.

Adjacent Uses and Zoning

The subject property is surrounded by the following uses:

Direction from property	Use	Zoning
North (North Side of Lehigh Road)	Campus Dormitory (South Campus Commons)	R-R
South (South Side of Knox Road)	Student Apartments (Terrapin Row)	MUI, DDOZ
East	Fraternity (Delta Sigma Phi)	MUI, DDOZ
West	Student Apartments	MUI, DDOZ

Architecture

The development consists of a mostly 9-story building, ground floor retail and two levels of parking under the building. The 161 residential units will consist of: 46 1-bedroom units, 21 2-bedroom units, and 94 4-bedroom units. The 1,022 square foot retail space is proposed as a coffee shop. The building façade contains a combination of brick, metal, and glass. The first 7 levels are red brick and the upper two floors are a dark grey metal panel except for the eastern portion of the Knox Road façade which has red brick on 6 levels and 1 level of metal panels. Metal-framed windows and Juliet balconies are provided on some facades.

Building mounted signage is proposed on the southern façade of the building at the pedestrian entry, and on the western façade of the building at the top, which will be visible from the University of Maryland campus.

Most of the mechanical equipment is stored internal to the building. However, electrical transformers are proposed to be located at the southeast corner of the building, facing Knox Road. The Applicant is proposing to plant 4 evergreens shrubs in front of the transformers and to further screen them with a mural or some other decorative screen.

Expression Line

An expression line is required in the walkable node character areas above the second story. The Applicant has provided an expression line further highlighted with balconies along the Knox Road elevation.

Building Stepback

The Sector Plan requires that buildings include a stepback after eight stories to lessen the impact of the height. The Applicant has provided a building stepback of approximately 7-feet at the 7th floor on the western side of the southern elevation facing Knox Road. No stepback is provided on other elevations where the building is 9 stories. The eastern side of the Knox Road elevation is 7 stories and does not require a stepback.

Comment: Staff recommends the Applicant submit the artistic or decorative screening detail to

City staff for their review prior to installation. Also, Staff recommends a consistent cornice treatment around the building at the 7th story. The eastern part of the Knox Road façade should be all brick (eliminate metal panels at the 7th story).

Site Design and Access

The building is setback 10.1 feet from Knox Road right-of way, 10.5 feet from the western boundary line, 10-feet to 16.33 feet along the eastern boundary line and 12.2 feet from the rear property line which runs parallel to Lehigh Road, a private road owned by the University of Maryland. The property has a retaining wall along the western, northern and eastern property lines. The retaining wall will be constructed from rough-hewn, cement blocks of an earth tone color with a wood, split rail fence on top but no detail of the height was provided. Lot coverage is 76.4% which complies with the maximum allowed lot coverage of 80% in this character area.

Vehicular Access

The site plan proposes one point of vehicular access from Knox Road into the garage, located on the western side of the building. Preferably, access would be from an alley or secondary frontage road, but this cannot be accommodated for this property.

Pedestrian Access

The main pedestrian access for residential and retail is located along the eastern side of the building on Knox Road. Access to the entrance is via steps that lead to an elevated arcade, which includes a large canopy with an outdoor terrace.

A walkway from the north side of the building's second level to Lehigh Road will allow residents to access the university's campus more easily to the north. Staff suggested the Applicant consult with the University about the possibility of providing a sidewalk on the south side of Lehigh Road but the University determined that it would not be practical given the site topography and their desire to keep Lehigh at its current dimension. This section of Lehigh Road, according to the University, functions as a service road. According to the Applicant (Point-by-Point Response Letter to SDRC, September 1, 2020), "the University proposes that Lehigh Road be gated at a location at the western end of the South Campus Commons Building 1. Traffic on Lehigh would be limited by restricted gate access to service vehicles (primarily trash removal) and for special events, such as move-in and move-out. However, instead of sidewalks on the south side of Lehigh Road, the Applicant proposes crosswalks across Lehigh Road to connect the proposed pedestrian bridge from the subject property to the north side of Lehigh Road where an existing sidewalk is located." The Applicant is proposing a decorative or raised crosswalk and the University agrees with this proposal.

Comment: It is unclear if pedestrian access along Knox Road is ADA compliant. If not, the Applicant needs to provide ADA access to both the residential and retail entrances of the building. Staff has observed a fair amount of pedestrian traffic in the street traveling east/west along Lehigh Road due to a lack of consistent sidewalk in the area. It appears that a sidewalk could be constructed on the south side of Lehigh Road without impacting the current roadway width. It could connect to a sidewalk segment that has already been constructed opposite the Mowatt Lane Garage.

Vehicular and Bicycle Parking

Based on the number of dwelling units and the amount of retail, 164 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 27 spaces for a total 137 required spaces. The Applicant is requesting a further reduction of 43 parking spaces to provide 94 parking spaces. The Applicant's justification for reducing the number of parking spaces is based on two factors. First, the housing is designed for students who will be walking distance from the campus. It is anticipated that many residents will not own cars and if not walking will utilize the university shuttle or other alternative modes of transportation. Second, public parking is located within proximity to the project.

Regarding bicycle parking spaces, 32 spaces are required, and 77 bicycle parking spaces will be provided (45 spaces over the requirement).

Comment: Staff supports the Applicant's modification request to reduce the number of residential parking spaces because of the building's proximity to campus, access to the university shuttle, bike share and proximity to the university garage. Staff recommends that a minimum of three retail parking spaces be conveniently located and reserved in the parking garage. Staff supports the Applicant providing an additional 45 bicycle parking spaces. Staff also requests that a painted bike/scooter share parking area that is publicly accessible be provided.

Loading

One loading space is required according to Sec. 27-582 of the Zoning Ordinance. The Applicant is not proposing an external loading space but rather will accommodate loading and trash pick-up in the garage.

Comment: Staff supports the loading space departure since the Applicant states there is sufficient room in the garage to serve any deliveries for the proposed commercial/retail space. The residential units are fully furnished so a loading space for furniture is not necessary. Finally, an externally accessed loading space from Knox Road will negatively impact the streetscape.

Landscaping

The Sector Plan requires compliance with the following sections of the Landscape Manual: Sections 4.1-Residential Requirements for Multifamily Development, 4.4-Screening, and 4.9-Sustainable Landscaping Requirements.

Section 4.1. Residential Requirements requires six (6) shade trees but allows ornamental and evergreen trees to be substituted for shade trees at a rate of 2 to 1, not to exceed 25% of the total shade tree requirement. According to the Landscape Plan, the Applicant is providing 5 shade trees (Honey Locust) as street trees, 9 minor shade trees (Dogwood), 10 evergreen trees (Red Cedar) and 4 shrubs (Yew).

Comment: The schedule for section 4.1 needs to be updated to be consistent with the landscape

plan, and the overall plant schedule needs to be consistent with the landscape plan. For example, 5 Dogwoods are listed but 9 are shown on the landscape plan and 4 Liriope are shown on the plan but the schedule identifies them as Yew.

The Applicant meets Section 4.4, which requires screening the transformer, located at the southeast corner of the building by providing an evergreen screen consisting of 4 shrubs in front of the transformer. In addition, the Applicant proposes two options to further screen the transformer: 1. Installing a mural with painted transformers (shown on sheets A8, A9, and A12), 2. Installing decorative screen panels (shown on sheet 3).

Comment: Staff prefers the mural option and can provide the Applicant with a matching grant up to \$15,000 for providing an outdoor public art feature. In addition, the Applicant shall remove the note from the Landscape Plan that states, “In addition, Section 4.4 is not applicable because loading, trash facilities, and mechanical equipment are all proposed within the building.” Section 4.4 is applicable because of the outdoor transformers.

Section 4.9 Sustainable Landscaping requires that 30% or 4 of the 12 evergreens be native. The Applicant meets and exceeds this requirement by providing 100% native species.

Tree Canopy Coverage Conformance

Since the subject site is in the M-U-I zone, according to Section 25 128 (b), a 10% tree canopy coverage is required, which is 3,136 square feet for this site. The Applicant meets this requirement by providing 3,150 square feet of tree canopy.

Sustainability

The Sector Plan requires “All development within the walkable nodes shall obtain a minimum of silver certification” and goes on to state: “LEED-Gold or platinum certification under an applicable LEED rating system is encouraged for all development when feasible.” p. 256. The Applicant is requesting “some flexibility if LEED Silver is not ultimately pursued.” The Applicant specifies that at a minimum he will meet National Green Building Standard (NGBS) at the bronze level.

Comment: The City has reviewed several multi-family housing projects recently and has required all of those located in a walkable node to obtain LEED Silver or its equivalent using an alternative licensing authority, such as NGBS. Staff recommends the Applicant seek Silver Certification in LEED or equivalent using an alternative licensing authority.

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 (Knox Road). Lehigh Road is a private roadway and is exempt from these requirements. The DSP shows a 6-foot wide sidewalk being proposed in the Knox Road right-of-way and the Landscape Plan shows 5 Honey Locusts being planted in the right-of-way, interspersed with 4 pedestrian

light fixtures. Both the landscaping and light fixtures are shown between the curb and the sidewalk. A detail of the pedestrian light fixture is not provided. Also, the DSP shows two planters on the site plan behind the sidewalk, but the landscape plan does not reflect this.

Comment: Staff recommends that details be submitted for the pedestrian light fixtures and proposed planters. The streetscape and lighting fixtures should match those used along the southern side of Knox Road, as is feasible.

Modifications to Development District Standards

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

*Indicates the Applicant did not request the modification, but it is needed.

#Indicates the Applicant requested the modification, but it is not needed.

Standard	Required	Proposed	Recommendation
Building Height and to allow *Covered Parking to be provided in the second layer (p. 234)	Maximum Height 6	9 Stories	Support
*Building Stepback (p. 237)	After eight stories	Part of the Knox Road elevation has a 7-foot stepback at the 7 th floor. The three other sides of the building do not.	Staff supports not providing the stepback for the entire building.
Parking, number of spaces (p. 239)	164 spaces required, with shared parking factor, reduced to 137 spaces.	94 total within a subterranean parking garage and not designated retail and residential.	Support reduction in residential parking spaces but retail parking requirement (minimum of 3 spaces) should be so designated.
#Access Drive (p. 241)	The vehicular access drive of a parking lot or garage shall be no wider than 22 feet.	Access drives within parking garage are 22 feet wide except for the entrance drive aisle which is only 21 feet wide.	Not Applicable since required width is a maximum.
#Structured Parking (p. 243)	Parking structures shall be set back a minimum of 50 feet from the property lines of all adjacent	This standard is for above ground parking structures and does not apply to underground parking structures, as is	Not Applicable.

	thoroughfares to reserve room for liner buildings between the parking structure and the lot frontage.	being proposed.	
LEED Certification (p. 256)	Walkable Node requires a minimum LEED silver certification.	At a minimum will seek NGBS bronze.	Do not support. Applicant should seek LEED Silver or its equivalent.
Loading Space Departure (Sec. 27-582)	1 Space	0 Spaces	Support.

RECOMMENDATION

Approval of DSP-19054 subject to the following:

1. SUPPORT the following alternative development district standards, some with conditions, as noted below:
(Note: The page numbers are referenced in the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment)

**Not requested by Applicant but needed.*

 - a. **Building Form, Character Area 5a, Walkable Nodes** (page 234) – To increase building height from 6 stories to 9 stories and to allow covered parking to be provided in the second layer.
 - b. **Building Form, Parking** (page 239) – To decrease number of parking spaces by 43 spaces.
 - c. ***Building Form, Massing** (page 237) – To not require a building setback after eight stories for the entire building.
2. DO NOT SUPPORT the following alternative development district standards:
 - a. **Sustainability and the Environment** (p. 256) – Requiring a minimum LEED silver certification.
3. Support the Loading Space Departure from 1 space to 0 spaces.
4. Prior to certification of the Detailed Site Plan, the Applicant shall revise the Site Plan to:
 - a. Show a publicly accessible, painted, bike/scooter share parking area along Knox Road.
 - b. Provide ADA-compliant curb cuts and crosswalks, where needed, and a tabletop crosswalk in front of the garage entrance.
 - c. Provide a streetscape detail for the pedestrian lighting fixtures to match the lighting fixtures along the southern side of Knox Road.

- d. Consider providing a sidewalk connection from the sidewalk on the south side of Lehigh Road to connect to an existing sidewalk to the west.
5. Prior to certification of the Detailed Site Plan, the Applicant shall revise the Architectural Plans to:
 - a. Provide ADA access to the residential and retail entrances on Knox Road.
 - b. Designate and reserve a minimum of 3 retail-only parking spaces conveniently located to the retail in the parking garage.
 - c. Indicate that retail glass windows will be clear glass.
 - d. Provide at least 1 electric car-charging station.
 - e. Provide a cornice treatment around the entire building at the 7th story and replace the metal panels on the 7-story portion of the Knox Road façade with brick.
 6. Prior to certification of the Detailed Site Plan, the Applicant shall revise the Landscape Plans to:
 - a. Meet Section 4.1 of the Landscape Manual.
 - b. Remove the note from the Landscape Plan that states “In addition, Section 4.4 is not applicable because loading, trash facilities, and mechanical equipment are all proposed within the building.”
 - c. Correct the landscape schedule and Schedule 4.1 to reflect the landscape plan.
 7. Prior to certification of the Sign Plan, the Applicant shall revise the Sign Plan to add the location of the retail sign and clarify sign construction details to ensure that panelized back lighting and box lighting fixtures are not provided.
 8. Prior to building permit, the Applicant shall:
 - a. Provide a letter from the Maryland Aviation Administration (MAA) and/or the Federal Aviation Administration (FAA) that demonstrates compliance with Zoning Ordinance Section 27-548.42 (Aviation Policy Area (APA-6) Height Restrictions-no obstruction over 198-feet Above Mean Sea Level) or obtain a variance in compliance with COMAR 11.03.05.06 with a finding that the height does not endanger the public health, safety and welfare, or revise the site plan to lower the height of the building to be compliant.
 - b. Submit the transformer artistic or decorative screening detail to City staff for their review prior to installation.
 - c. Submit clear documentation that if an alternative rating system is proposed, it is equal to or better than LEED Silver certification
 9. Prior to Planning Board approval, execute a Declaration of Covenants Agreement with the City that includes, at a minimum, the following provisions:
 - a. Acknowledgement of responsibility for maintenance in the Knox Road right-of-way for pedestrian light fixtures, landscaping, and sidewalks.
 - b. Standard language to protect City revenue sources if the property is sold to a non-taxable entity (PILOT).
 - c. Unitary management and condominium conversion requirements.
 - d. Evidence of LEED Silver or equivalent certification.

- e. Submit the transformer artistic or decorative screening detail to City staff for their review.
- f. Provision of an outdoor public art feature, which can be matched by City funds (up to \$15,000).

DRAFT DECLARATION OF COVENANTS AND AGREEMENT
REGARDING LAND USE

THIS DECLARATION OF COVENANTS AND AGREEMENT REGARDING LAND USE (“Agreement”), is effective the ____ day of September, 2020 by and between CORE CAMPUS MANAGER, LLC, a limited liability corporation existing under the laws of the State of Illinois, and its successor and assigns (“Core”) and the CITY OF COLLEGE PARK (the “City”) a municipal corporation of the State of Maryland.

WHEREAS, Core is the contract purchaser of certain real property known as 4210 Knox Road, College Park, MD 20740, currently owned by Knox MD, LLC by deed recorded among the Land Records of Prince George’s County, Maryland at Liber 41812, folio 156, also referenced in the same land records as Block G, Lots 7 and 12 in the subdivision known as Lord Calvert Manor, and 4220 Knox Road, College Park, MD 20740 currently owned by the University of Maryland by deed recorded among the Land Records of Prince George’s County at Liber 13908, folio 707 (“Property”).

WHEREAS, Core has proposed the construction of a 10 story mixed-use building consisting a mixed-use development containing 161 multifamily dwelling units (464 beds) and 1,022 square feet of retail space and a 94-space parking garage, on the Property (“the Project”); and

WHEREAS, Core has asked the City to recommend approval of Preliminary Plan of Subdivision 4-20014 and Detailed Site Plan No. DSP 19054 (“DSP”) for the Project to the Prince George’s County Planning Board (“Planning Board”) and the District Council for Prince George’s County, Maryland; and

WHEREAS, the City has agreed to make said recommendation, upon certain conditions,

which shall be executed by Core in the form of this Agreement and certain dedications and easements, as set forth below, which covenants run with the land.

NOW, THEREFORE, in consideration of the foregoing, the sum of \$1.00, and other consideration, the receipt and sufficiency of which is hereby acknowledged, Core hereby declares and agrees on behalf of itself, its successors and assigns that the Property shall be held, transferred, sold, leased, rented, hypothecated, encumbered, conveyed or otherwise occupied subject to the following covenants, conditions, restrictions, limitations and obligations which shall run with and bind the Properties or any part thereof and shall inure to the benefit and be specifically enforceable by the City, its successors and assigns as follows:

1. The recitals set forth above as well as the foregoing “NOW, THEREFORE,” are incorporated herein as operative provisions of this Agreement.
2. Core shall maintain the pedestrian light fixtures, sidewalks and landscaping installed as part of the Project. Except as otherwise stated herein, maintenance and operation by Core shall include but not be limited to electric utility charges for all pedestrian streetlights installed by Core, replacement of light bulbs, repair and replacement of the pedestrian street lights and sidewalks, and maintenance and replacement of landscaping. In the event Core is not invoiced directly for the costs of electricity by the utility company, the City may invoice on a quarterly basis for the cost of electricity used in connection with the pedestrian light fixtures installed by Core. Invoices shall be payable to the City within sixty (60) days of receipt. Any invoices not paid within sixty (60) days of receipt shall accrue interest at a rate of six percent (6%) per annum. In the event that any such invoice is not paid within such sixty (60) day period and remains unpaid for an additional sixty (60) days following written notice to Core, in addition to any other remedy available at law, any outstanding amount plus interest shall be a lien upon the

Property to be collected in the same manner as City taxes are collected. Core shall indemnify and save harmless the City, its officers, employees and agents, from all suits, actions and damages or costs of every kind and description, including reasonable attorneys' fees, arising directly or indirectly out of the maintenance of the pedestrian light fixtures, sidewalks and landscaping, caused by the negligent act or omission, intentional wrongful acts, intentional misconduct or failure to perform the obligations under this paragraph on the part of Core, its successors and assigns, and/or its agents, servants, employees and subcontractors.

3. In the event that the Property is developed and subsequently sold to any non-taxable entity, so that the Property is no longer subject to real property taxes, the entity(ies) purchasing the Property or any part thereof, and each of them (and any successors or assigns), shall be liable to make an annual payment in perpetuity to the City, in an amount each year equal to the annual City real property taxes that would be payable on the Property and any improvements for that tax year ("PILOT"), based on the then assessed value and accounting for any approved tax credit or reduction, it being the intent of the parties that the City not be deprived of this income regardless of the tax status of any owner. The obligation contained in this paragraph shall run with the land. Anything to the contrary notwithstanding, the obligation set forth in this paragraph shall terminate as to Core and to a Subsequent Owner upon the sale of the Property by Core to an arms-length third party purchaser, provided the Properties are subject to City real property taxes or a PILOT immediately following such sale. A prior owner shall not be liable for a subsequent owner's failure to pay real property taxes or amounts due under a PILOT obligation of the subsequent Owner.

Further, the requirement set forth herein shall not apply in the event the entire Property is obtained by any non-taxable entity via the process of a right-of-way dedication, eminent domain, and/or condemnation. If only a portion of the Property is acquired by a non-taxable

entity by right-of-way dedication, eminent domain or condemnation, the amount payable to the City under this paragraph shall be reduced proportionately by the ratio that the assessed value of the portion of the Property dedicated or conveyed bears to the assessed value of the Property as a whole.

Core, its successors and assigns, shall notify the City in writing upon the closing of any sale to a third-party purchaser, or upon receipt of legal process instituting any action of eminent domain, termination, foreclosure or condemnation, or upon demand or request for dedication.

4. Core will not sell any of the multi-family apartment units separately from the remaining multi-family apartment units, except in accordance with applicable law. This provision shall preclude neither the sale of a whole building(s) containing multi-family apartment units nor the sale of non-residential condominium units or commercial condominium units to another entity, nor the sale of interests in the owning entity in connection with a joint venture. When all or a portion of the Property not part of a condominium regime is operated as a rental facility, in order to ensure high quality unitary management, said units shall be managed by Core or its affiliates, or in the alternative, by a reputable professional management agent having experience managing multifamily rental properties that manages at least 5,000 residential apartments. Any decision to discontinue or change such required professional property management or management by Core or its affiliates, shall require the prior written consent of the City, which consent shall not be unreasonably withheld, conditioned or delayed.

8. Core shall work with the City to install a public art feature on the exterior of the Property. The parties will develop an acceptable design and the City will provide up to \$15,000 as a dollar-for-dollar match toward the cost of the art feature. The City's matching payment shall be delivered to Core prior to the commencement of work for the installation of the

art feature. Installation of the art feature shall commence no later than one year from the later to occur of (i) issuance of the final Use and Occupancy permit for the Project or (ii) Core's receipt of matching payment from the City. The parties hereto can agree to extend the timeframe for installation of the art feature by a document in writing signed by both parties, and a formal amendment of this Agreement shall not be required.

5. The Project shall achieve LEED Silver Certification or Home Innovation Research Labs (HIRL) ICC700/NGBS-Silver certification under applicable, current NGBS rating system, or equivalent certification, as required by the Sector Plan. Prior to the issuance of a building permit, Core shall submit a LEED or NGBS scorecard to the City demonstrating compliance with this Core. Core shall register the Project with LEED or HIRL and show proof of registration, and provide proof of certification within fourteen (14) months of the completion of construction and the issuance of the final Use and Occupancy permit for the Project. In the event Core shall require an extension of time in order to obtain certification, the parties hereto can agree to such an extension, and a formal amendment of the Agreement shall not be required.

6. Each person accepting a deed, lease or other instrument conveying any interest in the Property shall be bound by the terms of this Agreement whether or not the same is incorporated or referred to in such deed, lease or instrument and this Agreement is hereby incorporated by reference in any deed or other conveyance of all or any portion of each person's interest in any real property subject hereto.

7. This Agreement shall be effective immediately as to Core and shall be binding on its heirs, successors and assigns subject to the terms and conditions hereof.

8. The City and Core shall have the right to enforce, by any proceeding at law or in equity, including injunction, all restrictions, terms, conditions, covenants and agreements imposed upon the City, Property, and/or Core, pursuant to the provisions of this Agreement. The parties

agree that if the City or Core should breach the terms of this Agreement, and such breach is not cured within thirty (30) days following written notice from either party detailing the nature of the breach, the aggrieved party would not have an adequate remedy at law and would be entitled to bring an action in equity for specific performance of the terms of this Agreement. The non-prevailing party in any action brought in a court of competent jurisdiction to enforce a provision of this Agreement and/or for violation of any provision of this Agreement shall reimburse the prevailing party for all reasonable costs of the proceeding including reasonable attorneys' fees.

9. Neither any failure nor any delay on the part of the City or Core in exercising any right, power or remedy hereunder or under applicable law shall operate as a waiver thereof nor shall a single or partial exercise thereof preclude any other or further exercise thereof or the exercise of any other right, power or remedy.

10. This Agreement shall be binding upon, and shall inure to the benefit of, the respective transferees, successors and assigns of the parties hereto.

11. All notices given hereunder shall be in writing and shall be hand delivered, sent by United States Postal Service, as certified mail, return receipt requested, postage prepaid, or sent by recognized overnight courier service, addressed as set forth below. Any notice will be deemed to have been delivered at the time the same is actually received (or if receipt is refused, when first attempted). Notices may be delivered to such other address or addresses as either Core or the City may from time to time designate to the other by notice in writing.

If to Core: *****

If to the City: Scott Somers
City Manager
8400 Baltimore Avenue
Suite 375
College Park, MD 20740

16. Except as provided in Paragraph 8, this Agreement may not be amended or modified except in writing executed by all parties hereto, and no waiver of any provision or consent hereunder shall be effective unless executed in writing by the waiving or consenting party. The provisions of this Agreement shall be deemed severable, so that if any provision hereof is declared invalid, all other provisions of this Agreement shall continue in full force and effect.

17. This Agreement shall be construed in accordance with and governed by the laws of the State of Maryland without regard to its conflict of laws provisions.

18. This Agreement shall be effective immediately as to Core and the City and shall be binding on their heirs, successors and assigns, subject to the terms and conditions hereof.

19. These obligations are subject to and contingent upon final approval of the aforesaid DSP (with such approval being beyond appeal). This Agreement shall be automatically considered null and void without further action in the event that the DSP is not approved. In the event the condition in the foregoing sentence is not satisfied then this Agreement shall automatically terminate and be of no further force or effect and neither party to this Agreement shall have any further obligation to the other with respect to this Agreement.

20. This Property shall be held, conveyed, encumbered, sold, leased, rented, used, and/or occupied subject to the terms and provisions of this Agreement, provided the Property is developed pursuant to the approvals set forth in the DSP as such plan may be amended in accordance with Paragraph 22, which shall run with the ground lease. Each person accepting a deed, lease or other instrument conveying any interest in the Property shall be bound by the

WITNESS my hand and Notarial Seal.

(SEAL)

Notary Public

My Commission Expires: _____

WITNESS/ATTEST:

CITY OF COLLEGE PARK

By: _____
Janeen S. Miller, CMC, City Clerk

By: _____
Scott Somers, City Manager

STATE OF MARYLAND)
) ss:
COUNTY OF)

I HEREBY CERTIFY that on this _____ day of _____, 2020, before me, the subscriber, a Notary Public in the State and County aforesaid, personally appeared Scott Somers, who acknowledged himself to be the City Manager of the City of College Park, and that he, as such City Manager, being authorized so to do, executed the foregoing Agreement for the purposes therein contained by signing, in my presence, the name of said City of College Park, by himself, as City Manager.

WITNESS my hand and notarial seal.

_____ (SEAL)

Notary Public

My Commission Expires: _____

THIS IS TO CERTIFY that the within instrument has been prepared under the supervision of the undersigned Maryland attorney-at-law duly admitted to practice before the Court of Appeals.

Suellen M. Ferguson

This document shall be recorded in the Land Records of Prince George's County.

After recording, please return to:

Suellen M. Ferguson, Esq.

Council, Baradel, Kosmerl & Nolan, P.A. 125 West Street, 4th Floor

Annapolis, MD 21404-2289

3

Environmental Impact Statement For I-495 Study



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

Prepared By: Terry Schum, Planning Director **Meeting Date:** September 15, 2020

Presented By: Terry Schum

Proposed Consent: No

Originating Department: Planning and Community Development

Issue Before Council: Review of Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation for the I-495 and I-270 Managed Lanes Study

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

Background/Justification:

On July 10, 2020, the Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) released the Notice of Availability of the DEIS and announced a 90-day review period including several public hearings. This comment period has been extended 30 days to November 9, 2020. The DEIS is part of a 5-step process that began with looking at 1) a range of preliminary alternatives to address the Purpose and Need for the Managed Lanes Study; 2) analysis to screen and narrow alternatives; and 3) further analysis to arrive at alternatives retained for detailed study (ARDS). The DEIS is the fourth step and further evaluates the ARDS, which are called Build Alternatives. The fifth step is a final environmental impact study (FEIS) that documents a preferred build alternative after consideration of public and agency comments, and commitments and mitigation measures during final design and construction.

The Section 4(f) evaluation refers to Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 that stipulates that FHWA cannot approve the use of land from a publicly-owned park, recreation area, wildlife or waterfowl refuge, or public or private historic site unless 1) there is no feasible and prudent avoidance alternative and all possible planning has been done to minimize harm to the property; or 2) there will be de minimis impact on the property. The DEIS identifies Section 4(f) impacts that result in permanent loss of land and temporary occupancy of land that is adverse.

The study area includes 48 miles from I-495 south of the George Washington Memorial Parkway to west of MD 5 and along I-270 from I-495 to north of I-370 and approximately 300 feet on either side of the centerline of I-495 and I-270. The Purpose and Need statement for the project says that I-495 and I-270 in Maryland are the two most heavily traveled freeways in Maryland with an average annual daily traffic volume up to 260,000 vehicles per day in 2018. The purpose of the study is to develop a travel demand management solution to address congestion, enhance multimodal mobility and connectivity. The specific needs identified are:

- Accommodate existing traffic and future long-term traffic growth
- Enhance trip reliability
- Provide additional roadway travel choices
- Accommodate homeland security
- Improve movement of goods and services

A range of 15 preliminary alternatives were initially identified and screened, and ultimately 8 alternatives were retained and analyzed in the DEIS including a no build alternative. No standalone transit alternatives are included but allowing free bus usage in managed lanes and accommodating connections to existing transit stations are proposed in each Build Alternative. The managed lanes proposed are designed to control the number of vehicles using the lane to keep them flowing at an acceptable level of service (LOS) and include, but are not limited to, HOV (high-occupancy vehicle) lanes, HOT (high-occupancy toll) lanes, ETL's (express toll lanes), and bus-only lanes. The Table below summarizes the alternatives retained.

Table ES- 1: Alternatives Retained and Analyzed in the DEIS

Alternative	Description
Alternative 1	No Build
Alternative 8	2-Lane, ETL Managed Lanes Network on I-495 and 1-ETL and 1-Lane HOV Managed Lane on I-270
Alternative 9	2-Lane, HOT Managed Lanes Network on both I-495 & I-270
Alternative 9 Modified (9M)	2-Lane, HOT Managed Lanes Network on west and east side of I-495 and on I-270; 1-Lane HOT Managed Lane on top side of I-495
Alternative 10	2-Lane, ETL Managed Lanes Network on I-495 & I-270 plus 1-Lane HOV Managed Lane on I-270 only
Alternative 13B	2-Lane, HOT Managed Lanes Network on I-495; HOT Managed, Reversible Lane Network on I-270
Alternative 13C	2-Lane, ETL Managed Lanes Network on I-495, ETL Managed, Reversible Lane Network and 1-Lane HOV Managed Lane on I-270

Detailed traffic operation analyses were performed for each Build Alternative for the design year of 2040 using regional forecasting models, traffic volume projections and traffic simulation models. Projected operational performance of several key metrics were determined during the AM peak period (6:00 to 10:00 AM) and the PM peak period (3:00 to 7:00 PM). The alternatives that consistently performed well in all the operational metrics were Alternative 9 and Alternative 10. Alternative 9 performed the best in terms of average speed, LOS and effect on the local network. Alternative 10 performed the best in terms of delay, travel time index, and throughput.

The DEIS addresses the environmental resources, consequences, and mitigation for the study area. It describes the affected environment, the environmental consequences, and measures to avoid, minimize, and mitigate unavoidable effects to those resources. Since the engineering requirements are similar for all Build Alternatives, the total scope of impacts are also very similar. At this stage, permanent impacts have been quantified but short-term, construction-related effects will be documented in the FEIS. The report states that impacts to parklands, wetlands, wetland buffers, waterways, forests, and floodplain have been coordinated with regulatory resource agencies and avoided and minimized to the greatest extent practicable. This effort will continue with the design of a Preferred Alternative. A proposed conceptual mitigation plan has been prepared for unavoidable effects to environmental resources.

For this review, staff have focused on the impacts to the College Park area. Attachment 1 is a deeper dive into what the DEIS has to say about the study area in and near College Park. It also includes a list of proposed comments and questions for submission to FHWA and MDOT SHA. The City has previously submitted correspondence to the MDOT, the State Board of Public Works, and the Prince George’s County Council supporting the No Build alternative and opposing moving the P3 program forward. These letters are attached. Phase 1 design and construction does not include the area east of the interchange of I-495 and I-270.

Fiscal Impact:

The estimated cost of the project to the State of Maryland is approximately \$8 to 10 billion. The State lacks the bonding capacity to take out loans even with tolls to pay back the loans. A Public-Private Partnership (P3) Program will be utilized where a developer is selected to design, build, finance, operate, and maintain the managed lanes. Toll rates will be set by another process but will be dynamically adjusted to real-time variations in traffic conditions. Potential toll rates per mile used in the DEIS for planning purpose range from \$0.68/mile to \$0.77/mile.

Council Options:

1. Submit comments on the DEIS prior to November 9, 2020.
2. Do not submit comments on the DEIS.

Staff Recommendation:

#1

Recommended Motion:

N/A

Attachments:

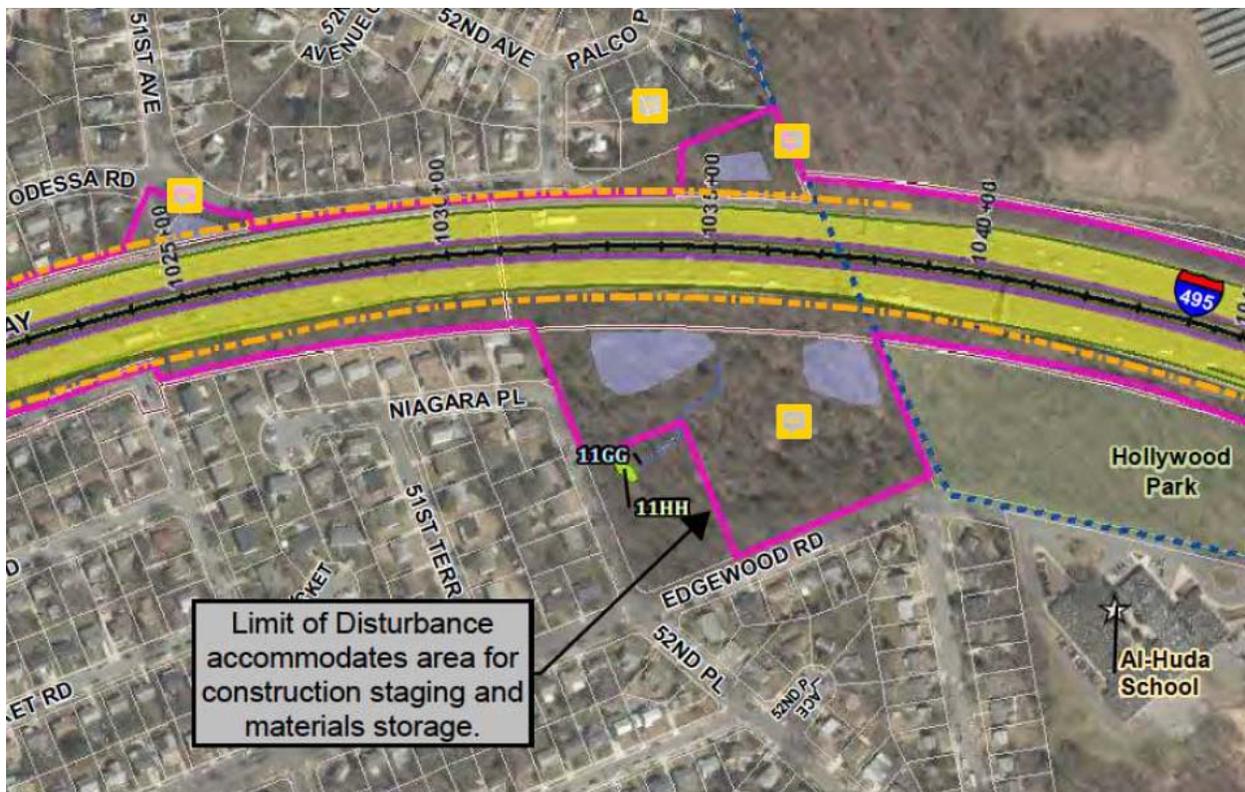
1. College Park Environmental Impacts
2. Previous correspondence dated 5/15/19, 6/12/19, 12/6/19, 4/28/20 & 7/27/20

I-495 & I-270 Managed Lanes – Environmental Impacts to College Park

Land Use and Zoning

Two City-owned properties located north of 495 in the Sunnyside neighborhood are within the LOD and are proposed for stormwater management facilities. The parcel at the intersection of 51st Avenue and Odessa Road adjoins the City right-of-way and does not appear to be a significant impact. The LOD may impact the adjoining private property at 10020 51st Avenue that has driveway access from 51st Avenue. The property at the end of Odessa Road known as the Sunnyside outlots is proposed for a neighborhood playground, which will be built outside of the LOD.

The private property owned by the Polish Club of College Park is located south of 495 and adjoins the Hollywood neighborhood. It contains 5.6 acres most of which are impacted by an expanded LOD. MDOT proposes a construction staging and materials storage area along with two stormwater management facilities. The expanded LOD avoids a delineated wetland on the property, but it is not clear how the staging and storage area is proposed to be accessed.



The report states that all property owners from whom total or partial right-of-way acquisition would be obtained would be compensated and paid fair market value for the affected property. Property acquisitions for transportation right-of-way would generally occur to properties adjacent to the existing I-495 roadway, acquiring strips of land from undeveloped areas or areas of trees and landscaping. Larger

areas will be acquired for stormwater management. Table 4-7 lists the total amount of full and partial property acquisition by corridor between existing interchanges. The table shows a total of 34 properties with 22.0 acres of partial property acquisitions in order to widen the roadway, replace a bridge, install noise barriers, and construct stormwater management facilities. Total right-of-way acreage requirements differ from total land use conversion acreage shown below due to differences in GIS base layer boundaries. Each individual property acquisition will be reviewed during final design.

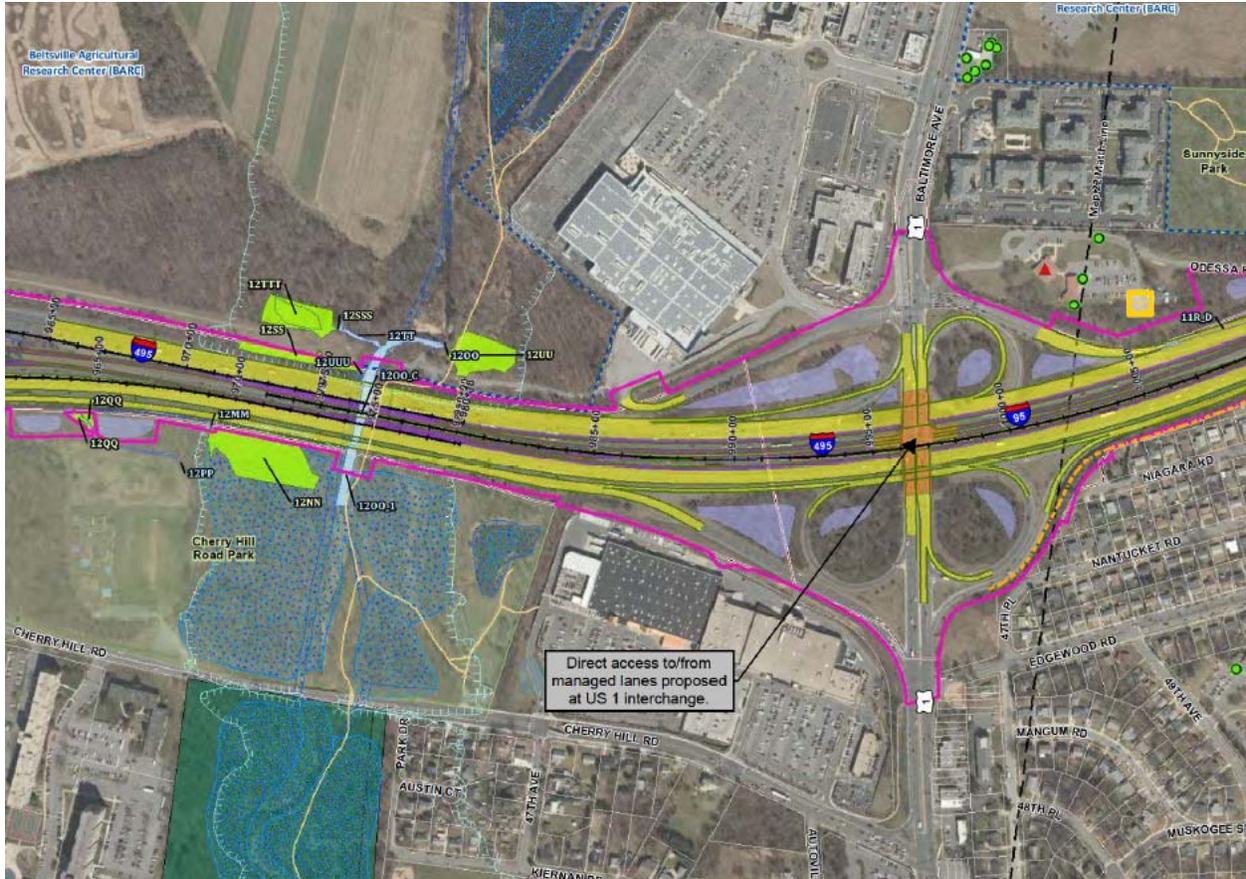
All the viable Build Alternatives require the same amount of land (a total of 16.4 acres) in College Park, as shown below:

- Commercial/Employment 0.1 acre
- Mixed-Use: 0.2 acre
- Park/Open Space: 1.8 acres
- Residential: 12.9 acres
- Transportation: 1.4 acres
- Total Land Required: 16.4 acres

Table 4-7

	Alt 5 ¹	Alts 8 & 9 ²	Alt 9M	Alt 10	Alt 13B	Alt 13C
Area 13: I-495 east side, between I-95 and US 1 (Appendix D, pgs. 18-21, 73-76, 140-143)						
Number of Existing Properties	14	14	14	14	14	14
Number of Full Property Acquisitions (Relocations)	0	0	0	0	0	0
Total Acreage of Partial Property Acquisitions Impacts due to roadway widening, bridge replacement, noise barrier construction, new SWM facilities, culvert extension and augmentation, and construction of managed lane direct access ramps	11.8	12.1	12.1	12.1	12.1	12.1
Area 14: I-495 east side, between US 1 and Greenbelt Metro (Appendix D, pgs. 21, 22, 76, 77, 143, 144)						
Number of Existing Properties	26	35	35	35	35	35
Number of Full Property Acquisitions (Relocations)	0	0	0	0	0	0
Total Acreage of Partial Property Acquisitions Impacts due to roadway widening, bridge replacement, noise barrier construction, and new SWM facilities	21.6	22.0	22.0	22.0	22.0	22.0

Additional stormwater management facilities, shown in purple below, are proposed on state-owned land by the I-495 intersection with US-1.



495 Viewshed and Noise Barriers

The existing I-495 width is variable, between 138 and 146 feet. Many of the structural elements along I-495 are composed of galvanized metal (guardrails, light poles) and concrete noise barriers. Deciduous trees provide a screen between I-495 and adjacent development in College Park.

Constructing any of the Build Alternatives would require relocation of signage, guardrails, communications towers, and light poles to widen the roadway. The relocated items may be positioned closer to the adjacent properties. Noise barriers at a height of 18-20 feet would be replaced and may also be positioned closer to the adjacent properties. Noise barriers would be replaced and constructed between US 1 and Hollywood Park in College Park on the south side. On the north side, noise barriers would be replaced and constructed starting at Rhode Island Avenue going east past Odessa Road.

Construction may require removal of vegetation throughout the corridor. Adjoining properties would be impacted by the change in visual resources, although the viewshed would be generally consistent with the current viewshed.

Archaeological Resources

No archaeological resources were identified as impacted by Build Alternatives in College Park.

Air Quality

Greenhouse gas (GHG) emissions are expected to increase slightly for the Build Alternative conditions when compared to the No Build condition for 2025 (the expected opening year). GHG emissions are expected to increase for all Build Alternatives when compared to the No Build condition for 2040. The study reports that a reduction in congestion with an increase in travel speed will decrease the amount of fuel combustion and associated emissions, minimizing the impacts of GHGs. The report states that no long-term or regional air quality impacts are anticipated.

Hazardous Materials

No hazardous materials were identified in the study area in College Park.

Natural Resources

Streams and Waterways

Three streams that flow through College Park will be impacted by the I-495 Build Alternatives. Indian Creek is the farthest east in Greenbelt, Little Paint Branch is just outside of the City boundary to the west and Paint Branch is slightly farther west than Little Paint Branch.

The report states that Little Paint Branch would be the least impacted with less than 1,500 linear feet of potential impact. However, Table 2.3 shows an impact to 17,012 square feet of wetlands of Little Paint Branch. Indian Creek does not have data on its own as it is grouped into the Northeast Branch watershed.

Table 2.3, relevant sections summarized below, shows the detailed impacts to wetlands and waterways.

SF of Impact	Little Paint Branch	Paint Branch	Northeast Branch (includes Indian Creek)
Wetlands	17,012	88,221	131,721
Palustrine Emergent (PEM)	-	14,011	23,615
Palustrine Forested (PFO)	17,012	74,210	97,273
Waterways	16,817	166,599	179,857
Ephemeral	-	1,868	3,974
Perennial	15,149	121,627	100,213
Intermittent	1,688	27,523	75,670
Palustrine Open Water (POW)	-	15,581	-
Additional Impervious Surface	439,088	1,270,058	3,758,473

All Build Alternatives would affect surface waters, surface water quality, and watershed characteristics in the study area due to direct and indirect impacts to ephemeral, intermittent, and perennial stream channels and increases in impervious surface in the watersheds. During construction, impacts include erosion of exposed soil, removal of trees and riparian vegetation, and loss of shade which raises water temperatures in the stream.

Paint Branch is specifically highlighted as a concern since the stream supports aquatic biota less tolerant of warmwater conditions. MDE, USACE, MDNR, and USFWS consider Paint Branch a valuable resource as it has good instream habitat diversity and relatively good bank stability with a forested riparian zone. Where the Paint Branch mainstem could not be avoided, impacts will be minimized by constructing bridges at all new crossings of Paint Branch.

There are box culverts currently at Little Paint Branch and Indian Creek that would require extensions to accommodate roadway widening. During construction of culvert extensions, the stream channel is excavated and any organisms living within the stream channel would be displaced or crushed by construction equipment. The extensions may also inhibit aquatic organism passage through the culverts. No avoidance or minimization is possible in these locations.

Groundwater and hydrology may be impacted by highway stormwater runoff that carries gasoline, oil, road salts, and heavy metals from gasoline additives and highway maintenance. There may be impacts to the 100-year floodplain. The estimated impact to the floodplain is shown across the entire study area with no further detail. Actual analysis of potential study related changes to hydraulic function and elevation of floodplains would be determined using hydraulic and hydrologic floodplain modeling in later phases of the design.

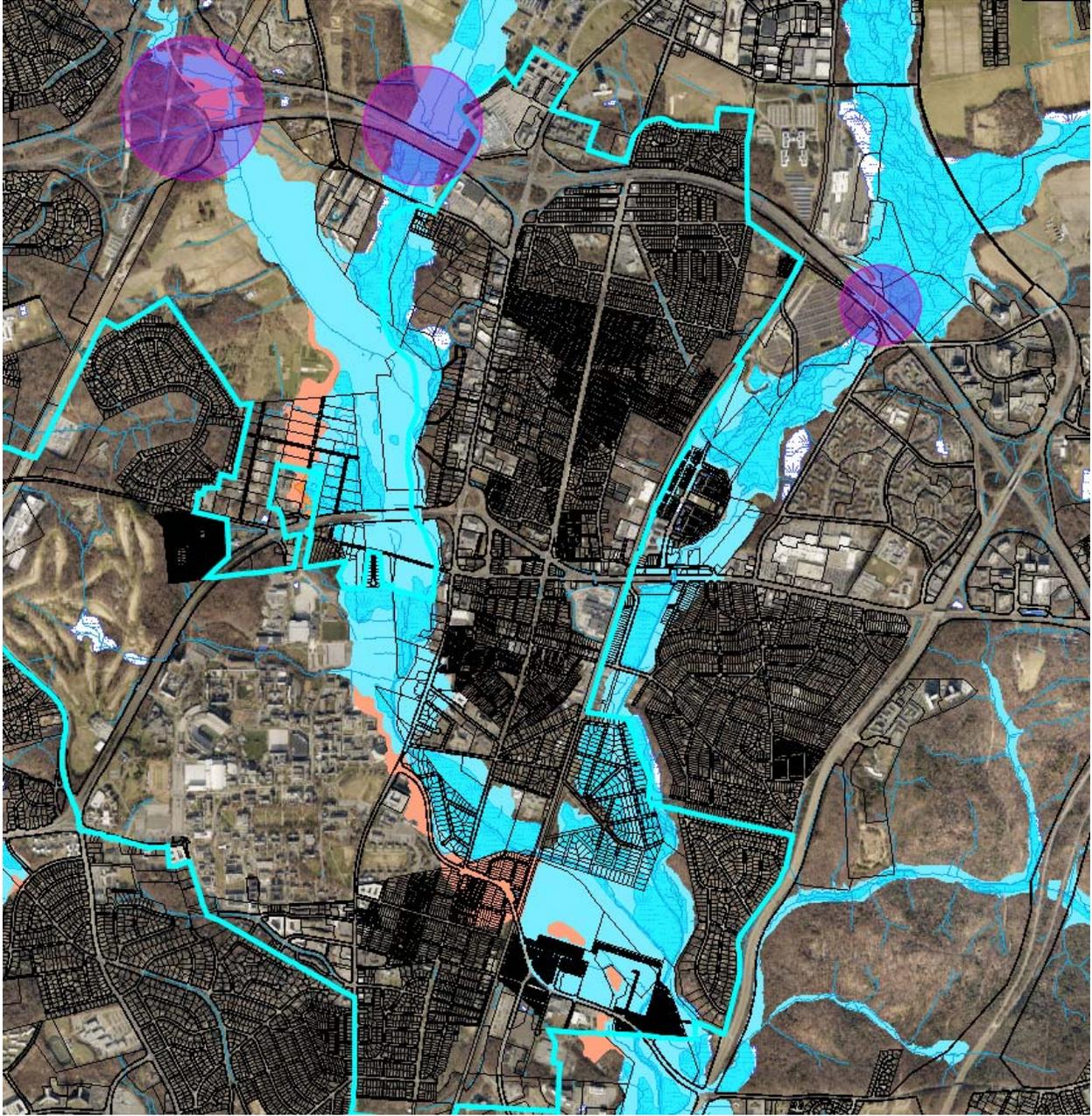
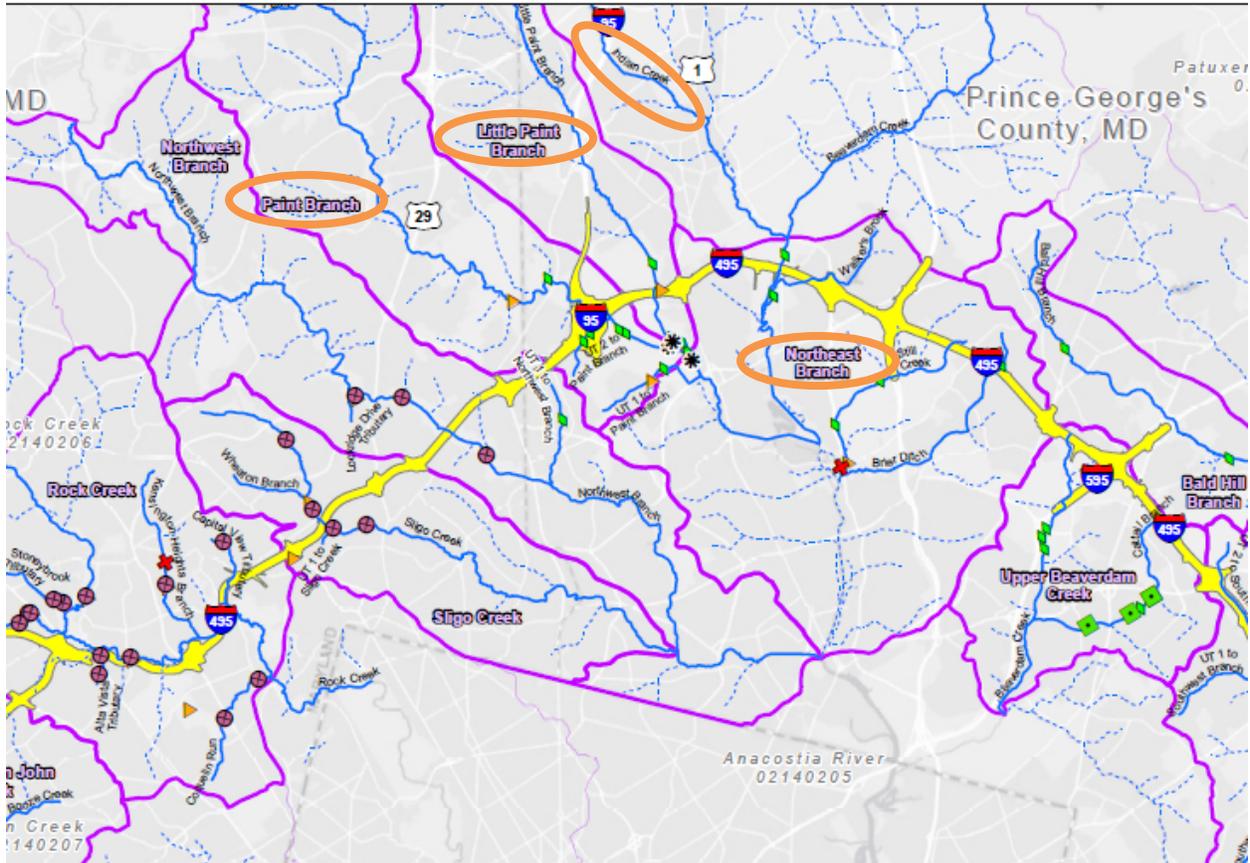


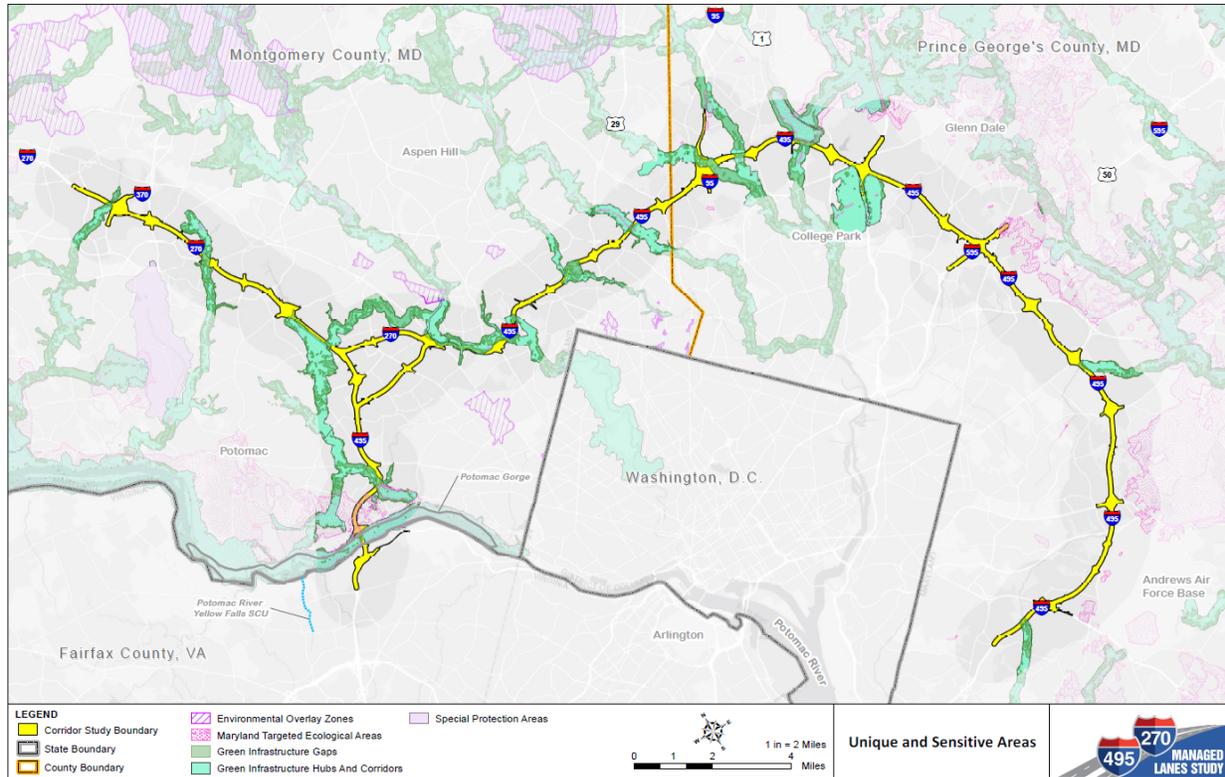
Image from PGAtlas.com



Green Infrastructure

The study shows impacts to forest canopy throughout the entire study area but not local impacts. The Natural Resources Inventory map shows no impact to Forest Interior Dwelling Species (FIDS) in the study area directly impacting College Park.

College Park has multiple Green Infrastructure (GI) Hubs and Corridors as shown in the map below. GI areas were identified by the Maryland Greenways Commission and MDNR's Green Infrastructure Assessment (GIA) as the most ecologically important undeveloped lands remaining in Maryland. The Green Infrastructure Gaps color label should be more clearly contrasted with the Green Infrastructure Hubs and Corridors as both green colors are similar. The impacts to GI Hubs and Corridors are shown for the entire study area and are not broken down to the local level.



Endangered Species

There are some Maryland Rare, Threatened, and Endangered Species near the corridor study boundary. The state-endangered long's rush, the state threatened long-stalk greenbrier (*Smilax pseudochina*), and the state-rare pink milkwort (*Polygala incarnata*) occur within wetlands associated with Little Paint Branch east of I-95 where the corridor study boundary crosses the Little Paint Branch near Cherry Hill. There are also records of the state-threatened American brook lamprey (*Lethenteron appendix*) and the acuminate crayfish (*Cambarus acuminatus*), a species designated as In Need of Conservation where the project route crosses Little Paint Branch in the Cherry Hill area. The floodplain of a tributary of Indian Creek near the Greenbelt Metro Station supports a population of state-endangered trailing stitchwort (*Stellaria alsine*). MDNR emphasized the need for stringent erosion and sediment control in these areas. MDNR suggested habitat surveys be conducted only if the corridor study boundary would overlap these areas. Currently, the study boundary does not encroach on those areas.

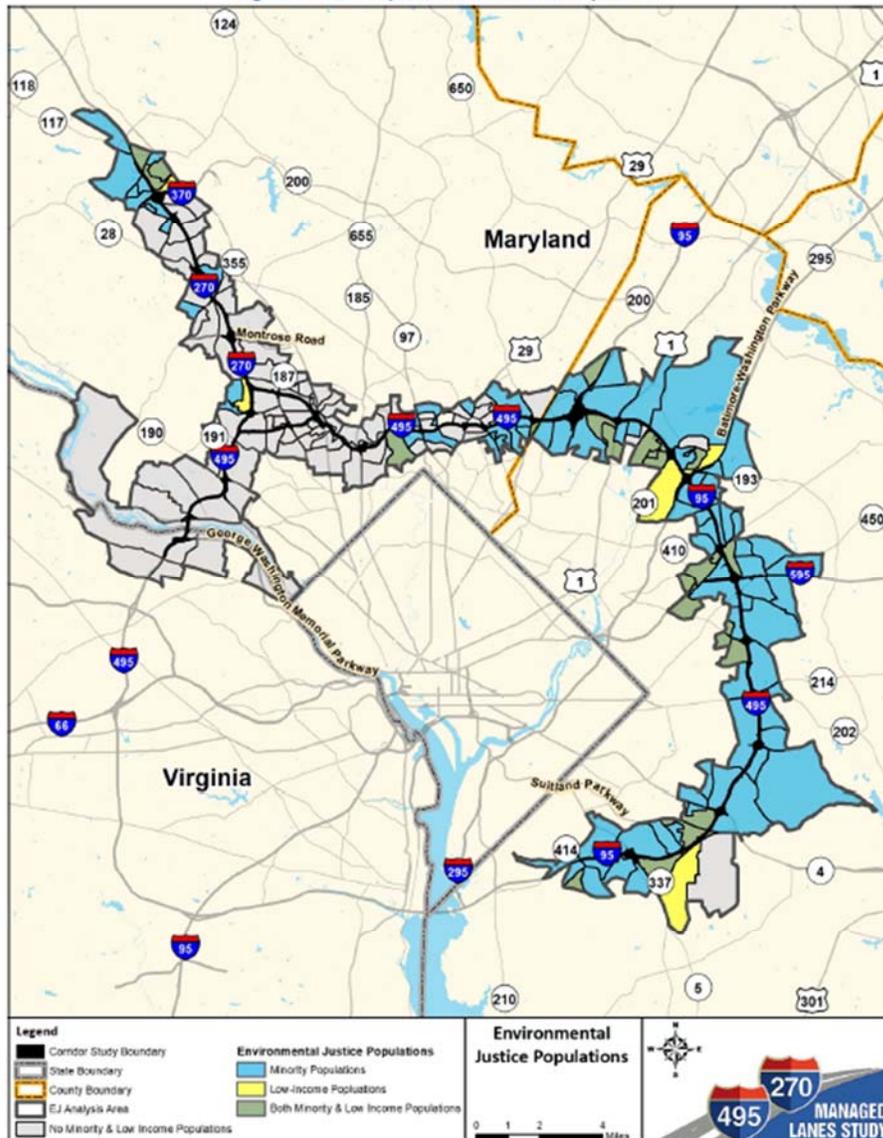
Environmental Justice

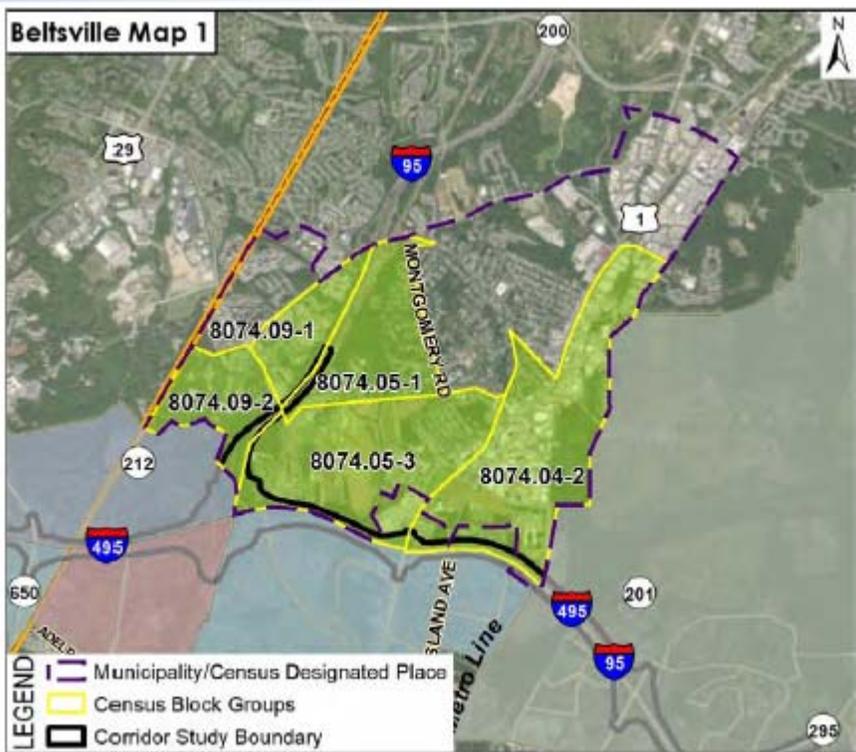
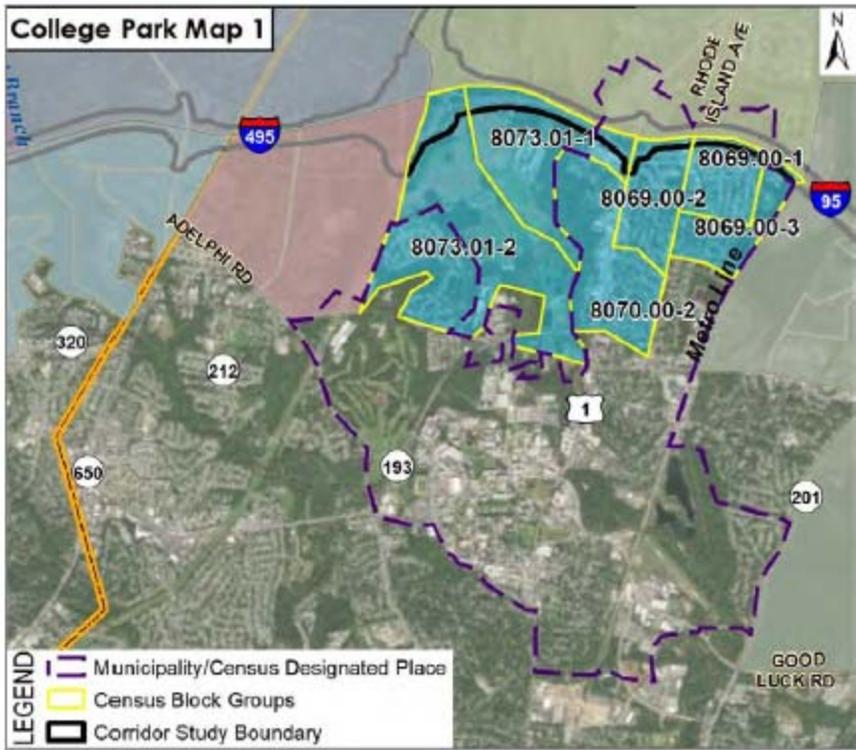
College Park demographics are analyzed at the census block level with all of the impacted census blocks being comprised of minority populations and some of the census blocks also including low income populations as shown in Figure 4-15. The census block groups north of I-495 are not shown in the College Park maps, they are shown in the Beltsville maps. The study reported public involvement efforts during a June 2019 stakeholder meeting with College Park, Berwyn Heights, Greenbelt and New

Carrolton, and North College Park Citizens' Association meeting with 53 attendees in June 2019. The report does not include feedback from those meetings.

The report claims that the Build Alternatives would reduce emissions and congestion while improving emergency access response, increasing travel choice, and providing reliable travel times, which would all benefit human health and safety. Potential tolled lanes could be a less feasible choice for Environmental Justice populations due to the cost burden.

Figure 4-15: EJ Populations in the EJ Analysis Area





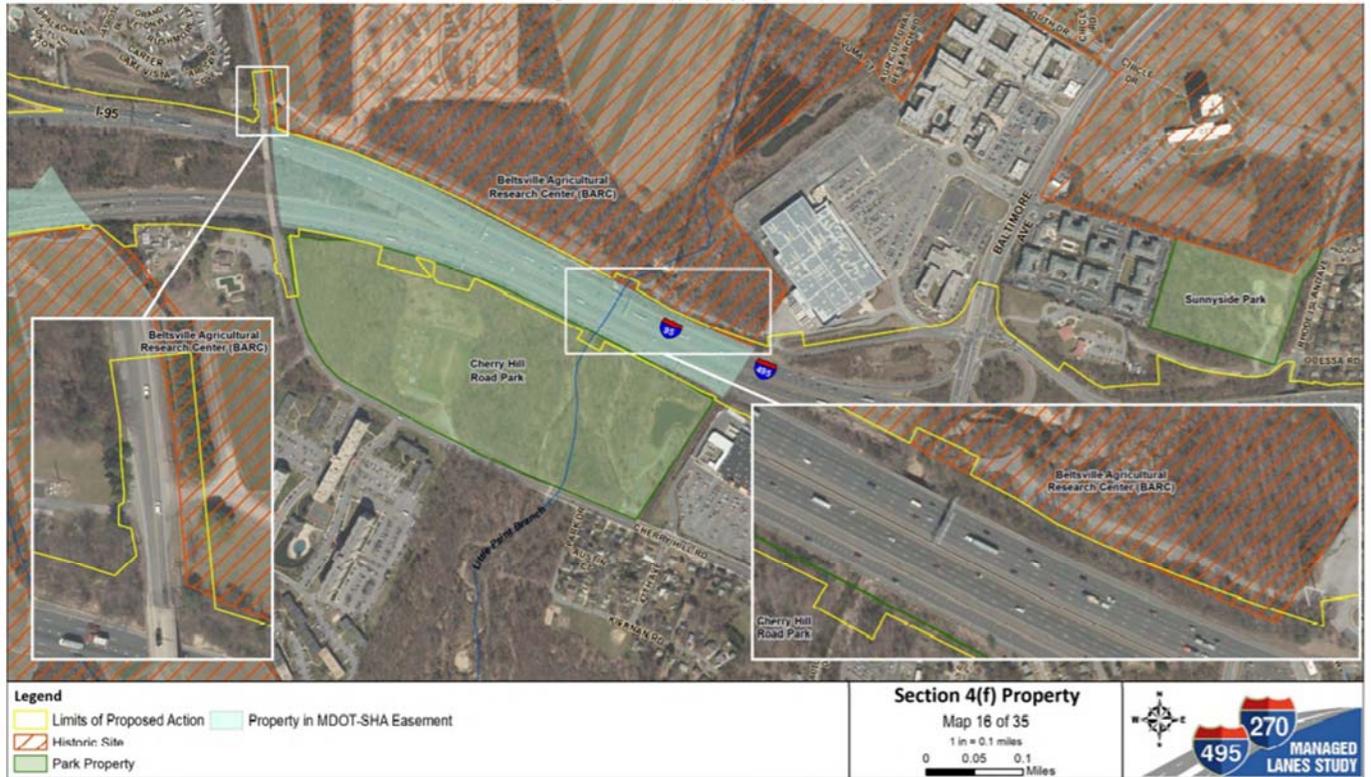
Parks and Historic Properties

The following table summarizes the impacts to parks and historic properties in and near College Park.

Impacts to Parks and Historic Properties					
Inventory #	Name	Type of Property	Officials with Jurisdiction	Potential Acres Impacted	DEIS Study Comments
54	Cherry Hill Road Park	Public Park	M-NCPPC	1.8	Outside city limits, Will not impact facilities nor recreational activities but will affect natural areas of the park by causing substantial tree loss. Impacts include removing trees, grading, constructing, operating and maintaining stormwater management facilities, improvements to the existing culvert for Little Paint Branch, and access for construction vehicles and materials. (See Figure 2-19 Below).
55	Beltsville Agricultural Research Center	Historic Site	MHT	0.5	Study determined de minimis impact, located outside city limits. Will not impact any standing structures or agricultural activities. Impacts consist of tree removal, grading and access of construction vehicles and materials to accommodate access for construction vehicles and materials and I-95 interchange and augmentation of existing culverts beneath I-495 (See Figure 2-19 Below).
56	Sunnyside Park	Public Park	M-NCPPC	0.0	No impact and outside city limits (See Figure 2-19 Below).
57	Hollywood Park	Public Park	M-NCPPC	≤0.1	Study determined de minimis impact. Will not impact facilities or recreational areas. Impact is to accommodate the realignment of the entrance to Greenbelt Metro Station and provide access to construction vehicles and materials (See Figure 2-20 below).
58	B & O Railroad, Washington Branch	Historic Site	MHT	0.6	Qualifies as exempt according to study. Impact is to accommodate widening a bridge across the railroad (See Figure 2-20 below).
No number assigned	Odessa Park	Public Park	City of College Park	0.0	The proposed improvements to Odessa Park are located outside the limits of disturbance (See Figure 2-20 below).

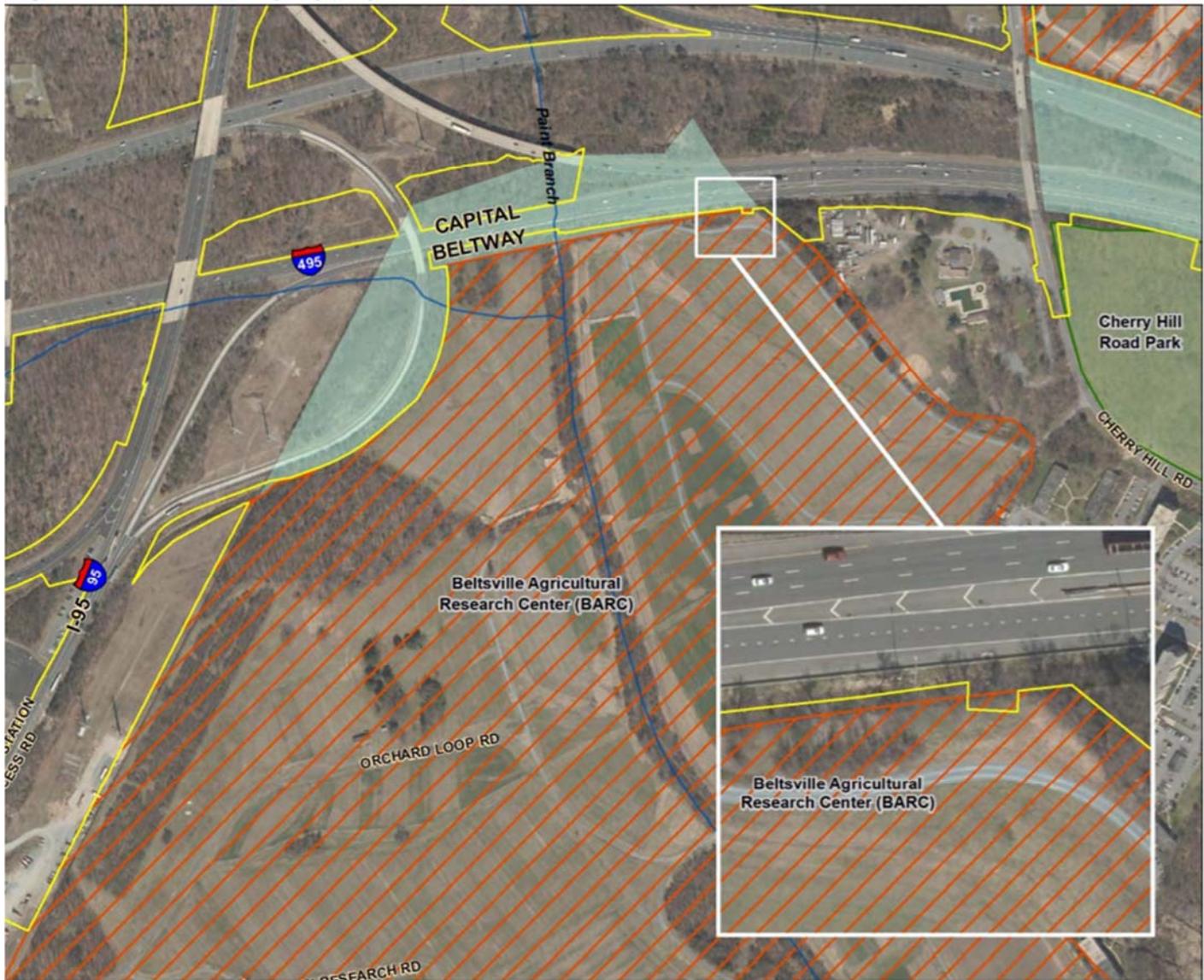
Map Showing Limits of Impacts to Beltsville Agricultural Research Center (BARC) and Cherry Hill Road Park

Figure 2-19: Section 4(f) Property (Map 16 of 35)



Map Showing Limits of Impacts to Beltsville Agricultural Research Center (BARC)

Figure 2-18: Section 4(f) Property (Map 15 of 35)



Map Showing Limits of Impact to B & O Railroad Washington Branch and Hollywood Park

Figure 2-20: Section 4(f) Property (Map 17 of 35)



Traffic

The tables below show the percent of travel demand (vehicle throughputs as a percentage of travel demand) met for all alternatives for 2040 for the segments near College Park between I-95 and Greenbelt Station. They assume that a full interchange at the Greenbelt Metro Station is in place and the Purple Line is constructed. They do not take into consideration either the effect of Autonomous Vehicles (AV) or the pandemic. If mass use of AV's becomes the norm, there will be less importance placed on a shorter commute. If that time can be spent more productively, instead of driving, people might be more willing to 'sit' in traffic. It is anticipated that there will be a shift to more work from home. Pre-pandemic, about 7% of US workers had the option to regularly work from home (Desilver, 2020). That number is now estimated around 42% during the pandemic (Gorlick, 2020). Though most people will return to office work once the pandemic is over, it is unlikely to return to pre-pandemic levels. This will cause less demand on the roadways.

<90%	>90%	100%

Between US-1 and I-95

Alternative	Inner Loop				Outer Loop			
	6-7AM/ 3-4PM	7-8AM/ 4-5PM	8-9AM/ 5-6PM	9-10AM/ 6-7PM	6-7AM/ 3-4PM	7-8AM/ 4-5PM	8-9AM/ 5-6PM	9-10AM/ 6-7PM
Existing - AM	100	88	97	100	98	98	100	100
Existing - PM	100	93	99	100	94	91	95	100
No Build - AM (2025)	100	81	97	100	97	95	100	100
No Build - PM (2025)	100	84	80	100	91	88	97	100
No Build AM (2040)	100	76	64	96	96	95	100	100
No Build PM (2040)	92	88	77	62	90	86	96	100
Alternative 5 - AM	99	82	81	95	97	93	95	97
Alternative 5 - PM	91	92	94	68	96	96	100	100
Alternative 8 - AM	100	91	92	91	96	98	98	100
Alternative 8 - PM	93	90	94	98	97	94	97	96
Alternative 9 - AM	99	91	92	94	99	92	94	100
Alternative 9 - PM	93	92	96	95	97	94	97	95
Alternative 10 - AM	100	90	94	94	99	92	95	100
Alternative 10 - PM	93	93	97	95	97	94	97	96
Alternative 13B - AM	100	90	94	78	99	95	98	100
Alternative 13B - PM	90	89	95	90	98	94	97	97
Alternative 13C - AM	100	95	90	81	97	91	91	100
Alternative 13C - PM	94	91	98	98	97	93	96	94

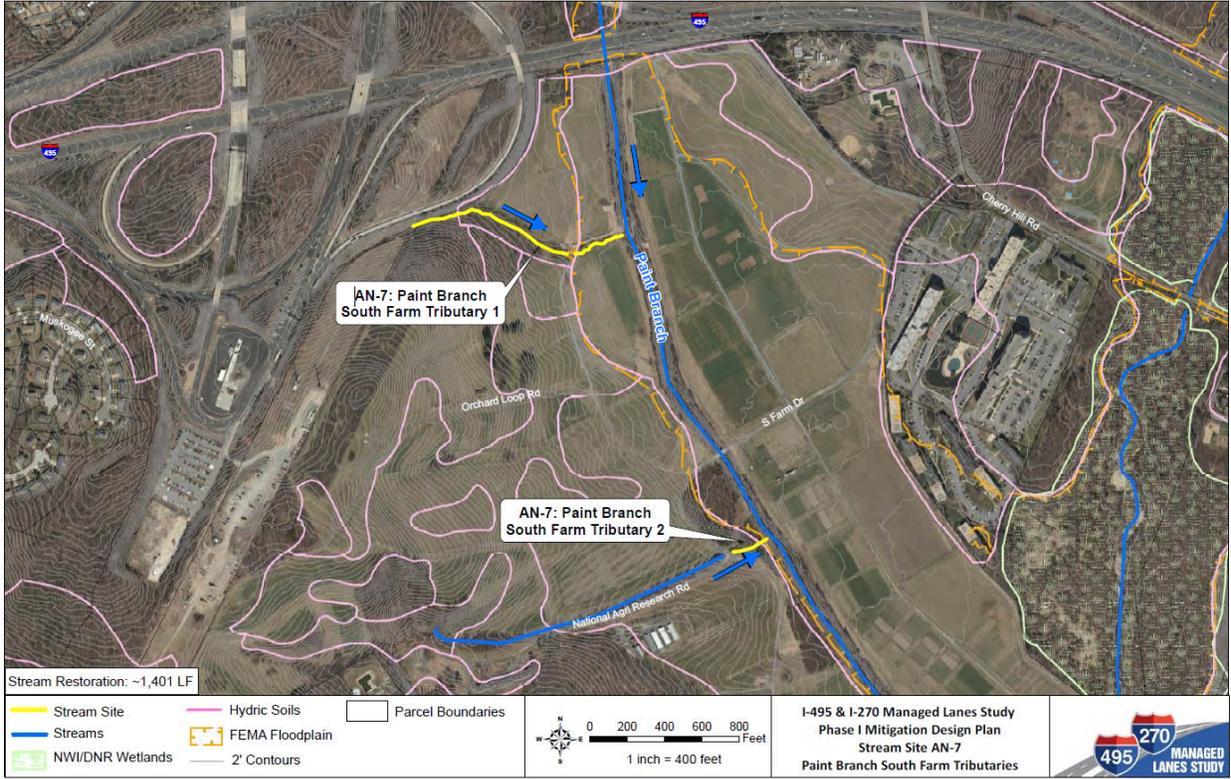
Between Greenbelt Station and US-1

Alternative	Inner Loop				Outer Loop			
	6-7AM/ 3-4PM	7-8AM/ 4-5PM	8-9AM/ 5-6PM	9-10AM/ 6-7PM	6-7AM/ 3-4PM	7-8AM/ 4-5PM	8-9AM/ 5-6PM	9-10AM/ 6-7PM
Existing - AM	100	92	96	100	98	95	100	100
Existing - PM	100	100	100	100	92	90	94	100
No Build - AM (2025)	100	86	96	100	95	92	100	100
No Build - PM (2025)	100	89	89	100	82	77	85	100
No Build - AM (2040)	100	84	69	97	95	93	100	100
No Build - PM (2040)	100	94	80	77	88	83	84	100
Alternative 5 - AM	99	83	87	96	96	90	94	94
Alternative 5 - PM	91	92	94	73	96	95	100	99
Alternative 8 - AM	99	92	93	91	97	98	97	100
Alternative 8 - PM	91	91	94	96	97	93	96	95
Alternative 9 - AM	98	90	92	94	100	91	95	100
Alternative 9 - PM	93	92	96	96	97	92	96	94
Alternative 10 - AM	98	80	93	94	99	91	95	100
Alternative 10 - PM	93	94	97	96	97	92	97	94
Alternative 13B - AM	100	90	85	80	100	93	98	100
Alternative 13B - PM	90	90	95	92	97	93	96	96
Alternative 13C - AM	99	91	87	79	99	93	94	100
Alternative 13C - PM	93	92	97	98	97	92	96	93

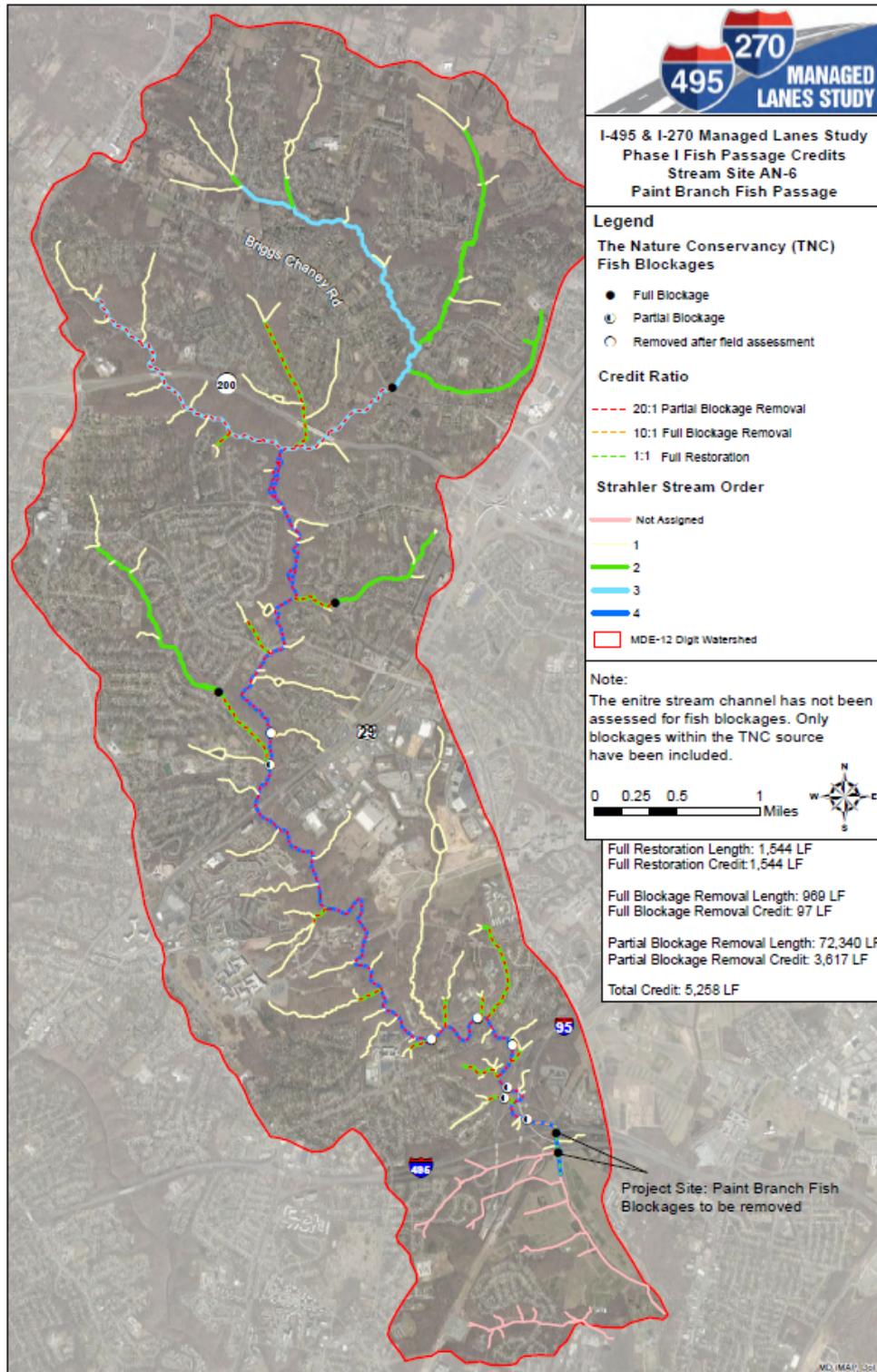
Environmental Mitigation

Unavoidable impact to forest will be regulated by MDNR under Maryland Reforestation Law. When one acre or more of forest clearing is required, acre for acre replacement of forested areas must occur according to a mitigation hierarchy. The first priority is replanting available public land within the same county and/or watershed, then MDOT SHA would purchase credits in a forest mitigation bank, with the final option being payment into the MDNR Reforestation Fund at a rate of 10 cents per square foot of impact. The City and M-NCPPC are interested in seeing the replanting within the same watershed and M-NCPPC is preparing a map of properties that may be suitable for mitigation.

Stream restorations are proposed along two tributaries of Paint Branch west of the City boundary as shown in yellow below.



Two current fish passage blockages by I-495 will be removed on Paint Branch to allow for fish passage.



RECOMMENDATION

Based on staff review, the following is a preliminary list of proposed comments and requests for additional information recommended to be part of a response to the DEIS. A final response should be developed after discussion with Mayor and Council and the community.

- Document the full costs of the project including the costs of adequate environmental mitigation and taxpayer dollars needed for the relocation of water and sewer infrastructure prior to selecting a Preferred Alternative.
- Provide an analysis of impacts to potential induced traffic on arterial and collector roads (Route 1, MD193, Rhode Island Avenue).
- Consider the effects of induced development as a result of the project.
- Use the most current traffic data provided by the Metropolitan Washington Council of Governments (MWCOCG) to update the traffic forecasting models for the area proposed for Phase 2 construction.
- Consider the impacts of the pandemic on traffic growth patterns and congestion through 2040 as many people may permanently transition to telework.
- Consider the impacts of Autonomous Vehicles regarding quality of life and the acceptance of congestion.
- Revisit an analysis of viable public transit options as well as transportation systems management (TSM) and transportation demand management (TDM) in regard to the Purpose and Need of the study.
- Include bicycle and pedestrian crossings in the design to break down the barriers created by I-495.
- Provide additional information to enable the full extent of impacts to parkland to be understood and how to make the park systems whole through mitigation.
- Concern that the impacts to wetlands and streams is not fully documented and that local water quality will be further degraded and flood risks increased.
- Share the results of the June 2019 stakeholder meeting held in College Park.
- Clarify the access to the staging and storage area from the Polish Club property.
- Provide more information about the proposed realignment of the entrance to the Greenbelt Metro Station.
- Clarify any proposed changes to the intersection of US 1 and I-495.
- Explain how social equity is being addressed when the high cost of managed lanes may be out of reach for lower income populations.



May 15, 2019

The Honorable Larry Hogan, Governor
The Honorable Nancy Kopp, Treasurer
The Honorable Peter Franchot, Comptroller
80 Calvert Street
Annapolis, MD 21401

Dear Governor Hogan, Treasurer Kopp, and Comptroller Franchot:

The City Council opposes the proposed widening and addition of toll lanes for I-495 and I-270 and the project designation as a Public-Private Partnership through the Maryland Department of Transportation's program. We are concerned that the project will not protect the best interests of Maryland's taxpayers and will negatively impact the environment and our residents.

While road widening often provides short-term congestion relief, studies have shown in the long-term similar projects lead to more driving, more trips, and more sprawl. The City of College Park has supported smart-growth development that has helped reduce the traffic volume on Baltimore Avenue. We fear that widening the Beltway will increase traffic volume on Baltimore Avenue and worsen the failing I-495 exit for Baltimore Avenue.

The Council is very concerned about the project's negative environmental impacts, as well as the damage to the quality of life in neighborhoods adjacent to the roads. It is premature to approve this project before an environmental impact statement has been conducted. The proposal may reduce the backyards of 18 homes in College Park, and the beltway's closer proximity to other homes will potentially decrease property values. The area of disturbance includes wooded properties and a parcel the City has planned for a playground. The noise and pollution impacts of the project reach further into our neighborhoods.

The City Council applauds the Hogan administration's support for the Purple Line and for dedicated funding for our region's transit system. However, this proposed project has eliminated all mass transit options from consideration. A regional approach to smart growth is necessary, along with enhanced transit beyond the Purple Line (such as a regional Bus Rapid Transit strategy) and improved, connected ways for people to walk and bike to transit or to their jobs.

We respectfully request that you reject the I-495 and I-270 widening project and pursue long-term solutions that create sustainable, healthy, and vibrant communities and economies.

Sincerely,

Patrick L. Wojahn
Mayor

cc: Maryland District 21 Delegation

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www.collegeparkmd.gov

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June 12, 2019

Secretary Pete K. Rahn
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

**Re: I-495 & I-270 Public-Private Partnership (P3) Program:
Support for NO BUILD Alternative**

Dear Secretary Rahn:

The City Council respectfully opposes the proposed widening of the Capital Beltway and I-270 and supports the No Build alternative that will be included for additional study. We appreciate the information provided by MDOT online, and at public workshops and other public meetings, and for the opportunity to comment on this major transportation project.

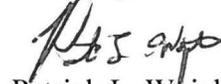
The City of College Park has supported smart-growth development that has helped reduce the traffic volume on Baltimore Avenue. We fear that the build alternatives will increase traffic volume on Baltimore Avenue and worsen the failing I-495 exit for Baltimore Avenue.

The Council is very concerned about the build alternatives negative environmental impacts, as well as the damage to the quality of life in adjacent neighborhoods adjacent. The proposal may reduce the backyards of 18 homes in College Park, and the beltway's closer proximity to other homes will potentially decrease property values. The area of disturbance includes wooded properties and a parcel the City has planned for a playground. The project's noise and pollution impact reach further into our neighborhoods.

The City Council applauds the Hogan administration's support for the Purple Line and for dedicated funding for our region's transit system. A regional approach to smart growth is necessary, along with enhanced transit beyond the Purple Line (such as a regional Bus Rapid Transit strategy) and improved, connected ways for people to walk and bike to transit or to their jobs.

We respectfully request that MDOT select the No Build alternative and pursue long-term solutions that create sustainable, healthy, and vibrant communities and economies.

Sincerely,



Patrick L. Wbjahn
Mayor

CC: Angela Alsobrooks, Prince George's County Executive
Maryland 21st District Delegation
Tom Dernoga, District 1 Council Member, Prince George's County Council
Dannielle Glaros, District 3 Council Member, Prince George's County Council



CITY OF COLLEGE PARK

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December 6, 2019

The Honorable Larry Hogan, Governor
The Honorable Nancy Kopp, Treasurer
The Honorable Peter Franchot, Comptroller
Board of Public Works
Louis L. Goldstein Treasury Building
80 Calvert Street
Annapolis, MD 21401

Dear Governor Hogan, Treasurer Kopp, and Comptroller Franchot:

The City of College Park Council voted at our December 3, 2019 meeting to request the Board of Public Works (BPW) delay any action on the I-495 and I-270 P3 Program until the BPW and the public and County agencies have the necessary information and time to review the impacts and costs of the proposal.

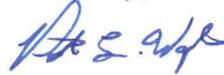
The City has previously expressed concerns that road-widening projects create short-term congestion relief but long-term sprawl, additional trips, and increased pollution. The Council is very concerned about the project's negative environmental impacts, as well as the damage to the quality of life in neighborhoods adjacent to the roads. The proposal may reduce the backyards of 18 homes in College Park, and the beltway's closer proximity to other homes will potentially decrease property values. The noise and pollution impacts of the project reach further into our neighborhoods.

The City of College Park has supported smart-growth development that has helped reduce the traffic volume on Baltimore Avenue. We request the BPW to support multi-modal transportation options, including recommendations from Prince George's County. The Council applauds the Hogan administration's support for the Purple Line and for dedicated funding for our region's transit system. A regional approach to smart growth is necessary, along with enhanced transit beyond the Purple Line (such as a regional Bus Rapid Transit strategy) and improved, connected ways for people to walk and bike to transit or to their jobs.

Letter to: The Honorable Larry Hogan, Governor
The Honorable Nancy Kopp, Treasurer
The Honorable Peter Franchot, Comptroller
December 6, 2019

We respectfully request that you delay action on the I-495 and I-270 widening project to allow the public time to review and provide comment on the current plan and its impacts, and until other options have been explored.

Sincerely,



Patrick L. Wojahn
Mayor

cc: Maryland District 21 Delegation



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April 28, 2020

Mr. Todd Turner, Chair
Prince George’s County Council
County Administration Building
14741 Governor Oden Bowie Drive, 2nd Floor
Upper Marlboro MD 20772

Re: Opposition to WSSC paying for infrastructure relocation costs due to the proposed I-495 and I-270 widening project

Dear Chair Turner and Council Members:

On behalf of the College Park City Council and residents, I respectfully request that you oppose any funding in the WSSC budget for the cost of relocating water infrastructure due to the proposed I-495 and I-270 widening project. We understand that if the project is implemented, the relocation of water infrastructure could cost up to \$2 billion as estimated by WSSC. Although the Governor has stated the proposed public-private partnership (P3) would enable the project to move forward without public costs, WSSC believes that it may be responsible for these relocation costs. The P3 does not detail the costs and cost sharing for relocating this infrastructure.

We all experience regular damage to our streets when existing WSSC infrastructure fails, and we understand the huge need and expense for WSSC to invest more funds to address these infrastructure needs. WSSC ratepayers should not be saddled with any additional costs for infrastructure relocation due to the proposed beltway widening project.

If MDOT proceeds with the project and WSSC is responsible for any associated relocation costs of its water infrastructure, we urge the County Council to oppose any WSSC Capital Improvements Program that includes such costs.

Thank you for your consideration of the City’s position.

Sincerely,

Patrick L. Wojahn
Mayor

Four Cities Coalition

July 27, 2020



Jeanette Mar
Environmental Program Manager
Federal Highway Administration, Maryland Division
George H. Fallon Federal Building
31 Hopkins Plaza, Suite 1520
Baltimore MD 21201
jeanette.mar@dot.gov



Lisa B. Choplin
Project Director
I-495 and I-270 P-3 Project Office
Maryland Department of Transportation State Highway Administration
707 North Calvert Street, Mail Stop P-601
Baltimore MD 21202
495-270-P3@sha.state.md.us

Dear Ms. Mar and Ms. Choplin:



The Cities of College Park, Greenbelt, and New Carrollton and the Town of Berwyn Heights in Prince George's County are writing to request an extension of the public comment period to 120 days or more for the Draft Environmental Impact Statement (DEIS) of the proposed I-495 & I-270 Public-Private Partnership Program.

This project to widen I-495 and I-270 by two tolled lanes in each direction is projected to have major impacts on our communities. The direct impacts include changes to our parks and increases in stormwater runoff that raise environmental justice concerns. Other impacts may be a reduction of funds for investment in improving public transit--including access to our new hospital--and a taxpayer subsidy. These issues were discussed before the Maryland-National Capital Parks and Planning Commission on July 15, 2020. Debra Borden, the lead Prince George's County planner for the project has said the DEIS lacks analysis in certain areas which makes it impossible to discuss mitigation. We are concerned about possible shortcomings with the DEIS.

Prince George's and Montgomery Counties are the two counties most impacted by the proposed 50-year \$9-11 billion public-private partnership concession. The Montgomery County Transportation and Environment Committee and County Executive have already sent requests for this extension, as have Congressmen Raskin and Brown and Senators Cardin and Van Hollen and 44 environmental and community groups.

It is critical that members of our communities have an adequate opportunity to review the 18,000-page document and submit comments to ensure that appropriate



Four Cities Coalition

Jeanette Mar
Environmental Program Manager
Federal Highway Administration, Maryland Division
Lisa B. Choplin
Project Director
I-495 and I-270 P-3 Project Office
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analysis is done. The current timeline, with public hearings in August, would be questionable in a normal year. In a year when all children are home, COVID-19 cases and deaths are increasing, and it is not safe to gather, the timeline is even more inappropriate.



We therefore request that the Agencies authorize as soon as possible at least an additional 30 days for public comment on the DEIS for this Project.

Thank you for your serious consideration of this time-sensitive and important request.

Respectfully,

Handwritten signature of Amanda Dewey in black ink.

Amanda Dewey, Mayor
Town of Berwyn Heights

Handwritten signature of Patrick L. Wojahn in blue ink.

Patrick L. Wojahn, Mayor
City of College Park

Handwritten signature of Colin A. Byrd in black ink.

Colin A. Byrd, Mayor
City of Greenbelt

Handwritten signature of Phelecia E. Nembhard in black ink.

Phelecia E. Nembhard, Mayor
City of New Carrollton



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Strategic Plan

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Future Agenda Items



TO: Mayor, City Council, City Manager and Department Directors
FROM: Janeen S. Miller, City Clerk
DATE: September 9, 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, SEPTEMBER 22, 2020 REGULAR MEETING

Public Hearing and possible adoption of Ordinance 20-O-10, FY '21 Budget Amendment (#1) – Gary Fields, Director of Finance

Public Hearing and possible action on the Petition request for permit parking on 48th Avenue between Pontiac Street and Berwyn Road – Jim Miller, Parking Enforcement Manager

Approval of Strategic Plan Vision and Mission

Appointments to all Boards and Committees

Placeholder: Closed Session after the meeting:

1. Program Open Space Acquisition
2. City Manager's Annual Performance Evaluation

TUESDAY, OCTOBER 6, 2020 WORKSESSION

CPCUP Vision 2030 presentation – Eric Olson, Executive Director (30)

Discussion of amendments to Chapter 102, Dogs and Other Animals (20-O-11) – Bob Ryan, Director of Public Services; Kathy Rodeffer and Suzie Bellamy, Animal Welfare Committee Co-chairs (30)

Review of bulk trash pilot project pursuant to Ordinance 20-O-02 which became effective on May 1, 2020 (40)

09-02-20: Review and comment on recommendations from final GreenPlay Senior and Community Recreation Needs Assessment report (60)

3:00

TUESDAY, OCTOBER 13, REGULAR MEETING

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

Award of contract for final design of Duvall Field – Terry Schum, Director of Planning

Public Hearing and possible adoption of Charter Amendment 20-CR-02, A Charter Resolution Of The Mayor And Council Of The City Of College Park, Amending Article III, “Mayor And Council”, § C3-1, “Membership; Election; Term Of Office”, To Delete The Requirement That Elected Officials Shall Be Registered To Vote For One Year Prior To Their Election And To Add A Requirement That Elected Officials Shall Be Domiciled In The City For At Least One Year Prior To Their Election

TUESDAY, OCTOBER 20, WORKSESSION

Update on the City’s Sustainability Plan (20) - Bill Gardiner, Assistant City Manager; Robert Marsili, Director of Public Works; Janet McCaslin, Sustainability Coordinator

One-year review of Chapter 141, Nuisances re: Ordinance 19-O-13, Unruly Social Gatherings, which was adopted in September of 2019 (20) - Bob Ryan, Director of Public Services

1:00

TUESDAY, OCTOBER 27, REGULAR MEETING

WEDNESDAY, NOVEMBER 4, WORKSESSION

Presentation on Accela land use CRM software – Bill Gardiner, Assistant City Manager (30)

TUESDAY, NOVEMBER 10, REGULAR MEETING

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

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9/11/2020

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April and September: Comments on the M-NCPPC budget

June Worksession: Review of applications for advisory board vacancies

June Regular Meeting: Appointments to advisory boards

June Regular Meeting: Proclamation for Pride Month

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

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)

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)

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

Discussion of the process/technology for enforcing permit parking zones

Applications for Small Cell installations

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

Approval of an update to the City Manager’s contract (20-G-105)

07-07-20: Continue the conversation of race and equity in the City

07-14-20: Comments to the County task force about No-Knock Warrants

08-17-20: Proposed Consent: Authorization for the City to enter into a three-year agreement with the Maryland Department of Transportation State Highway Administration for purchase of salt and aggregate during certain snow events

DSP for The Aspen student housing project– Terry Schum, Director of Planning

09-01-20: Discussion of a commemorative bench program – request of Councilmember Kabir