

**The Future of the Former Stone Straw Industrial Property
Community Meeting
April 5, 2021**

List of Questions/Responses and Comments

Q: What makes the wetlands "potential"? Have they not been surveyed, or is it something where the water table might be impacted, or do you mean that "this might be reserved as undevelopable land because it's marshy"?

A: Wetlands need to be formally delineated and these have not. Development in wetlands is not recommended.

Q: What are the Height limits in the I-2 zone?

A: There are none.

Q: How do the traffic models differentiate between type-of-traffic in the number of trips? Is that normalized for the size of vehicle expected (i.e. heavy industry is likely to have a lot more 18-wheelers)?

A: The trip generation estimates do not differentiate between passenger vehicles and heavy vehicles, like 18-wheelers. However, detailed capacity analyses using Highway Capacity Manual methodology do account for size of vehicle expected. This kind of analysis was not done for this presentation. Depending on the project context and traffic conditions for the surrounding area, it may be appropriate for a traffic analysis to further define passenger vehicle vs. heavy vehicle percentages for trip generation before using Highway Capacity Manual methodologies. An appropriate approach to further define this percentage would be to consider the expected operations for the built project, document assumptions, and confirm concurrence with the study reviewer.

Q: @Aditya/@Patrick: What are the barriers to connecting Branchville to 193 east of RI Ave (between Rising Sun and the open field with the gas pipes)? Even a one-way inlet to the neighborhood that way seems like it might circumvent the U-turn issues.

A: The main barrier is the proximity to the MD 193 and Rhode Island Ave. intersection. A curb cut at that location is likely to be denied by the State Highway Administration.

Q: Regardless of the development option, in order to minimize traffic impact on the residential neighborhood, can we explore extending 51st Place up to the property line? The intervening property (between this property and the current end of 51st Place) is apparently not in use, at least according to Google Maps.

A: To extend 51st Place, right-of-way would need to be acquired from the property owner. The property contains two warehouses and surface parking. There may not be surplus land available according to zoning requirements.

Q: What information was used to generate trip numbers for ProFish?

A: The different land uses and area calculations proposed by ProFish were provided to the consultants by the City of College Park staff from the ProFish proposal. This information was used to calculate trip generation numbers.

Q: Regarding traffic. Are you essentially saying that you can't provide us with more detail regarding access and actual traffic impact until a proposed use is in place?

A: Yes. It is impossible to predict at this point what exact development proposal, in terms of land uses and density/area (square feet), will be submitted by the current/ future owner/developer. Currently, there is not a development proposal submitted to the Planning Department.

Q: If the ProFish project is off the table, why was the consultant paid to analyze this use?

A: There were many questions about the traffic impact of this proposed use. It was thought to be helpful to compare the proposed ProFish use with the proposed residential use.

Q: What are the possible projects that might happen.? Sounds like neither presentation we have seen will proceed.

A: The City was told by the property owner that two proposals to purchase the property from industrial users are under consideration. No further details are available at this time.

Q: For traffic purposes, is there a reason an overpass or underpass of the railroad couldn't be created on Branchville Road between Greenbelt and College Park?

A: A feasibility study would need to be conducted. It might be cost prohibitive.

Q: I recall The Hotel was impacted by height restrictions because of its proximity to the airport. Is this close enough to the airport for that to be a possible factor?

A: No, it is not within an Aviation Policy Area.

Q: Could Terry please repeat her comments regarding Profish and their current disposition. I was unable to hear her originally.

A: ProFish make an offer to purchase the property that was not accepted. It is unclear if ProFish is looking at other sites in the County.

Q: If road expansion is required to create feeder routes on Blackfoot or Indian and on 51st Ave., who pays?

A: If a road improvement is required to meet Adequate Public Facilities for Transportation during a development review process, the developer would be responsible. Most uses in the I-2 zone would not go through this process.

Q: What are the stormwater / hydraulic pressure impacts?

A: A development review application has not been submitted so these impacts have not been evaluated.

Q: When determining the number of parking spaces for residential, do you take into account the difference of residents in a College town.

A: We have used Prince George's County Zoning Ordinance parking requirements to calculate the number of parking spaces required for the townhome and ProFish development proposals. Any developer will have to follow these requirements unless they receive specific exceptions during the approvals process.

Q: Previous developers had Phase I and Phase II environmental assessments done. Can we not get access to those reports?

A: Yes, these reports are part of the public record available through the Maryland Department of the Environment.

Q: As a resident that lives on Blackfoot Place, I can tell you that the street is still used even with speed humps by heavy vehicles and is used as the more direct route. I am curious how the most direct route was calculated.

A: No direct route was calculated. The maps in the presentation showed the current signed route to access Branchville Industrial Park, not the most direct route.

Q: Is this industrial site suitable to include a future data center or data warehouse?

A: Possibly, but a secondary source of power is not available on this side of the tracks and probably would be required.

Q: What can us residents do to influence or keep track of this development, since it's privately held and they apparently don't like ProFish?

A: The City, through staff and City Council, will keep the community informed when there is news to report.

Q: What time frame are we talking about? When will decisions be made?

A: It is hard to say. The property owner is currently considering two purchase offers.

Q: If additional property could be acquired at the southernmost portion of the current residential area would that be an acceptable access point?

A: That might be helpful for residential access but would not solve the truck traffic issue.

Q: Is the city/county in any position to follow up with ProFish or otherwise incentivize them bringing a new bid to the table?

A: ProFish has not been in contact with the City and the City does not have any incentives to offer them.

Q: From the standpoint of residents in the immediate vicinity, what does the city view as the best land use outcome? Is the city advocating for a specific outcome?

A: The City is not advocating for a specific proposal but has concerns about continued industrial use at this location adjoining single-family residential use.

Q: Rhode Island / Route 193 / Greenbelt Road are a rush hour bottleneck. What will be used to handle this and the new Methodist Church Guild School at Rhode Island Avenue and Hollywood Road bringing 100+ vehicles during rush hours?

A: A traffic study was done for the proposed daycare at the Methodist Church indicating that the additional trips generated could be handled by existing roadways. The City required the daycare to submit a traffic plan and to address problems and concerns as they may arise.

Q: The Conceptual Townhome Program presented seems to fill every portion of the property with residential structures. Is that realistic given the County's woodland preservation requirements?

A: Probably not. Compliance with the County's Woodland and Wildlife Conservation Ordinance would be required.

Q: What is the city pushing for as far as development?

A: The City has not supported either proposal but has concerns about industrial use adjacent to single-family homes.

Q: Is there a timeline for determining what happens with this property? Does it depend on the current property owner or other factors? (i.e., when may the public have more information about what the actual use will be, and therefore potential traffic impacts?) Thanks!

A: There is no timeline because there is no development application under review. When the City learns about the disposition of the property, it will inform the community.

Q: North College Park is in dire need for commercial real estate development so ProFish would be a great addition to actually build a community. How would it also grow in conjunction with other local businesses?

A: ProFish is predominantly an industrial use with a proposed commercial component. The site is in an Industrial Park. Commercial uses are more successful in designated commercial districts that are more visible and accessible.

Q: Will the City reach out for residents input when and if another proposal is submitted?

A: Yes, the City will inform the community when there is another proposal or known use.

Q: Is the City able to provide property concerns to current owners for potential buyers to understand prior to purchase with plans contrary to City desires?

A: There is no City position. The City may not have the opportunity to discuss concerns with a prospective property owner. City staff is able to relay community comments and concerns to the current property owner.

Q: Would pro fish have an associated smell? for what radius?

A: Some who have visited the ProFish DC operation have said there is very little smell. The operation at the Stone property is much larger and no one on the panel could address the odor issue with any certainty.

Q: Can we have access to the details of the traffic analysis and the assumptions used in the calculations?

A: Yes, the traffic consultant's slides are posted on the City's website.

Q: Why are we here tonight since there is no specific proposal on the table from the Owner to the City/County?

A: The purpose of the meeting tonight is to share information, provide an update on the proposals and discuss traffic impacts of different land uses.

Q: It seems that the county has zoning that can make this property very dense. It seems that allowing unlimited type of development would be better on property that doesn't have neighborhood roads to connect the industrial/dense development to bigger roads. It seems a use like profish is better for the community as they were providing community uses, and less dense than the unlimited development that is possible. What can the county or city do to help with appropriate development to match the roads?

A: A Master Plan update would provide the kind of comprehensive assessment needed to determine the appropriate zoning classifications for the future.

Q: Was trip generation generated by the proponents of the townhome project and ProFish? If so, was that information reviewed by the consultants?

A: The consultants are not aware of any trip generation analysis prepared by the proponents of the townhome project or ProFish. The City of College Park staff was unable to locate such analysis if it exists. Trip generation was based on the development program shown for each proposal.

Q: Could there be a building, like the Torpedo Factory in VA.?

A: Perhaps, if the existing buildings were adaptively reused.

Q: Is the City of College Park planning on buying the property?

A: The City is not planning on buying the property.

Q: Other than mitigating traffic, what is the benefit of placing townhomes in this location relative to ProFish?

A: The City has a Strategic Plan objective to create more housing choices in the City. If more people who work in the City could live in the City, traffic congestion would be reduced.

Q: How much was the traffic analysis? and Why are you not doing that prior to what you are saying YES to - i.e. Guild School and Branchville Crossing?

A: The cost of the traffic analysis was \$5,830. The Children's Guild Daycare and Branchville Crossing are development applications that submitted traffic studies as required by M-NCPPC. These were reviewed by the City prior to taking action on the projects.

Q: So, if the city had its 5 year plan but the county won't do the master plan, then does that delay or stop the 5 year plan?

A: The City has a 5-year Strategic Plan for City operations. It is not the same as a Master Plan for land use and development. They are independent of each other.

Q: So the City can't even offer the owner a different zoning option, the City just has to wait for the owner to request a change?

A: The City does not have zoning authority, that is a County function.

Comments

-I still want Pro Fish to come into North College Park. I would like the City to reach out to Pro Fish and the landowner to come to an agreement. We don't need any more housing. College Park has so much growth in buildings/housing it is not recognizable. we can't handle the traffic in the neighborhoods as it is.

-The most direct access to the Branchville Industrial Park is Rhode Island Ave. to Blackfoot Pl., then left on 51st Ave.

-The townhouse brings additional access in at Apache. Directly next door to an existing single story house

-Let him know that the 180 turn off RI Ave onto Locust Spring Road to get to Branchville Road is very tight.

-The specific property that 51st Place deadends into is P.1. It is fenced off but has a clear sight line through without affecting the warehouse on P.1.

-Aditya is incorrect. The signage he mentions refers to the Branchville Industrial Park on 51st Pl, not Stone Industries on 51st Ave. Just verified on Google Earth ground view With reference to signage directing to specific properties.

-Safety Concern Rhode Island/Greenbelt Rd: As we have Attick Towers and soon coming section 8 housing/Apartment Bldg (in front of the Branchville Fire Department) meaning we are going to have an increased amount of people especially seniors crossing the street/s especially in front of Attick Towers - besides car speeding but also - I have witnessed seniors almost getting hit by cars - VERY CONCERNED

-Agreed to that! A pro fish type development would really attract folks. If it is just another industrial area it does nothing to help the city grow as a community.

-Agree, ProFish is a much better option than additional townhomes.

-*sigh* If only we could just leave it to the squirrels & bunnies! :-)

-I think that for those of us who sat in on both the townhouse and Pro-Fish proposals the majority of us would support the Pro-Fish project. I understand that their offer has not been accepted but the townhouse proposal was certainly not the desired use.

-The attractiveness of ProFish was that it included retail, educational and public space. This educational aspect was especially appealing to many of the residents attending the proposal.

-We were told that we could never get a supermarket because of lack of density. Then came along Lidl and the new supermarket in the Bozutto building.

-Hi. Just want to comment that I did not like the Profish plan. It would seem to add a lot of traffic on these small residential streets. I agree that the commercial area would be much better for a restaurant. Thanks!

-I agree that the restaurant feature is nice, but the proposal for ProFish offers more than just typical retail, including experiential opportunities with residents, particularly with young kids, that is walkable. This is much more than what can be offered at the current North College Park commercial district. I don't think we get the things that North College Park is missing with just populating the current commercial district. The ProFish proposal is very unique for this reason.

-It seems like the traffic studies and this meeting is pushing more for a residential development instead of industrial. The fact that a large semi would not be able to even make that u-turn on Rhode Island and Blackfoot.

-I used to live near the one in Ivy City and it was great to see the development in the area. Sad to see an opportunity for great development like this lost

-As a resident of Hollywood, we are very excited about the prospect of ProFish in the neighborhood. We need more businesses / community fixtures like this in North College Park.

-ProFish has so many fantastic aspects about it. It does not smell. I have been to their original site.

-I would be more concerned with traffic calming than road widening. We don't have sidewalks down here; people (rightly) walk in the road constantly.

-There is a lot of new residential directly across the train tracks that can count for density for the Stone property.