



The Maryland-National Capital Park and Planning Commission  
Prince George's County Planning Department  
Development Review Division  
301-952-3530

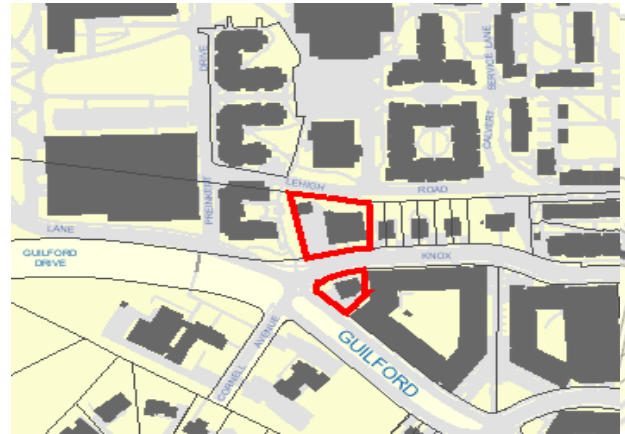
Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>

# Detailed Site Plan Aspen Maryland

## DSP-20031

REQUEST	STAFF RECOMMENDATION
Two mixed-use buildings with a total of 129 multifamily dwelling units and 2,080 square feet of ground floor commercial space.	APPROVAL with conditions

<b>Location:</b> On the north and south sides of Knox Road, at its intersection with Guilford Drive.	
Gross Acreage:	0.84
Zone:	M-U-I/D-D-O
Dwelling Units:	129
Gross Floor Area:	2,080 sq. ft.
Planning Area:	66
Council District:	03
Election District:	21
Municipality:	College Park
200-Scale Base Map:	209NE04
<b>Applicant/Address:</b> York Acquisitions, LLC 8008 Corporate Center Drive, Ste. 201 Charlotte, NC 28226	
<b>Staff Reviewer:</b> Andrew Bishop <b>Phone Number:</b> 301-952-4897 <b>Email:</b> Andrew.Bishop@ppd.mncppc.org	



Planning Board Date:	04/08/2021
Planning Board Action Limit:	04/13/2021
Staff Report Date:	03/25/2021
Date Accepted:	02/02/2021
Informational Mailing:	06/18/2020
Acceptance Mailing:	02/01/2021
Sign Posting Deadline:	03/09/2021

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at [http://www.mncppcapps.org/planning/Person\\_of\\_Record/](http://www.mncppcapps.org/planning/Person_of_Record/). Please call 301-952-3530 for additional information.

## Table of Contents

EVALUATION CRITERIA .....	3
FINDINGS .....	3
1. Request .....	3
2. Development Data Summary .....	4
3. Location .....	5
4. Surrounding Uses .....	5
5. Previous Approvals.....	5
6. Design Features .....	6
COMPLIANCE WITH EVALUATION CRITERIA .....	14
7. 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone.....	14
8. Prince George’s County Zoning Ordinance.....	17
9. Preliminary Plan of Subdivision 4-20017 .....	22
10. 2010 Prince George’s County Landscape Manual .....	24
11. Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance.....	25
12. Prince George’s County Tree Canopy Coverage Ordinance.....	25
13. Referral Comments .....	25
RECOMMENDATION .....	28

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-20031  
Aspen Maryland

The Urban Design Section has reviewed the detailed site plan for the subject property and recommends APPROVAL with conditions, as described in the Recommendation section of this report.

**EVALUATION CRITERIA**

The detailed site plan was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*;
- b. The requirements of the Prince George's County Zoning Ordinance for the Mixed Use-Infill (M-U-I) and Development District Overlay (D-D-O) Zones;
- c. The requirements of Preliminary Plan of Subdivision 4-20017;
- d. The requirements of the 2010 *Prince George's County Landscape Manual*;
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and,
- g. Referral comments.

**FINDINGS**

Based upon the analysis of the subject application, the Urban Design staff recommends the following findings:

1. **Request:** The detailed site plan (DSP) requests to construct two mixed-use buildings with a total of 129 multifamily dwelling units and 2,080 square feet of ground floor commercial retail.

**2. Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone(s)	M-U-I/D-D-O	M-U-I/D-D-O
Use(s)	Multifamily Residential	Multifamily Residential/ Commercial Retail
Acreage	0.84	0.84
Lots	1	0
Parcels	1	2
Square Footage/GFA	9,731 (to be razed)	190,534
Dwelling Units		129
Studio		14
2 Bedroom		28
3 Bedroom		15
4 Bedroom		57
5 Bedroom		15

**Other Development Data**

**Parking Requirements per the Sector Plan**

<b>Uses</b>			<b>Spaces Required</b>
Walkable Node (Building One)	88 dwelling units	1 space per dwelling unit	88
	1,055 sq. ft. retail	-	-
Walkable Node (University) (Building Two)	41 dwelling units	1 space per dwelling unit	41
	1,025 sq. ft. retail	-	-
Total dwelling units	129 dwelling units	1 space per dwelling unit	129
Total retail	2,080 sq. ft. retail	3 spaces per 1,000 sq. ft.	7
Total Parking Required			136
Total with Shared Parking		Shared Parking Factor=1.2*	114*
<b>Total Parking Provided</b>			<b>99**</b>
Standard spaces (9.5 x 19 feet)			67
Compact parking (8 x 16.5 feet)			28
Handicap Van-accessible			4

**Notes:** \*Mixed-use developments may use a shared parking factor to determine a reduction in the number of required parking spaces. The applicant has chosen to utilize the shared parking factor to reduce the parking requirement from 136 spaces to 114 spaces.

*\*\*The 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment (Central US 1 Corridor Sector Plan and SMA) has a specific parking requirement. Therefore, the applicant is requesting an amendment to this standard, as discussed in Finding 7 below.*

**Bicycle Spaces per the Sector Plan**

Required (1 space per 3 parking spaces)	38
Provided	150
Interior	147
Exterior	3

**Loading Spaces** (per Section 27-546.18(b)\* of the Prince George’s County Zoning Ordinance)

Residential / Retail	0 spaces*
----------------------	-----------

**Note:** \*The Central US 1 Corridor Sector Plan and SMA does not have a standard for required loading spaces. Therefore, per the Mixed Use-Infill (M-U-I) Zone regulations, when a mix of residential and commercial uses is proposed on a single parcel, the site plan shall set out the regulations to be followed. The subject site plan proposes no loading spaces, which is recommended as sufficient given the limited number of units and commercial space.

3. **Location:** The subject site is located on the north and south sides of Knox Road, at its intersection with Guilford Drive in the M-U-I Zone and the Development District Overlay (D-D-O) Zone of the Central US 1 Corridor Sector Plan and SMA. Further, it is noted that the property is located in the Walkable Node (Building 1) and the Walkable Node University (Building 2) Character Areas of the D-D-O Zone, on the north and south sides of Knox Road respectively. The subject property is in Planning Area 66 and Council District 3, at 4205 and 4206 Knox Road, within the City of College Park.
  
4. **Surrounding Uses:** The property is bound to the north by Lehigh Road, a private road that is part of the University of Maryland College Park campus, and beyond by Susquehanna Hall, a dormitory, and is zoned Rural Residential. The surrounding land uses include a proposed mixed-use building to the east, known as the Hub at College Park, which was recently approved by DSP-19054, South Campus Commons and Guilford Drive to the west, and to the south by Knox Road, and Terrapin Row, which was approved with DSP-13025. The properties to the east and south are within the M-U-I and D-D-O Zones, but the property to the west is outside of the D-D-O Zone and is zoned One-Family Detached Residential (R-55).
  
5. **Previous Approvals:** The subject site is made up of two separate tracts known as Parcel A, Block G of Lord Calvert Manor, and Lot 57, Block H of Lord Calvert Manor. Parcel A is a 27,250-square-foot parcel on the north, and Lot 57 is a 9,583-square-foot lot on the south side of Knox Road. The total acreage of both tracts is 0.84 acre, and both were recorded in the Prince George’s County Land Records at Plat Book WWW 41, page 100 in 1961. The property is currently developed with two multifamily residential apartment buildings used for student housing, which are proposed to be razed.

On January 28, 2021, the Prince George's County Planning Board approved Preliminary Plan of Subdivision (PPS) 4-20017 (PGCPB Resolution No. 2021-03), for the development of 129 multifamily dwelling units and 2,098 square feet of commercial development on two proposed parcels.

6. **Design Features:** The applicant proposes to raze all site features and construct two mixed-use buildings with a total of 129 multifamily dwelling units and 2,080 square feet of commercial retail uses. The applicant has indicated that the dwelling units will be marketed to the student population. Both buildings will have frontage on Knox Road, and are described as Building 1, on the north side, and Building 2, on the south side. A raised crosswalk and speed hump traversing Knox Road is proposed and will provide a visual and physical connection between the two buildings.

Building 1 is a nine-story building, with three levels of structured parking that can be accessed from Knox Road and is screened by ground-floor commercial and lobby space along the building's frontage. The layout of the parking garage has been provided, but dimensions of the drive aisles and parking spaces are not shown and are needed. The site gains elevation from south to north, with the elevation of Lehigh Road approximately 20 feet higher than Knox Road. As such, Building 1 is cut into the slope and its three levels of parking are below grade on the north side. Building 1's frontage on Lehigh Road will include a retaining wall with a maximum height of six feet in the northwest corner of the site to accommodate the change in grade and a plaza space proposed for the residents on the northwest side of the building. Building 2 is nine stories with ground-floor commercial and lobby space along the building's frontage on Knox Road, similar to Building 1.

**Architecture**—Both buildings' façades propose a combination of materials including brick veneer, hard-coat stucco, fiber cement siding, metal siding, and glass elements. The buildings propose fiber cement siding and metal panels in a variety of colors that are arranged in a geometric pattern and provide bands of color on the upper stories of each building. Red brick is used on the lower stories of both buildings to provide a change in material and provide architectural interest. Along the ground floor fronting on Knox Road and Guilford Drive, the building elevations propose large floor-to-ceiling glass windows highlighting the commercial and lobby spaces, and both buildings provide a one-foot step back between the eighth and ninth residential levels, in conformance with the standards of the D-D-O Zone. Bands of lights are proposed on the facades, which will be illuminated at night to provide architectural interest, highlight changes in the building material, and accent the building canopies. The applicant is requesting an amendment for the allowed height and other development district standards, as discussed in Finding 7 below.



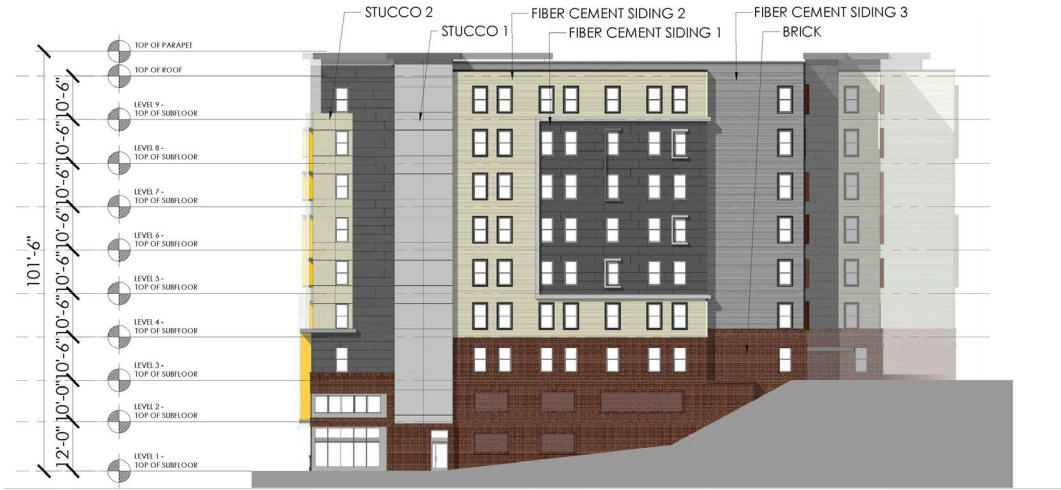
**Figure 1: Building 1 South Elevation**



**Figure 2: Building 1 North Elevation**



**Figure 3: Building 1 West Elevation**



**Figure 4: Building 1 East Elevation**

Building 1 is oriented towards Knox Road and has pedestrian access from both Lehigh Road, on the University of Maryland campus, and from Knox Road. The main pedestrian entrance and lobby is located on the southwest end of the building facing Knox Road, and is accented by a canopy, glass windows, and a sign over the entrance. The vehicular entrance to the parking levels is east of the primary building entrance at the center of the building and includes a directional sign over it. Further east of the parking garage entrance are locations for ground floor retail space, which will be accessed by a separate commercial lobby space. Space for two building murals and artwork is provided on the upper level of the southeast and southwest building façades facing the raised courtyard and pool deck. The murals will feature artwork that will celebrate the life and culture of the City of College Park, the University of Maryland, and the State of Maryland.



**Figure 5: Building 2 South Elevation**





**Figure 6: Building 2 North Elevation**



**Figure 7: Building 2 West Elevation**



**Figure 8: Building 2 East Elevation**

Building 2 will be oriented northwest towards Knox Road, with the primary pedestrian access on the ground floor, and secondary access points are proposed on the south and east sides of the building. The main pedestrian access to the building is located at the center of the building and is accented by a canopy and signage over the entrance. A service door providing access to the building’s trash and maintenance facilities is located on the west side of the building, while the remainder of the frontage on Knox Road includes ground floor commercial and lobby space for the residential use. Space for a mural and artwork is provided on the upper level of the northwest building façade.

**Recreational Facilities**—Recreational facilities for the project are provided on-site and include the following:

- a. Fitness center (Building 1) including fitness machines, a gym, on-demand fitness, and yoga.
- b. Lounge (Buildings 1 and 2) including televisions, tables, seating, and bistro.
- c. Roof deck on Level 2 (Building 1) including a swimming pool, sundeck, outdoor kitchen, fire pit, trellises, and furniture.

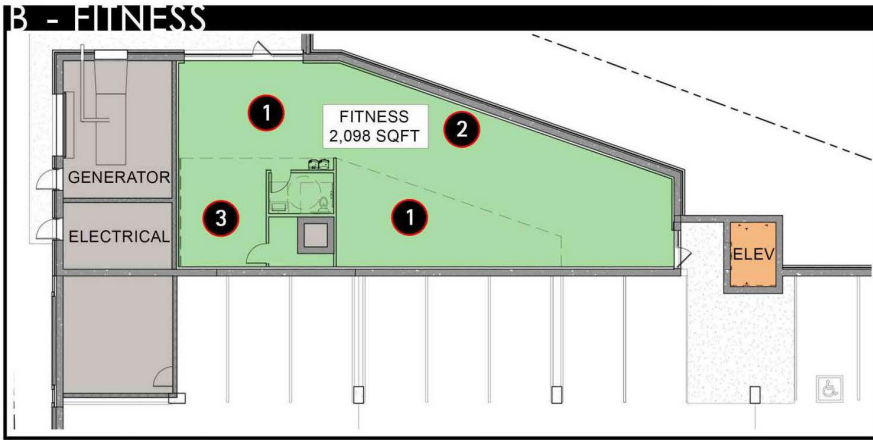


Figure 9: Level 1 floor plan with Fitness Center (Building 1)

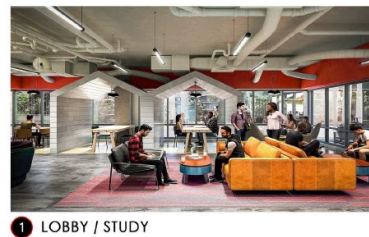
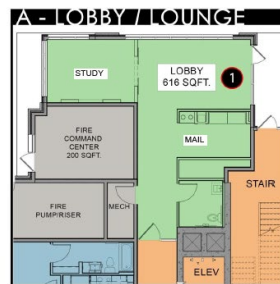
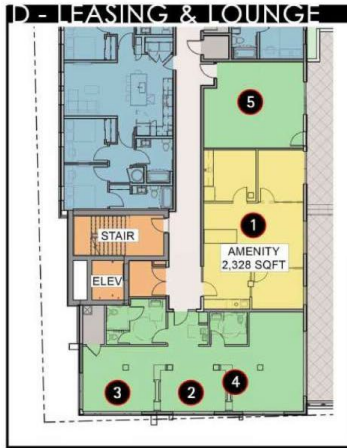
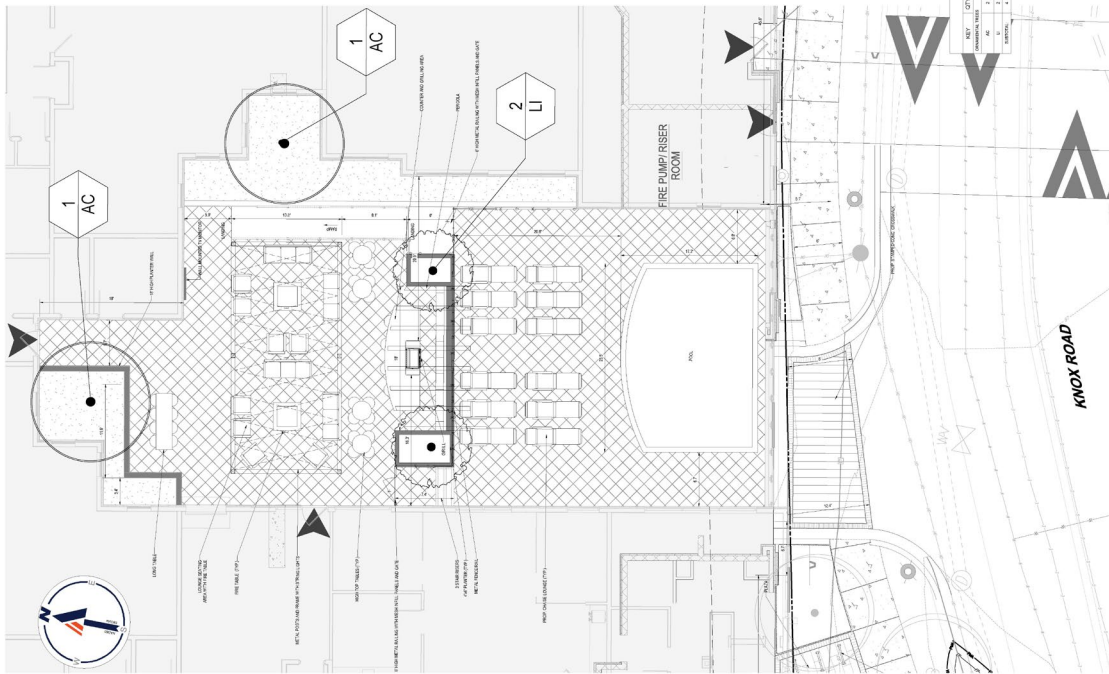


Figure 10: Lounge Floor Plans (Buildings 1 and 2)



**Figure 11: Level 2 floor plan with pool and roof deck (Building 1)**

Bonding for these facilities and the requirement for a recreational facilities agreement is conditioned, as a part of the PPS.

**Signage**—The applicant proposes multiple building-mounted signs on both buildings. Two back-lit, channel-letter, building-mounted signs will be located vertically on the northeast and southeast building façades of Buildings 1 and 2 that will be visible from Knox Road, as shown in Figure 12. Other building-mounted, back-lit, channel-letter signage is proposed along Knox Road above the entrance canopy to the residential and commercial lobbies of each building. The submitted sign plan for the project includes square footage, but not all the details required to fully evaluate conformance with the sign requirements of the D-D-O Zone. A proposed condition has been included in the Recommendation section that requires the applicant to provide scaled details of all the signs and elevation drawings showing their location on the façades, in accordance with the applicable sign requirements.



Figure 12: Wall signs located on the northeast and southeast corners of buildings 1 and 2



Figure 13: Sign above parking garage entrance



Figure 14: Sign above residential and commercial entrances at Buildings 1 and 2

**Site Details**—Details on the site plan include various paving types, trash receptacles, retaining walls, transformer screens, and bike racks.

**Green Building Techniques**—The Central US 1 Corridor Sector Plan and SMA requires the project to be Leadership in Energy and Environmental Design (LEED) certified at a minimum of the Silver level. The applicant has requested an amendment from this standard and is discussed in Finding 7 below.

## COMPLIANCE WITH EVALUATION CRITERIA

- 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone:** The Central US 1 Corridor Sector Plan and SMA defines long-range land use and development policies, detailed zoning changes, design standards, and a D-D-O Zone for the Central US 1 Corridor area. The land use concept for the sector plan divides the corridor into four interrelated areas, walkable nodes, corridor infill, existing neighborhoods, and natural areas, to examine issues, opportunities, and formulate recommendations for the area. Detailed recommendations are provided for six distinct areas within the sector plan: Downtown College Park, University of Maryland, Midtown, Uptown, Autoville and Cherry Hill Road, and the Hollywood Commercial District. The overall vision of the Central US 1 Corridor is a vibrant hub of activity highlighted by walkable concentrations of pedestrian and transit oriented, mixed-use development; integration of the natural and built environments; extensive use of sustainable design techniques; thriving residential communities; a complete and balanced transportation network; and a world-class educational institution.

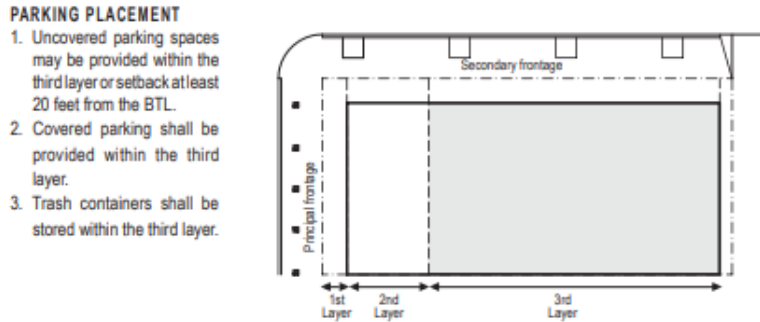
The subject site is in the Downtown College Park area and is within the Walkable Node and Walkable Node (University) areas. Walkable nodes are intended to be hubs of pedestrian and transit activity, concentrating higher-density, vertical, mixed-use developments at appropriate locations, and provide a sense of place through thoughtful urban design along the Central US 1 Corridor. One of the implementation tools set forth in the plan are development district standards (page 227), which contain regulations that impact the design and character of the Central US 1 Corridor. The stated purpose of these standards in the plan is to shape high-quality public spaces with buildings and other physical features, and to create a strong sense of place for College Park and the University of Maryland, consistent with the land use and urban design recommendations of the sector plan.

### **Requests to Amend Development District Standards**

The submitted application and statement of justification indicate the need to deviate from several development district standards, in order to accomplish a uniform development on the subject property that is split between character areas. In accordance with Section 27-548.25(c), Site Plan Approval, of the Zoning Ordinance, if the applicant so requests, the Planning Board may apply development standards which differ from the approved development district standards. These alternate standards may be approved if they can be found to benefit the development and the development district and will not substantially impair implementation of the master plan, master plan amendment, or sector plan. The application generally meets the standards of the development district such as the building setbacks and coverage requirements. However, the applicant is requesting the following modifications from the development district standards in Character Areas 5A–

Walkable Nodes and 5B-Walkable Node (University) (all page numbers reference the sector plan):

- a. **Page 234-Building Form/Parking:** In the Walkable Node, covered parking shall be provided with the third layer (minimum 20 feet from the build-to-line). The second story of Building 1 includes structured parking that is within the second layer and is within 20 feet of the build-to-line.



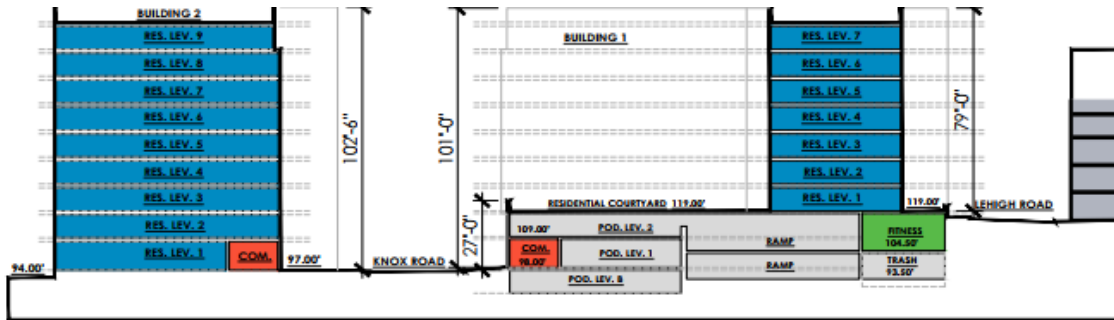
*Figure 15: Building Form exhibit from the Central US 1 Corridor Sector Plan*



*Figure 16: Site Diagram Showing Parking Garage Placement*

The applicant argues that only a portion of the covered parking is within the second layer, and the majority of parking provided in the garage is in the third layer. Furthermore, the applicant states that the proposed parking is not a stand-alone parking structure, but rather has been integrated into the building’s design, and the parking is screened by the residential lobby and retail space at the street level and is screened by a wall on the second level of the parking garage. Due to these reasons and because the parking will generally be screened from the public realm, staff supports the amendment request given that proper architectural screening will block the view of cars and internal light fixtures, as conditioned herein. Therefore, staff recommends **approval** of this amendment.

- b. **Page 234–Building Form/Character Area 5A/Walkable Nodes/Building Height:** To increase the height from the maximum six stories permitted in the Walkable Node to nine stories.



**Figure 17: Section showing the height of Buildings 1 and 2**

The proposed nine-story building height for Building 1 would conform to the Walkable Node (University) height provisions, however Building 1 is located in the Walkable Node and an amendment is required. The applicant justifies that the sector plan and County policies promote density at this location and that the amendment to allow a nine-story height will form a strong urban edge in close proximity to the University of Maryland campus. The topography of the site changes 20 feet from one end to the other, and the amendment to the height will allow a consistent building height along Knox Road. For these reasons, staff recommends **approval** of this amendment.

- c. **Page 237–Building Form/Massing:** In the Walkable Node and Walkable Node (University), a continuous expression line is required above the second story. Red brick is provided at the base of Buildings 1 and 2 for the majority of the building façade; however, there is not a continuous expression line, and an amendment is requested.

The use of unique architectural treatments, continuous red brick, lighting, and accents across the building facades provides visual interest and creates unification along the streetscape. The use of these elements in combination creates an attractive aesthetic and is supported by the City and staff. For these reasons, staff recommends **approval** of this amendment.

- d. **Page 239–Building Form/Parking:** In the Walkable Node, the number of spaces required is one space per dwelling unit and three spaces per 1,000 square feet of retail. The total number of spaces required using the shared parking factor is 114 spaces. In this instance, the applicant is proposing 99 parking spaces. Thus, a modification of 15 parking spaces is required.

The applicant argues that because this development is in close proximity to the University of Maryland campus and near downtown College Park, it is proximate to multiple pedestrian routes. Furthermore, the applicant states that the building will be primarily occupied by college students, and the popularity of ride sharing will mitigate the requested reduction in parking spaces. As a result of these reasons, the



sector plan's emphasis on walkability, and the additional 112 bicycle spaces proposed over the requirement, staff recommends **approval** of this amendment.

- e. **Page 243–Building Form/Structured Parking:** Parking structures should be set back 50 feet from the property line of all thoroughfares to reserve room for linear buildings.

The applicant proposes a varied setback of the building and the parking garage from the property lines, and because the parking garage has been integrated in the building with its location below the residential dwelling units, strict application of the 50-foot setback for structured parking would render this property undevelopable. Staff recommends **approval** of this amendment for this reason.

- f. **Page 256 – Sustainability and the Environment/Leadership in Energy and Environmental Design (LEED) Certification:** To allow for National Green Building Standard silver certification.

Within Walkable Nodes, all development shall obtain a minimum of Silver certification in one of the applicable LEED rating systems. The applicant indicated that they do not intend to pursue LEED certification, and instead propose to meet the certification criteria of the National Green Building Standard (NGBS) at the silver level, but a scorecard has not been provided. In general, both NGBS and LEED are green building rating systems that set standards and scoring criteria for evaluating energy performance measures associated with the construction and operation of new or renovated buildings. While there are some differences, both ranking programs require evaluation of similar building systems and design features to determine efficiency levels and apply a score. Furthermore, this is consistent with the Planning Board's decision on DSP-19054 to support the NGBS standards as a measure of sustainability. Staff believes that this amendment will benefit the development and the development district by providing green design techniques and will not substantially impair implementation of the sector plan. Therefore, staff recommends **approval** of this amendment request with a condition to provide an NGBS matrix and documentation that it is equal to the LEED Silver certification.

- 8. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-U-I Zone and the requirements of the D-D-O Zone.

- a. Section 27-546.19(c), Site Plans for Mixed Uses, of the Zoning Ordinance, requires that:

**(c) A Detailed Site Plan may not be approved unless the owner shows:**

- (1) The site plan meets all approval requirements in Part 3, Division 9;**
- (2) All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;**

The site plan meets the site design guidelines and development district standards of the Central US 1 Corridor Sector Plan and SMA, except those as discussed in Finding 7 above.

- (3) **Proposed uses on the property will be compatible with one another,**
- (4) **Proposed uses will be compatible with existing or approved future development on adjacent properties and an applicable Transit or Development District; and**

The application proposes a mixture of multifamily residential and commercial/retail uses in a vertical mixed-use format, in two large buildings that will be marketed towards students and is adjacent to the University of Maryland campus on the north. The existing, or recently approved uses are compatible with the proposed mixed-use residential development, and are similar in height and density, as envisioned by the Central US 1 Corridor Sector Plan and SMA.

- (5) **Compatibility standards and practices set forth below will be followed, or the owner shows why they should not be applied:**
  - (A) **Proposed buildings should be compatible in size, height, and massing to buildings on adjacent properties;**



**Figure 18: Section showing the height of Buildings 1 and 2.**

The adjacent properties to the east and west are developed with multi-story multifamily buildings. Specifically, the adjacent property to the east is a proposed multi-story redevelopment at a height that is supported by the University of Maryland. The buildings and uses proposed for the subject site are in keeping with the vision and intent of the Central US 1 Corridor Sector Plan and SMA and development district, and generally compatible in size,

height, and massing to existing and future buildings on adjacent properties such as the recently approved Hub at College Park (DSP-19054). The proposed building is compatible with other similar redevelopment projects in the Central US 1 Corridor, within the development district, and seamlessly transitions from the southern campus of the University of Maryland to the existing development on the south side of Knox Road.

- (B) Primary façades and entries should face adjacent streets or public walkways and be connected by on-site walkways, so pedestrians may avoid crossing parking lots and driveways;**



**Figure 19: Perspective of Buildings 1 and 2 facades.**

The primary façades of Buildings 1 and 2 face Knox Road, and provide access to the parking garage beneath Building 1. Lehigh Road is north of the site and wholly within State-owned property. While vehicular access is not proposed, a private pedestrian connection from the third floor of Building 1 to Lehigh Road is proposed, allowing direct pedestrian access to the University of Maryland campus. Retail, residential entrances, and residential amenities face Knox Road, with sidewalks proposed along the frontage. The sidewalk on the north side of Knox Road will cross the driveway apron, but the pedestrian and vehicular circulation on-site is generally separated, minimizing the need for pedestrians to cross driveways.

- (C) Site design should minimize glare, light, and other visual intrusions into and impacts on yards, open areas, and building façades on adjacent properties;**

The photometric plan provided with the DSP indicates that the proposed lighting design will minimize glare, light, and visual intrusion onto nearby properties and buildings. In

addition, it is noted that lighting is proposed in locations that accent the building and provide well-lit areas consistent with Crime Prevention Through Environmental Design (CPTED) practices.

- (D) Building materials and color should be similar to materials and color on adjacent properties and in the surrounding neighborhoods, or building design should incorporate scaling, architectural detailing, or similar techniques to enhance compatibility;**

The materials and colors selected to face the proposed building are compatible with those utilized in similar scale developments recently constructed within the development district. The materials proposed include a mix of brick veneer, hard-coat stucco, fiber cement siding and metal siding. Trim, coping, and other detail elements are provided in complimentary tones and materials and include a canopy with an outdoor terrace in close proximity to the existing Terrapin Row walkway and crosswalk, enhancing the streetscape and pedestrian realm.

- (E) Outdoor storage areas and mechanical equipment should be located and screened to minimize visibility from adjacent properties and public streets;**

The DSP proposes decorative metal screens around transformers just to the east of the retail and residential entrances and is consistent with prior approvals in the development district. The screens meet the requirement of Section 4.4 of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), however a general note is required, as is conditioned herein.

- (F) Signs should conform to applicable Development District Standards or to those in Part 12, unless the owner shows that its proposed signage program meets goals and objectives in applicable plans; and**

The signs conform to the applicable development district standards. In addition, it is noted that the applicant is proposing murals on the buildings, which will enhance the views and create a sense of place.

- (G) The owner or operator should minimize adverse impacts on adjacent properties and the surrounding neighborhood by appropriate setting of:**

**(i) Hours of operation or deliveries;**

The City of College Park will control the surrounding rights-of-way and will limit the hours of operation and deliveries, as it sees necessary. The proposed development will have minimal impacts on adjacent properties, as trash is internal to the building and no loading spaces are provided.

**(ii) Location of activities with potential adverse impacts;**

No loading spaces are provided, as all units are fully furnished, and the proposed trash facilities are located internally to the building, with adequate space proposed in the parking garage to provide for any deliveries to the dwelling units and commercial retail spaces.

**(iii) Location and use of trash receptacles;**

The proposed trash receptacles are located internally to the buildings and have no adverse impact on adjacent properties. Trash facilities are proposed within the parking garage area of Building 1, and at the rear of the first floor of Building 2.

**(iv) Location of loading and delivery spaces;**

The applicant does not propose loading spaces on-site, nor are any required. There is sufficient room in the garage to serve any deliveries for the proposed commercial retail space, which will not depend on large truck deliveries.

**(v) Light intensity and hours of illumination; and**

The photometric plan submitted with the application showing on-site lighting, confirms that there are minimal adverse impacts on adjacent properties and the surrounding neighborhood from the proposed buildings.

**(vi) Location and use of outdoor vending machines.**

The subject DSP does not propose any outdoor vending machines.

9. **Preliminary Plan of Subdivision 4-20017:** PPS 4-20017 was approved by the Planning Board on January 7, 2021 (PGCPB Resolution No. 2021-03), subject to 13 conditions. The conditions applicable to the review of this DSP are as follows:

3. **Total development within the subject property shall be limited to uses that would generate no more than 56 AM and 73 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.**

<b>Trip Generation Summary: DSP-20031: Aspen Maryland</b>								
<b>Land Use</b>	<b>Use Quantity</b>	<b>Metric</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
			<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
<b>Student Housing</b>	<b>432</b>	<b>Beds</b>	<b>13</b>	<b>43</b>	<b>56</b>	<b>43</b>	<b>30</b>	<b>73</b>
<b>Retail/ Restaurant</b>	<b>2,080</b>	<b>square feet</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Proposed Trips for DSP-20031 (sum of all bold numbers above)</b>			<b>13</b>	<b>43</b>	<b>56</b>	<b>43</b>	<b>30</b>	<b>73</b>
<b>Trip Cap for PPS 4-20017</b>					<b>56</b>			<b>73</b>

This condition establishes an overall trip cap for the subject property of 56 AM and 73 PM peak-hour trips. The proposed mixed-use building, with 432 beds for student housing and retail space totaling 2,080 square feet, would generate 56 AM and 73 PM peak-hour trips, as noted in the table above. The DSP complies with this condition.

4. **Development of this site shall be in conformance with the Stormwater Management Concept Plan (22870-2020-00), once it is approved, and any subsequent revisions.**

The applicant submitted an approved Stormwater Management (SWM) Concept Plan (22870-2020-00) and approval letter with the subject DSP. The approved SWM concept plan is consistent with the PPS, and the development pattern shown on the subject DSP.

5. **In conformance with the 2010 Approved Central US 1 Corridor Sector Plan and Subject Map Amendment, the 2009 Approved Countywide Master Plan of Transportation, Subtitle 24, and pedestrian and bikeway adequacy within the subject site, the applicant, and the applicant's heirs, successors and/or assignees shall provide, and show on the detailed site plan, prior to acceptance:**

**a. Minimum 6-foot-wide sidewalks along all subject site frontages on Knox Road and Guilford Road.**

Sidewalks are shown and labeled on the DSP along all site frontages on Knox Road and Guilford Drive. The plans also clearly indicate the minimum six-foot width required for these locations.

**b. Special decorative sidewalk (e.g., scored or stamped concrete) and/or accent pavers used for sidewalks along Knox Road and Guilford Road.**

A concrete sidewalk detail is included on the DSP, which does not specify any special finish for treatment of the surface of sidewalks along Knox Road and Guilford Drive, as conditioned in the PPS. A separate detail should be provided on the plans to portray the finish or accent for the sidewalks along these roads, as conditioned herein.

**c. Sidewalks continued across all driveways.**

The DSP shows one proposed driveway to the development from Knox Road, and reflects a crosswalk connecting the sidewalks on either side of this driveway. A standard detail for the driveway entrance is also provided on the plans, which shows the sidewalk ramp transitions to the crosswalk.

**d. Minimum of two bicycle racks consistent with AASHTO 2012 *Guide for the Development of Bicycle Facilities* provided at a location convenient to the entrance of each building.**

A minimum of two bicycle racks are provided at a convenient location close to entrances of both buildings, along with a detail for these proposed bike racks.

**e. Trash receptacles at a location convenient to the subject site entrance.**

Trash receptacle locations are shown, and details provided on the DSP, as required by this condition.

**7. Prior to acceptance of a detailed site plan, the applicant, and the applicant's heirs, successors, and/or assignees shall provide a pedestrian and bikeway exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bikeway adequacy facilities, as described in condition 6, consistent with Section 24-124.01(f) of the Subdivision Regulations.**

A bicycle and pedestrian impact statement exhibit was submitted with the subject application, showing the location of the off-site pedestrian and bikeway facilities. While the exhibit included in the DSP submission does not show the engineering standards and specifications for the construction of the off-site facilities, it does address the needs for the Transportation Planning Section at this stage of review. The construction of these facilities will be reviewed in detail at the time of building permit.

- 9. In accordance with Section 24-135(b) of the Prince George's County Subdivision Regulations, the applicant, and the applicant's heirs, successors, and/or assignees, shall provide adequate, private on-site recreational facilities.**

At the time of PPS review, the applicant proposed private on-site recreation facilities to meet the mandatory dedication of parkland requirements per Section 24-135 of the Prince George's County Subdivision Regulations. It was determined that the proposed recreational facilities at that time did not include any street-level, outdoor amenities, and recommended that at the time of DSP, the applicant explore opportunities to provide shade, outdoor seating, and other improvements to the public realm to enhance the residents' street-level experience. Paved plazas with seating, tables, planting, and lighting appear to be proposed on the DSP at street-level in front of both buildings along Knox Road. However detailed enlargements of these spaces are recommended to be submitted prior to certification to demonstrate that these plazas have been designed with appropriate site furnishings, finishes, and amenities to enhance the streetscape, as conditioned herein.

- 10. The private on-site recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department, for adequacy and proper siting, in accordance with the Park and Recreation Facilities Guidelines, with the submittal of the detailed site plan.**

As discussed in Finding 6, an adequate and appropriate package of private recreational facilities has been provided, in accordance with the Prince George's County Parks and Recreation Facilities Guidelines. These facilities include a gym, yoga room, lounge area, and a rooftop pool and amenity space. The applicant has also included study rooms, and collaboration/computer rooms in the proposed facilities but these facilities do not qualify as recreational facilities and should not be included in the Recreational Facility Agreement. A condition of approval of this DSP requires the applicant to demonstrate that all proposed recreational facilities have been satisfactorily provided, prior to final certificate of occupancy of the buildings.

- 10. 2010 Prince George's County Landscape Manual:** The Central US 1 Corridor Sector Plan and SMA states that Sections 4.2, 4.3, and 4.7 of the Landscape Manual do not apply within the development district (page 226). Therefore, the proposed development is only subject to the requirements of Sections 4.1, 4.4, and 4.9 of the Landscape Manual, and schedules have been provided for Sections 4.1 and 4.9. The submitted plans are generally in conformance with the requirements with the exception of technical revisions that are needed and have been conditioned herein. In addition, it is noted that the plans conform to the requirements of Section 4.4, Screening Requirements. Trash will be interior to the building and not visible from the public realm, and the transformers and mechanical equipment proposed on site will be screened. Conditions requiring a screen detail and general note regarding conformance to Section 4.4 of the Landscape Manual have been included herein.



11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is exempt from the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property contains less than 10,000 square feet of woodland and has no previous tree conservation plan approvals. A standard Letter of Exemption (S-040-2020) from the WCO was issued for this site, which expires on April 23, 2022.
12. **Prince George's County Tree Canopy Coverage Ordinance:** The subject site is located in the M-U-I Zone, and a 10 percent tree canopy coverage (TCC) requirement applies per Section 25-128(b) of the Tree Canopy Coverage Ordinance. This amounts to approximately 0.08 acre, or 3,685 square feet, to be provided in TCC. The subject DSP provides the appropriate schedule, showing on-site plantings and street trees along the Knox Road frontage, in conformance with the requirements.
13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and incorporated herein by reference:
  - a. **Historic Preservation and Archeological Review**—In a memorandum dated February 8, 2021 (Stabler to Bishop), the Historic Preservation Section provided that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any Prince George's County historic sites or resources. This proposal will not impact any historic sites, historic resources, or known archeological sites. A Phase I archeology survey is not recommended. However, it is noted that the applicant should document all standing structures on the developing property through a Maryland Inventory of Historic Properties (MIHP) form that should be submitted to Historic Preservation staff for review and approval prior to the demolition of any features within the subject property, as conditioned herein.
  - b. **Community Planning**—In a memorandum dated March 8, 2021 (Hartsfield to Bishop), the Community Planning Division provided an analysis of the subject DSP's conformance with the recommendations of the 2014 *Plan Prince George's 2035 Approved General Plan*, the Central US 1 Corridor Sector Plan and SMA, and an analysis of the proposed alternative development district standards requirements, as included in Findings 7 and 8 above.
  - c. **Transportation Planning**—In a memorandum dated March 5, 2021, (Masog to Bishop), the transportation planners offered an analysis of the prior approvals and noted that access and circulation are acceptable. The number and locations of points of access are consistent with those reviewed and approved with the PPS. The site is not within, nor adjacent to, any master plan transportation facilities. From the standpoint of transportation, and in consideration of the findings contained herein, it is determined that this plan is acceptable, if the application is approved.

- d. **Bike and Pedestrian Transportation**—In a memorandum revised on March 15, 2021 (Jackson and Bishop), the Bike and Pedestrian coordinator offered the following summarized comments regarding the subject project:

Based on the findings presented above, it was determined that the multimodal transportation site access and circulation of this plan is acceptable and consistent with the underlying conditions of approval. In addition, it was noted that the DSP meets site design guidelines pursuant to Section 27-283 of the Zoning Ordinance, and meets the findings required by Section 27-285(b) of the Zoning Ordinance, for pedestrian and bicycle transportation purposes, and conforms to the prior development approvals and the Central US 1 Corridor Sector Plan and SMA, if approved as conditioned.

- e. **Subdivision**—In a memorandum dated March 9, 2021 (Gupta to Bishop), the Subdivision Section provided an analysis of the subject DSP's conformance with the prior approvals, as included in Finding 9 above, and noted that the DSP is in substantial conformance with the approved PPS, and that all bearings and distances must be clearly shown on the DSP and be consistent with the final plat, at the time of recordation.
- f. **Environmental Planning**—In a memorandum dated March 9, 2021 (Juba to Bishop), the Environmental Planning Section offered the following:

**Natural Resources Inventory/Existing Conditions**

The site has an approved Natural Resources Inventory Plan (NRI-055-2020-01), which correctly shows the existing conditions of the property. No specimen or historic trees are associated with this site. This site is not associated with any regulated environmental features, such as streams, wetlands, or associated buffers. The site is associated with a small area of developed 100-year floodplain along the frontage of the site with Guilford Drive. The primary management area delineated on-site is entirely located within the previously developed 100-year floodplain and is correctly reflected on the DSP.

**Soils**

The predominant soils found to occur, according to the US Department of Agriculture Natural Resource Conservation Service Web Soil Survey, include Urban Land-Christian-Downer complex (5-15 percent slopes); Urban Land-Russett-Christiana complex (5-15 percent slopes); Zekiah-Urban Land complex, frequently flooded); and Zekiah and Issue soils, frequently flooded. Unsafe soils containing Christiana complexes have been identified on-site. No unsafe soils containing Marlboro clay have been identified on or within the immediate vicinity of this property.

Much of the northern half of the site is situated on urban soils containing Christiana complexes. These soils have been previously disturbed and should not pose an issue to the proposed development, because no grading exceeding 20 percent is proposed. The areas of the site that are situated on existing steep slopes are above the base grade of the proposed development, and no additional load bearing stress will be added by the proposed development.

Global stability of the project must be demonstrated to the satisfaction of the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), prior to issuance of permits. No further action is needed, as it relates to this application. The County may require a soils report, in conformance with Prince George's County Council Bill CB-94-2004, during building permit review.

#### **Stormwater Management**

The site has an approved SWM Concept Plan, 22870-2020-00, which is valid until January 21, 2024. The approved concept plan is consistent with the DSP and shows two underground storage systems associated with each building. The project will be subject to further review at the time of permit, and DPIE reserves the right to impose restrictions, if necessary, prior to permit.

A floodplain waiver from DPIE, dated October 15, 2020, was previously submitted with PPS 4-20017, granting permission to build within the existing developed 100-year floodplain subject to eight conditions.

The Environmental Planning Section recommends approval of DSP-20031, with no conditions.

- g. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated March 5, 2021 (Burke to Bishop), DPR offered an analysis of the prior conditions of approval and summarized the recreational facilities on site. DPR indicated that the Urban Design Section shall review the on-site recreational facilities for adequacy and proper siting and establish triggers for timing of construction.
- h. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, comments have not been received from the Fire/EMS Department regarding the subject project.
- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated March 1, 2021 (Giles to Bishop), DPIE indicated the DSP is consistent with SWM Concept Plan 22870-2020 and offered other comments that will be addressed through DPIE's separate permitting process.
- j. **Prince George's County Police Department**—At the time of the writing of this technical staff report, comments have not been received from the Police Department regarding the subject project.
- k. **Prince George's County Health Department**—In a memorandum dated March 5, 2021 (Adepoju to Burke), incorporated herein by reference, the Health Department offered a health impact assessment of the proposed development and offered numerous recommendations, which have been addressed through revisions to the plan or are included as conditions in this report.
- l. **Maryland State Highway Administration (SHA)**—At the time of the writing of this technical staff report, SHA offered no comments on the subject application.

- m. **Washington Suburban Sanitary Commission (WSSC)**—In an email received on February 17, 2021 (Leeth to Bishop), WSSC offered numerous comments regarding the subject project, which will be addressed through their separate permitting process.
- n. **City of College Park**—In a letter dated March 24, 2021 (Schum to Hewlett), the City of College Park indicated that at a meeting on March 23, 2021, the City Council voted 7-0, with 1 abstention, in support of this DSP. The City’s vote included support of the needed alternative development district standards, and multiple conditions, which have been included herein, as appropriate.

- 14. The subject application adequately takes into consideration the requirements of the D-D-O Zone and the Central US 1 Corridor Sector Plan and SMA. The amendments to the development district standards required for this development would benefit the development and the development district, as required by Section 27-548.25(c), and would not substantially impair implementation of the sector plan.

Based on the foregoing and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP, if approved with conditions, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

- 15. Per Section 27-285(b)(4) of the Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:

**(4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

No regulated environmental features will be impacted by the proposed development, and it is determined that the regulated environmental features have been preserved and/or fully restored in a natural state to the fullest extent possible, in accordance with the requirement.

## RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and recommends approval of the application, as follows:

- A. APPROVAL of the alternative development district standards for:
  - 1. **Page 234–Building Form/Parking:** To allow covered parking within 20 feet of the build-to-line.
  - 2. **Page 234–Building Form/Character Area 5A/Walkable Nodes/Building Height:** To increase building height from six stories to nine stories.

3. **Page 237–Building Form/Massing:** To allow a non-continuous expression line above the second story.
  4. **Page 239–Building Form/Parking:** To decrease the number of required parking spaces required on site by 15 spaces.
  5. **Page 243–Building Form/Structured Parking:** To allow a parking structure within 50 feet of the property line.
  6. **Page 256–Sustainability and the Environment/Leadership in Energy and Environmental Design (LEED) Certification:** To allow for National Green Building Standard Silver certification.
- B. APPROVAL of Detailed Site Plan DSP-20031 for Aspen Maryland, subject to the following conditions:
1. Prior to certification, the applicant shall revise the plans as follows, or provide the specified documentation:
    - a. Provide a continuously striped crosswalk across the driveway entrance to the parking garage that provides positive drainage and does not slope down into the driveway.
    - b. Provide decorative sidewalks (e.g., scored or stamped concrete) and/or accent pavers for sidewalks along Knox Road and Guilford Drive.
    - c. Provide a table to delineate the number of interior and exterior bicycle parking spaces proposed.
    - d. Provide dimensions for the drive aisles and parking spaces shown in the parking structure showing conformance with the requirements of the Zoning Ordinance.
    - e. Provide Americans with Disabilities Act access to the residential and retail entrances on Knox Road.
    - f. Designate and reserve a minimum of three retail-only parking spaces in the parking garage in close proximity to the entrance for the ground-floor retail locations.
    - g. Provide Americans with Disabilities Act-compliant curb cuts and crosswalks, where needed, and provide other decorative paving to distinguish the crosswalk in front of the garage.
    - h. Provide a proper architectural screening treatment to block the view of cars and lighting in the parking garage from Knox Road.
    - i. Indicate that ground floor residential amenity areas and retail glass windows will be transparent.

- j. Provide a sign table listing the number of signs, size, material, lighting, and their location on the façades, in accordance with the applicable Development District Overlay Zone standards.
  - k. Provide a matrix demonstrating National Green Building Standard, Silver level is equivalent to Leadership in Energy and Environmental Design Silver, and how it will be achieved for the proposed development.
  - l. Provide at least one electric car-charging station.
  - m. Provide a note on the landscape plan that states “The trash, loading facilities, and mechanical equipment are interior to the building or have been appropriately screened, in conformance with Section 4.4 of the Landscape Manual.”
  - n. Provide the detail for decorative screening surrounding all ground transformers on site, with review and comment from the City of College Park staff.
  - o. Correct the landscape schedule for Section 4.1 to reflect the correct number of shade trees required on the landscape plan.
  - p. Show the center line of Knox Road and all distances to the property line.
  - q. Provide detailed enlargements of the exterior plaza spaces proposed on site to demonstrate that these plazas have been designed with appropriate site furnishings, finishes, and amenities to enhance the streetscape.
  - r. Provide the following general notes:
    - (1) During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements, as specified in Subtitle 19 of the Prince George's County Code.
    - (2) During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements, as specified in the 2011 *Maryland Standards and Specifications for Soil Erosion and Sediment Control*.
2. Prior to approval of a grading permit, all standing structures on the subject property shall be documented on a Maryland Inventory of Historic Properties form to be reviewed and approved by Historic Preservation staff. The form shall include floor plans, representative interior and exterior photos of the dwellings, and exterior photographs of the outbuildings and signage.

3. Prior to issuance of the final certificate of occupancy of each building, the applicant shall demonstrate that all on-site recreational facilities associated with each building have been fully constructed and are operational.

ITEM: 5

CASE: DSP-20031

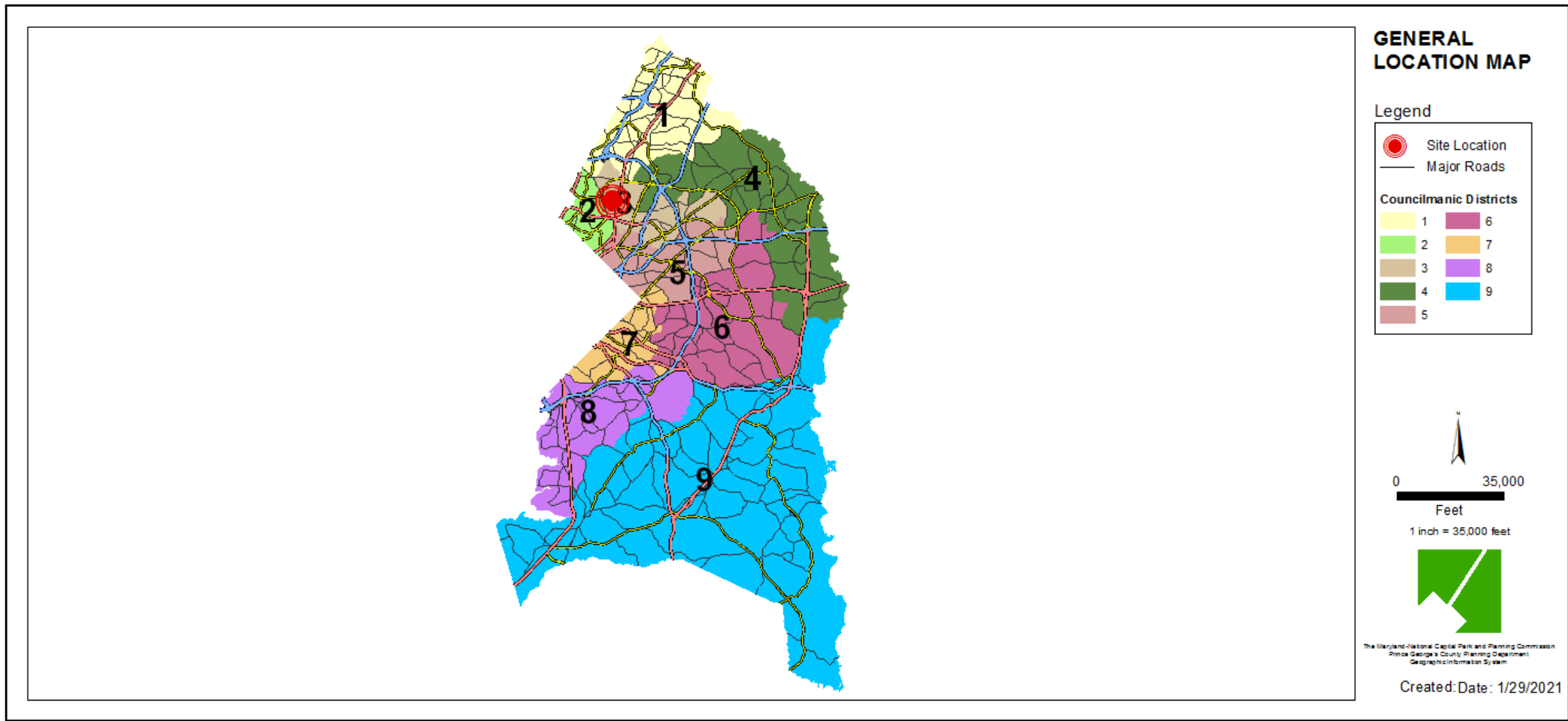
# ASPEN MARYLAND

THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT

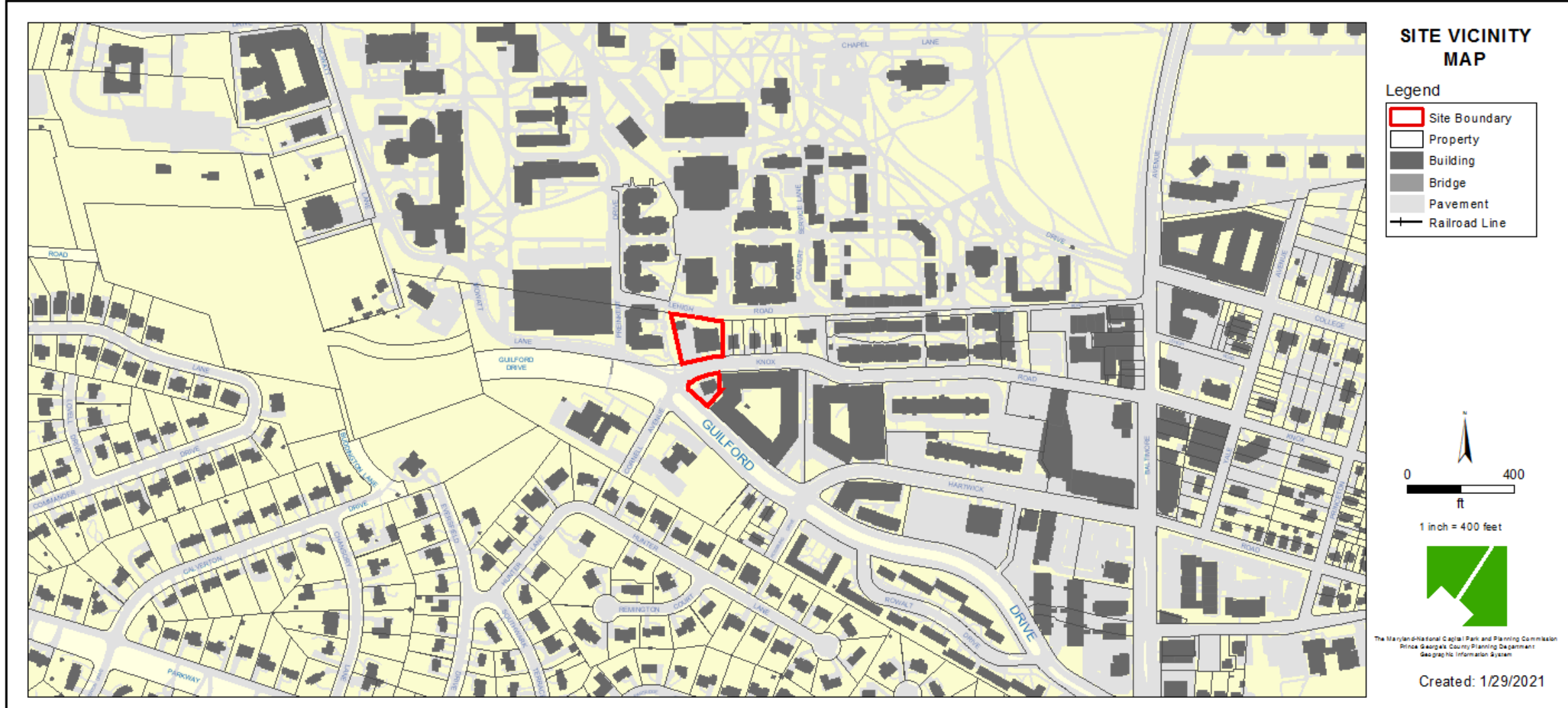




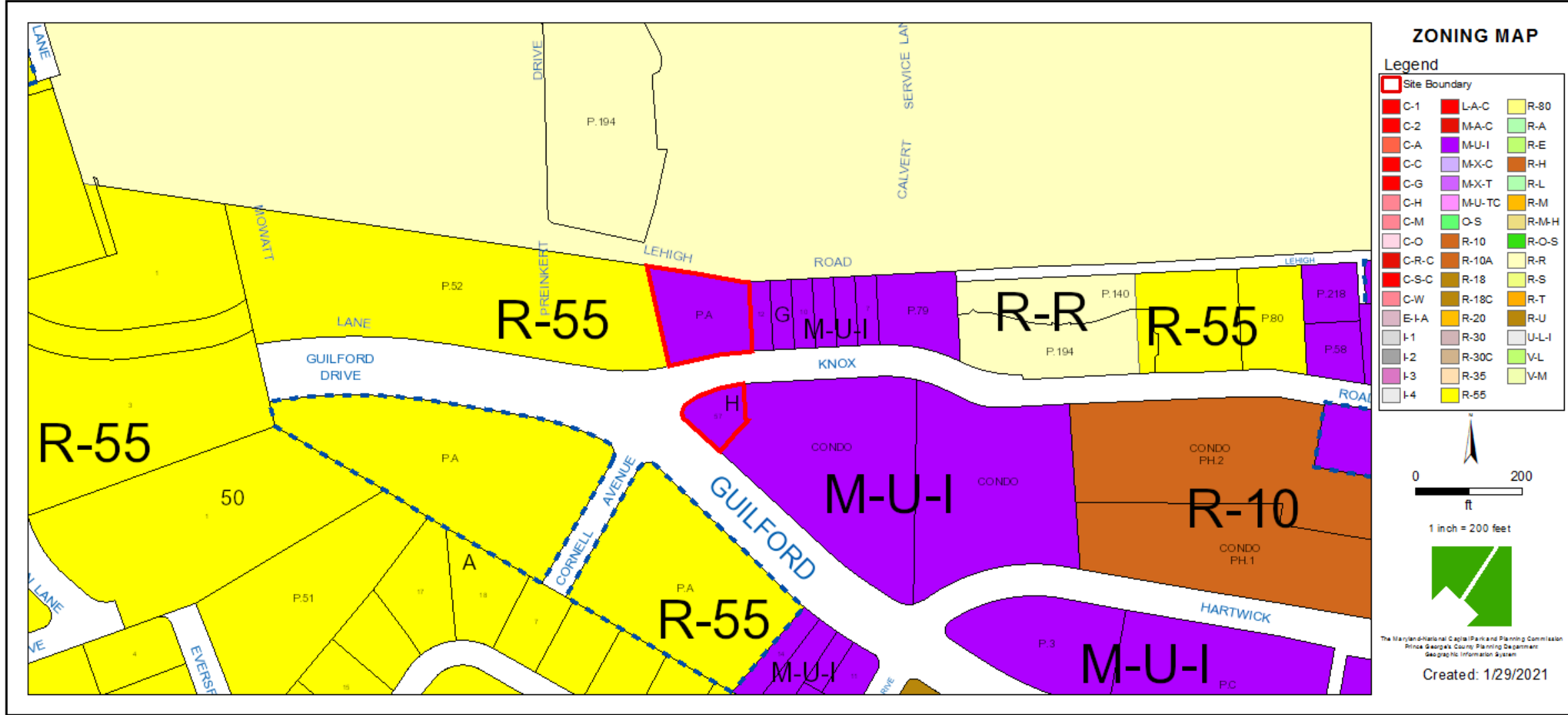
# GENERAL LOCATION MAP



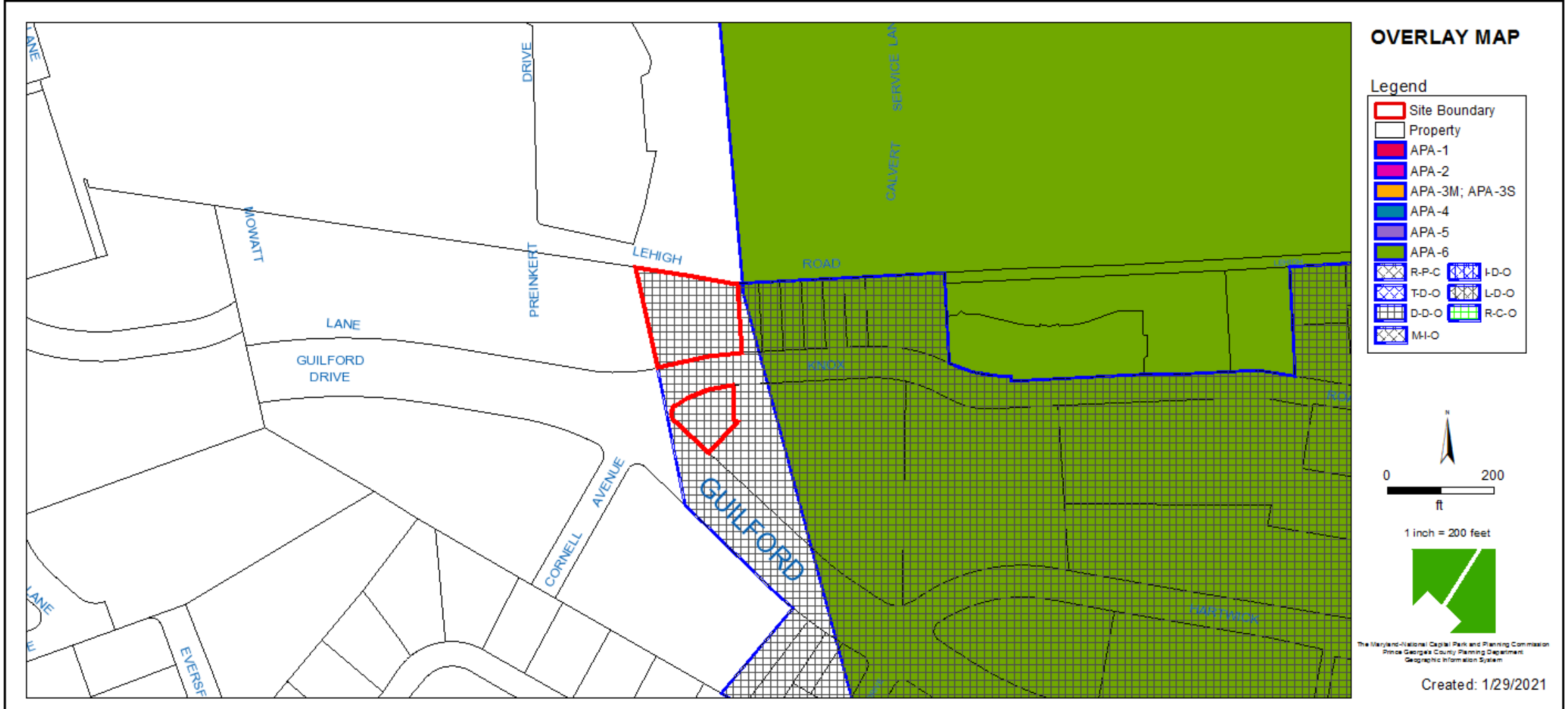
# SITE VICINITY



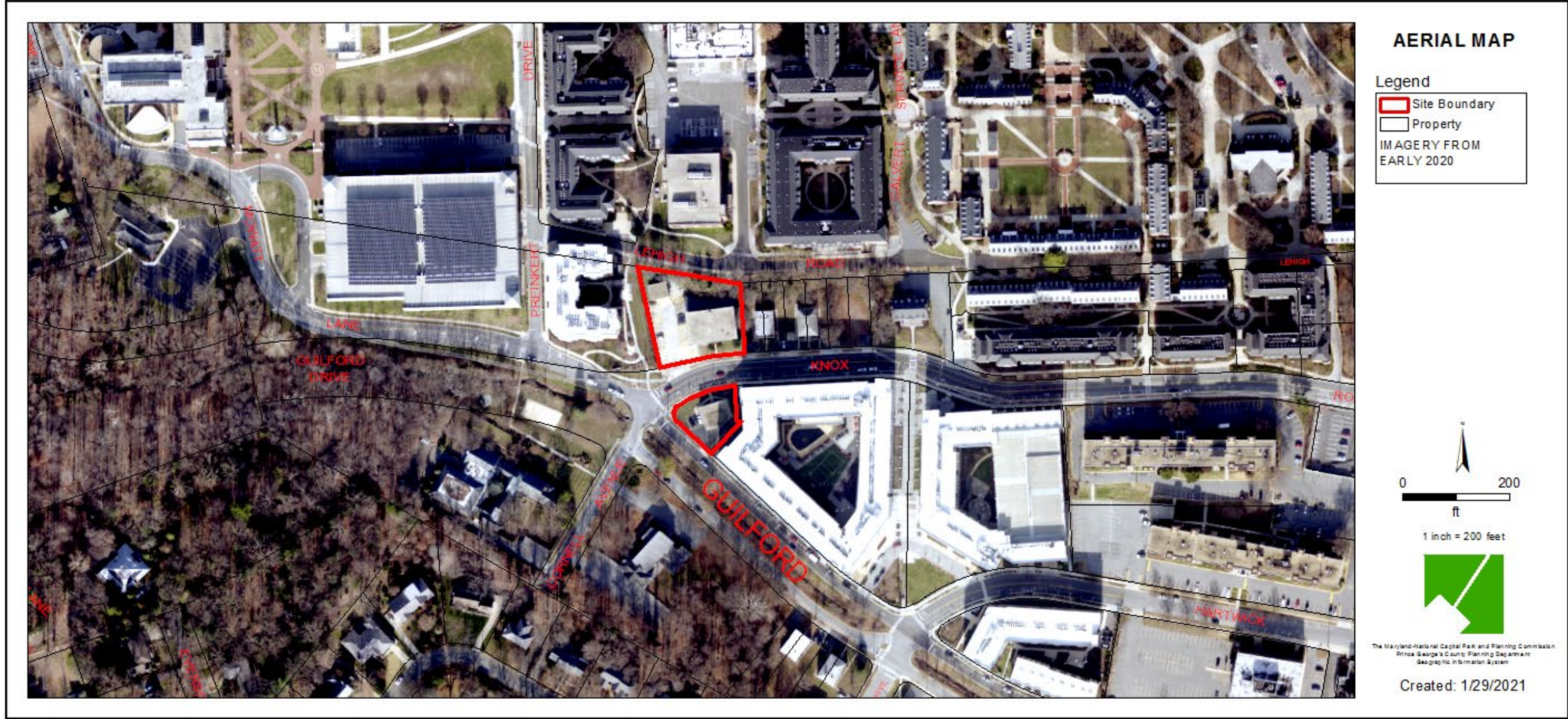
# ZONING MAP



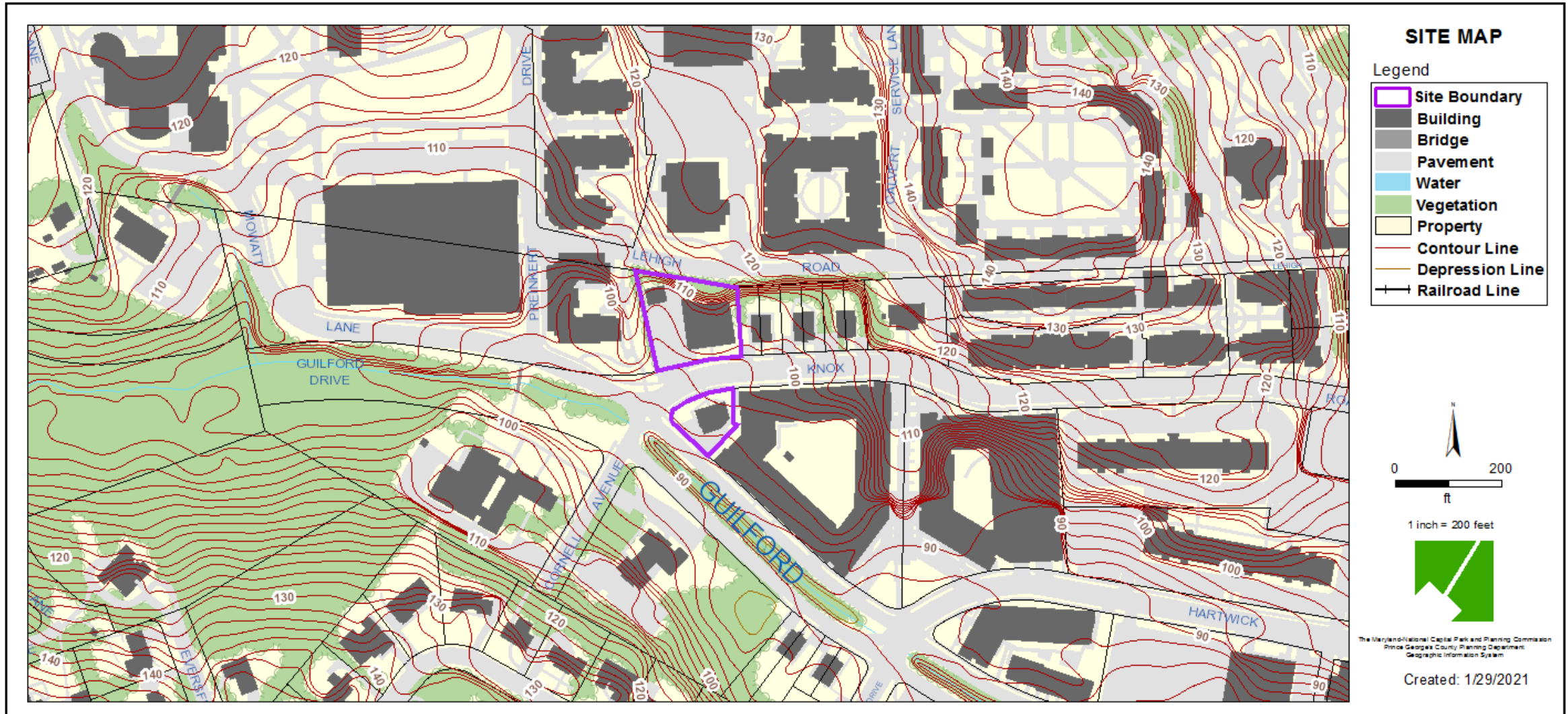
# OVERLAY MAP



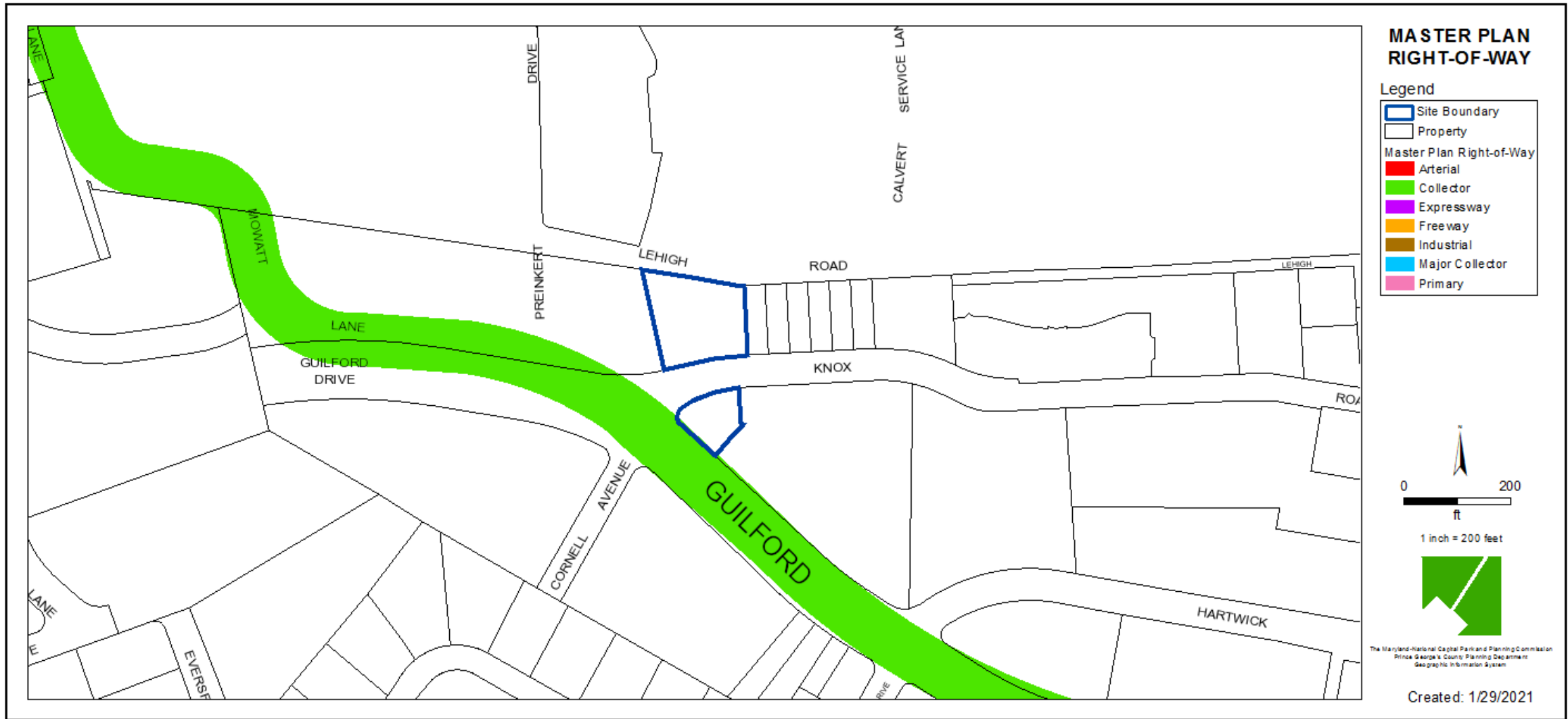
# AERIAL MAP



# SITE MAP



# MASTER PLAN RIGHT-OF-WAY MAP



# BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED







# LANDSCAPE PLAN



ASPEN HEIGHTS - MARYLAND

MB192199

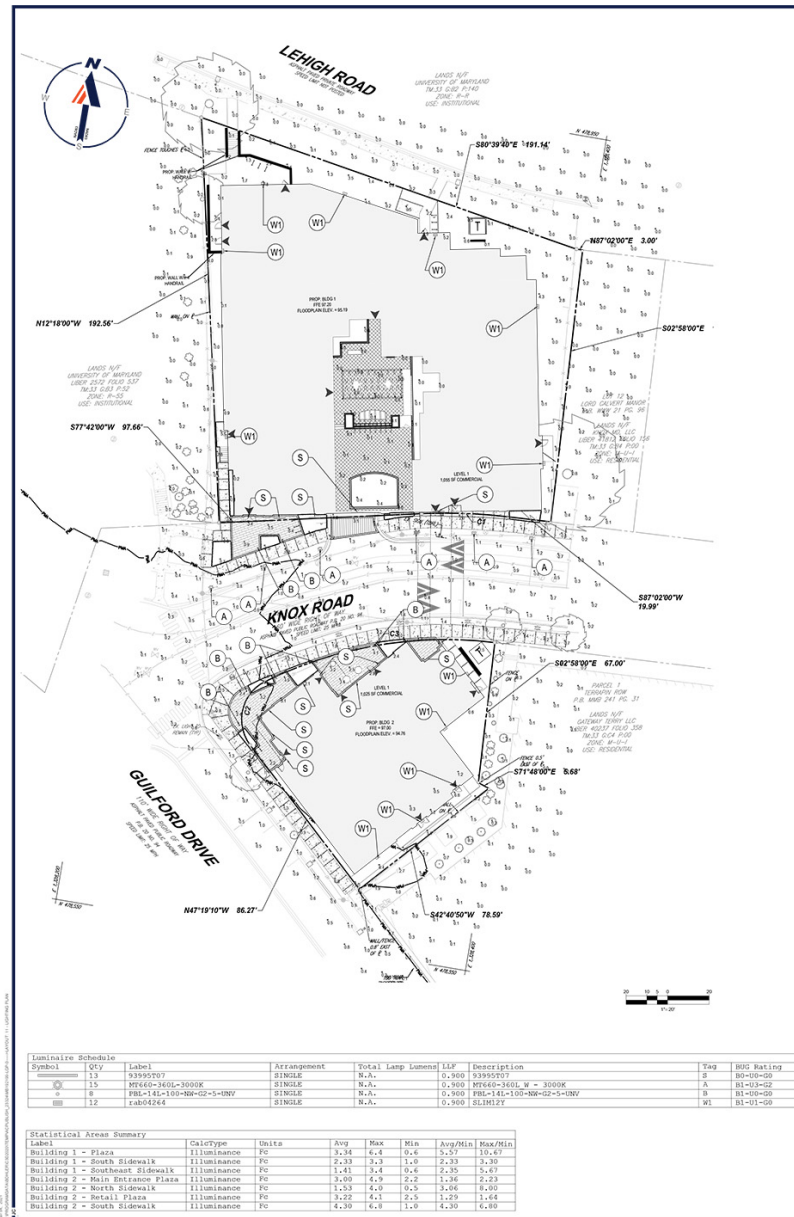
03-04-2021

ILLUSTRATIVE PLAN  
4205 & 4206 KNOX ROAD, COLLEGE PARK

**BOHLER //**



# LIGHTING PLAN

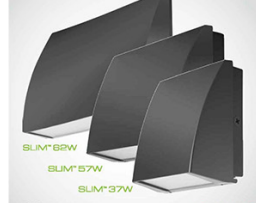


Luminaire Schedule						
Symbol	Qty	Label	Arrangement	Total Lamp Lumens	LLF	Description
S	13	93990707	SINGLE	N.A.	0.900	93990707
A	15	PR141-180-300K	SINGLE	N.A.	0.900	PR141-180-300K
B	8	PR1-141-180-NH-02-5-18V	SINGLE	N.A.	0.900	PR1-141-180-NH-02-5-18V
	12	LAB024	SINGLE	N.A.	0.900	SLIM17

Statistical Areas Summary						
Label	CalcType	Units	Avg	Max	Min	Avg/Min
Building 1 - Plaza	Illuminance	FC	3.34	4.8	1.6	3.07
Building 1 - South Sidewalk	Illuminance	FC	2.33	3.3	1.0	2.33
Building 1 - Southwest Sidewalk	Illuminance	FC	1.41	2.4	0.4	2.35
Building 2 - Main Entrance Plaza	Illuminance	FC	3.00	4.9	2.2	3.36
Building 2 - North Sidewalk	Illuminance	FC	1.53	4.0	0.5	3.06
Building 2 - South Plaza	Illuminance	FC	3.12	4.1	2.5	3.29
Building 2 - South Sidewalk	Illuminance	FC	4.30	6.9	1.0	4.30

Replace traditional wallpacks with SLIM™ LED. Same footprint. Better performance.



SLIM 62W  
SLIM 57W  
SLIM 37W



paseo



apache



### SLIM™

Specifications

- Clear footprint of most traditional wallpacks
- Lighting performance equivalent to traditional wallpacks
- Lighting efficiency up to 170lm/w
- Lighting power factor up to 0.95
- Lighting power factor up to 0.95
- Lighting power factor up to 0.95

Dimensions and weight

Model	Length	Height	Weight
SLIM 62W	14.5"	4.5"	1.2 lbs
SLIM 57W	14.5"	4.5"	1.2 lbs
SLIM 37W	14.5"	4.5"	1.2 lbs

### SLIM™

Lighting Performance

### SLIM™

Lighting Performance

### SLIM™

Lighting Performance

### SLIM™

Lighting Performance

### SLIM™

Lighting Performance

### SLIM™

Lighting Performance

### SLIM™

Lighting Performance

### SLIM™

Lighting Performance

### SLIM™

Lighting Performance

### SLIM™

Lighting Performance

### SLIM™

Lighting Performance

### STREET LUMINAIRE SCHEDULE

SYMBOL	QTY	NAME	MODEL	ARRANGEMENT	MOUNTING HEIGHT	DESCRIPTION
A	4	TO MATCH EXISTING	TO MATCH EXISTING	SINGLE	TO MATCH EXISTING	TO MATCH EXISTING

hess



Model	Height	Width	Weight
hess	10'	14"	15 lbs

Model	Height	Width	Weight
hess	10'	14"	15 lbs

Model	Height	Width	Weight
hess	10'	14"	15 lbs

Model	Height	Width	Weight
hess	10'	14"	15 lbs

Model	Height	Width	Weight
hess	10'	14"	15 lbs

Model	Height	Width	Weight
hess	10'	14"	15 lbs

Model	Height	Width	Weight
hess	10'	14"	15 lbs

Model	Height	Width	Weight
hess	10'	14"	15 lbs

Model	Height	Width	Weight
hess	10'	14"	15 lbs

Model	Height	Width	Weight
hess	10'	14"	15 lbs

Model	Height	Width	Weight
hess	10'	14"	15 lbs

Model	Height	Width	Weight
hess	10'	14"	15 lbs

Model	Height	Width	Weight
hess	10'	14"	15 lbs

**BOHLER**  
SITE, CIVIL AND CONSULTING ENGINEERING  
10000 WOODBURN ROAD  
DUBLIN, VA 22029  
TEL: 703-421-1100  
WWW.BOHLENERG.COM

### REVISIONS

REV	DATE	COMMENT	BY	CHK
1	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
2	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
3	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ

REV	DATE	COMMENT	BY	CHK
1	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
2	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
3	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ

REV	DATE	COMMENT	BY	CHK
1	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
2	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
3	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ

REV	DATE	COMMENT	BY	CHK
1	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
2	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
3	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ

REV	DATE	COMMENT	BY	CHK
1	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
2	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
3	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ

REV	DATE	COMMENT	BY	CHK
1	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
2	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
3	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ

REV	DATE	COMMENT	BY	CHK
1	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
2	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
3	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ

REV	DATE	COMMENT	BY	CHK
1	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
2	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
3	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ

REV	DATE	COMMENT	BY	CHK
1	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
2	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
3	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ

REV	DATE	COMMENT	BY	CHK
1	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
2	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
3	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ

REV	DATE	COMMENT	BY	CHK
1	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
2	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
3	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ

REV	DATE	COMMENT	BY	CHK
1	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
2	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
3	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ

REV	DATE	COMMENT	BY	CHK
1	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
2	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
3	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ

REV	DATE	COMMENT	BY	CHK
1	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
2	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ
3	08/09/21	ISSUE FOR PERMIT	MDJ	MDJ

REVISION 2 - 02/2021

**BOHLER**  
10000 WOODBURN ROAD  
DUBLIN, VA 22029  
TEL: 703-421-1100  
WWW.BOHLENERG.COM

**E.R. McWILLIAMS**  
09/04/2021  
11000 WOODBURN ROAD  
DUBLIN, VA 22029  
TEL: 703-421-1100  
WWW.BOHLENERG.COM

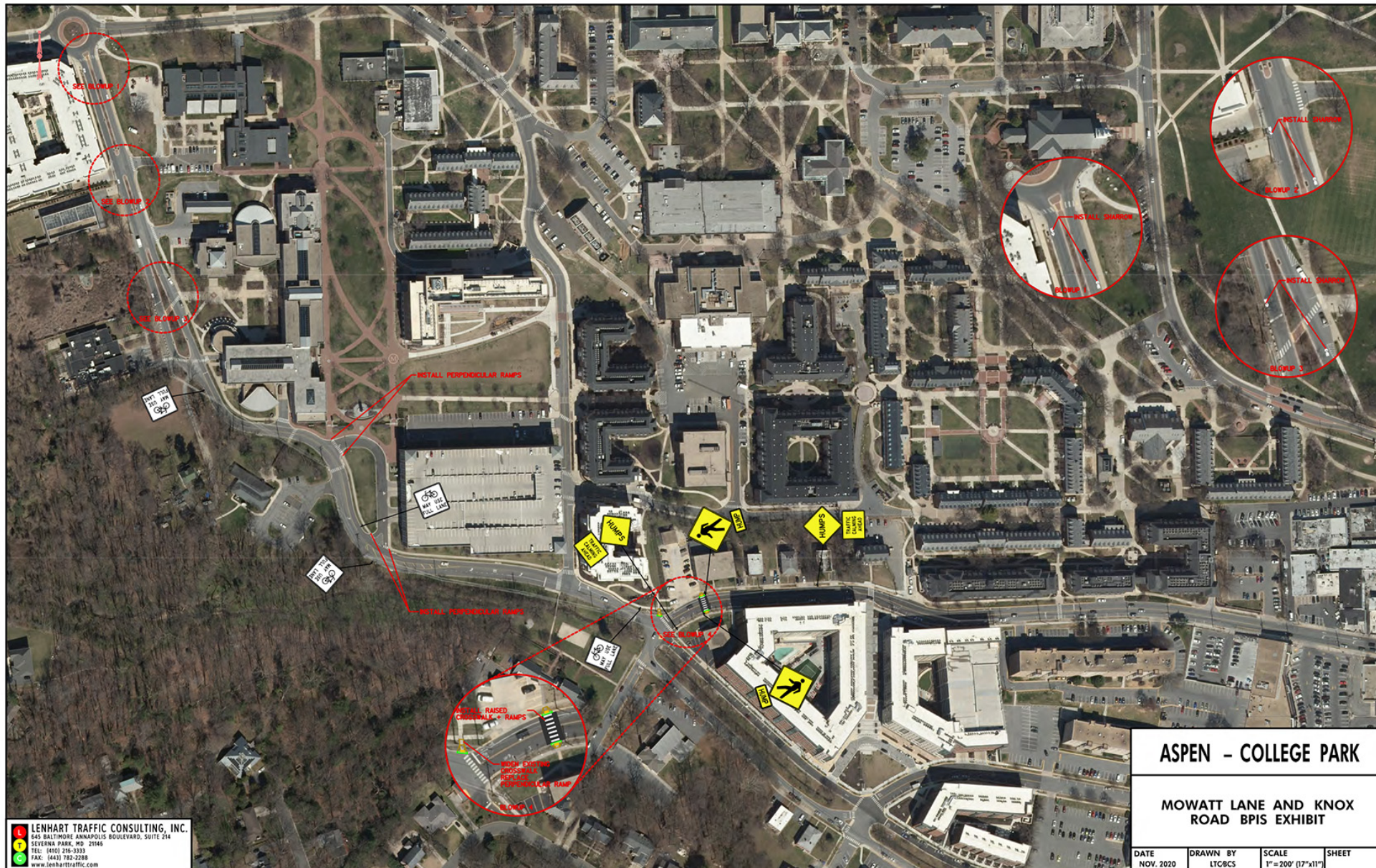
**LIGHTING PLAN**

PROJECT: ASPEN - MARYLAND  
PROPOSED DEVELOPMENT  
ADDRESS: 4206 KNOX ROAD  
COLLEGE PARK, MD 20740  
PRINCE GEORGES COUNTY

PROJECT: DSP-11  
REVISION 2 - 02/2021



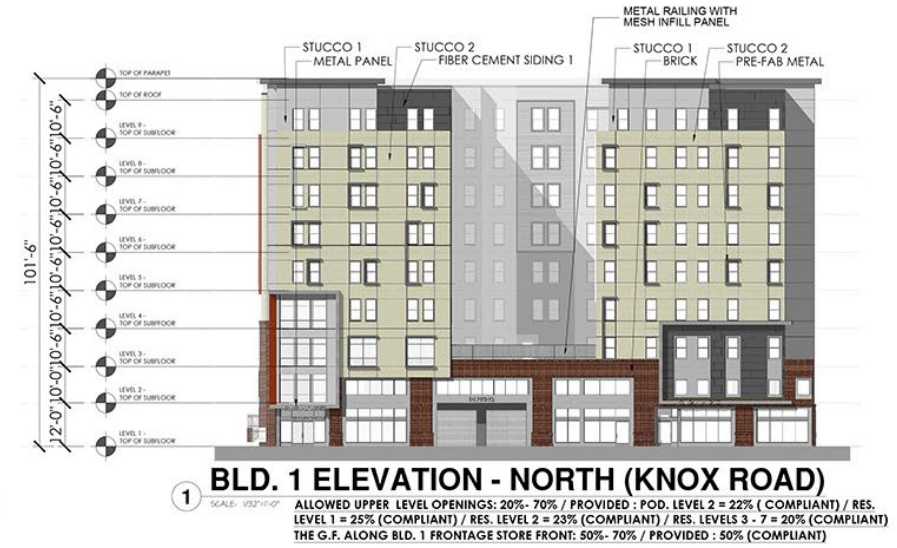
# BICYCLE / PEDESTRIAN EXHIBIT



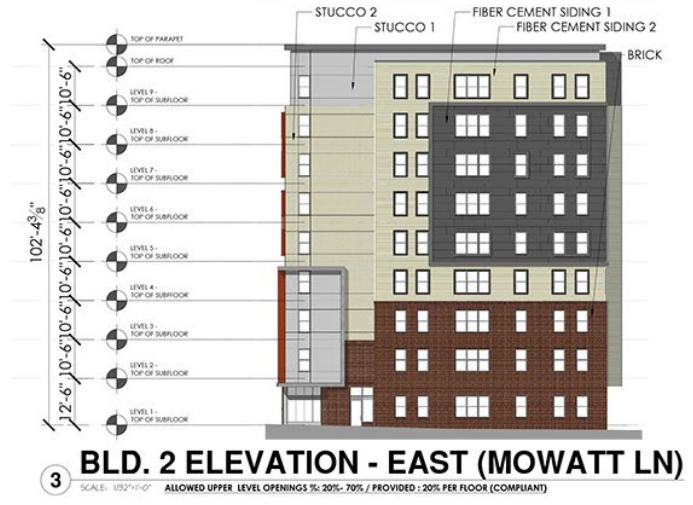
LENHART TRAFFIC CONSULTING, INC.  
 645 BALTIMORE ANNAPOLIS BOULEVARD, SUITE 214  
 SEVERNA PARK, MD 21546  
 TEL: (410) 216-3333  
 FAX: (443) 782-2288  
 www.lenharttraffic.com



# BUILDING 1 ELEVATIONS



# BUILDING 2 ELEVATIONS



# RENDERING



# RENDERING





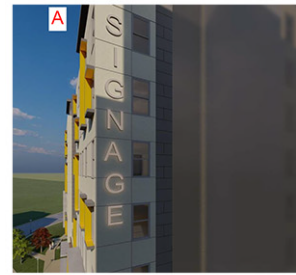
# RENDERING



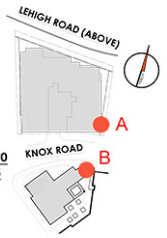
# RENDERING



# SIGNAGE



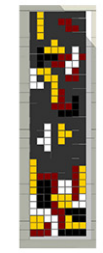
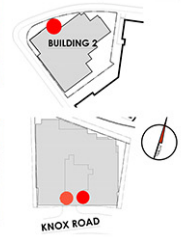
**SIGNAGE**  
**SIDE 3" DEEP**  
 -SIGN A4  
 QUANTITY : 2  
 DIMENSIONS : 33'-0" X 3'-0"  
 3" DEEP ALUMINUM RETURNS  
 1" TRIM CAP WITH WHITE ACRYLIC FACES  
 RETURNS AND TRIM CAP TO MATCH SW6990  
 INTERNALLY ILLUMINATED WITH WHITE LEDS  
 SIGN TYPE :  
 FACE ILLUMINATED CHANNEL LETTERS -  
 ARIAL BOLD FONT



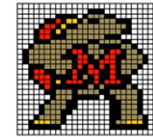
**MURAL - DESIGN :**

TYPICAL MURAL DESIGN INTENT FOR ALL 3 MURAL LOCATIONS  
 This image is meant to depict the basic design intent for the murals regarding color, theme, and content and is for illustrative representation only. The final draft for the murals may vary.

- 1 - DIMENSIONS : 46'-0" X 9'-0"
- 2 - DIMENSIONS : 40'-0" X 14'-0"



**CONCEPT IMAGERY FOR MURAL:**



ABSTRACT INTERPRETATION OF UNIVERSITY MASCOT AND SCHOOL PRIDE



MC ESCHER ARTISTIC STYLE OF EVOLVING PATTERN MAKING



ABSTRACT INTERPRETATION OF MARYLAND FLAG COLORS



PROPOSED MURAL DESIGN THEME (ACTUAL FINAL ARTWORK TBD)

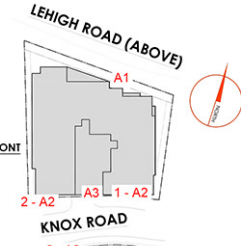


-SIGN A3  
 QUANTITY : 1  
 DIMENSIONS : 6'-7" X 1'-0" /  
 3" DEEP ALUMINUM RETURNS  
 1" TRIM CAP WITH WHITE ACRYLIC FACES  
 RETURNS AND TRIM CAP TO MATCH SW6990  
 INTERNALLY ILLUMINATED WITH WHITE LEDS  
 SIGN TYPE :  
 FACE ILLUMINATED CHANNEL LETTERS - ARIAL BOLD FONT

**PARKING**  
**SIDE 3" DEEP**  
 FRONT 6'-6" X 1'-0" / AREA 6.5 SF

-SIGN A1  
 QUANTITY : 2  
 DIMENSIONS : 6'-0" X 1'-0" /  
 3" DEEP ALUMINUM RETURNS  
 1" TRIM CAP WITH WHITE ACRYLIC FACES  
 RETURNS AND TRIM CAP TO MATCH SW6990  
 INTERNALLY ILLUMINATED WITH WHITE LEDS  
 SIGN TYPE :  
 FACE ILLUMINATED CHANNEL LETTERS - ARIAL BOLD FONT

**SIGNAGE**  
**SIDE 3" DEEP**  
 FRONT 6'-0" X 1'-0" / AREA 6 SF



2 - BLD. 1 - RESIDENTIAL LOBBY ENTRANCE



4 - BLD. 2 - COMMERCIAL LOBBY ENTRANCE

-SIGN A2  
 QUANTITY : 4  
 DIMENSIONS : 11'-0" X 1'-0" /  
 3" DEEP ALUMINUM RETURNS  
 1" TRIM CAP WITH WHITE ACRYLIC FACES  
 RETURNS AND TRIM CAP TO MATCH SW6990  
 INTERNALLY ILLUMINATED WITH WHITE LEDS  
 SIGN TYPE :  
 FACE ILLUMINATED CHANNEL LETTERS -  
 ARIAL BOLD FONT



1 - BLD. 1 - COMMERCIAL LOBBY ENTRANCE



3 - BLD. 2 - RESIDENTIAL LOBBY ENTRANCE

**SIGNAGE**  
**SIDE 3" DEEP**  
 FRONT 11'-0" X 1'-0"  
 AREA 11 SF

**SIGNAGE ORDINANCE REQUIREMENTS**

**BUILDING 1:**  
**KNOX ROAD**  
 SF ALLOWED: 228SF (10% COMMERCIAL SF)  
 SF PROPOSED: 120 SF  
**TOTAL PAINTED MURAL SF: 1000 SF ( ALLOWED TO EXCEED 10% COMMERCIAL SF)**

**LEHIGH ROAD**  
 SF ALLOWED: 118 SF  
 SF PROPOSED: 6 SF

**BUILDING 2:**  
**KNOX ROAD**  
 SF ALLOWED: 174 SF  
 SF PROPOSED: 126 SF  
**TOTAL PAINTED MURAL SF: 740SF (ALLOWED TO EXCEED 10% COMMERCIAL SF)**



# ROOFTOP AMENITY

Teakwood Fresco Stacking Chaise Lounge

Nexus Lounge Chair

35 Collection

E26 ARCHITECTURAL SUSPENDED STRING BASKETS

STRING DIMENSIONS

SOCKET DIMENSIONS

T Series 304 Stainless Steel Commercial Outdoor Grills

VICTOR STANLEY

VICTOR STANLEY

PLANTER BOXES

METAL RAILING WITH MESH INFILL PANELS

SQUARE MESH INFILL PANEL PATTERN

CANVAS

TRADITIONAL® PREST® BRICK WITH SQUARE EDGE

KEY	QTY	BOTANICAL NAME	COMMON NAME	CAL.	HGT.	CONT.
AC	2	AMELANCHES CANDIDUS	MALDEN SPANISH MAID	1.17' CAL.	1.17'	648
LI	2	LANCASHIRE MOCHA	COMMON GARDENIA	1.17' CAL.	1.17'	648
	4					

ROOFTOP LANDSCAPE SCHEDULE

**BOHLER**  
SITE, CIVIL AND CONSTRUCTION ENGINEERING  
PROFESSIONAL ENGINEER  
10000 WOODBURN ROAD  
ROCKVILLE, MD 20850  
TEL: 301-581-1000  
WWW.BOHLENERG.COM

**REVISIONS**

NO.	DATE	DESCRIPTION	BY	CHKD.
1	05/01/21	REVISED PER COMMENTS	MDJ	MDJ
2	05/01/21	REVISED PER COMMENTS	MDJ	MDJ

**811**  
Call before you dig  
ALWAYS CALL 811  
It's fast. It's free. It's the law.

**NOT APPROVED FOR CONSTRUCTION**

**DETAILED SITE PLAN**

FOR  
ASPEN - MARYLAND  
PROPOSED DEVELOPMENT  
4208 A 4208 KNOX ROAD  
COLLEGE PARK, MD 20740  
PRINCE GEORGE'S COUNTY

**BOHLER**  
16705 BELFORD BLVD., SUITE 310  
BOWIE, MARYLAND 20715  
Phone: (301) 800-0000  
MDJ@BohlerEng.com

**E.R. McWILLIAMS**  
REGISTERED PROFESSIONAL ENGINEER  
10000 WOODBURN ROAD  
ROCKVILLE, MD 20850  
TEL: 301-581-1000  
WWW.MCWILLIAMS-ENG.COM

**ROOFTOP AMENITY PLAN**  
SHEET NUMBER  
**DSP-10**  
REVISION 2 - 05/25/21

Slide 21 of 21

4/8/2021



14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
www.pgplanning.org

February 2, 2021

York Acquisitions, LLC  
8008 Corporate Center Drive, Suite 201  
Charlotte, NC 28226

Re: Notification of Planning Board Action on  
**Preliminary Plan of Subdivision 4-20017**  
**Aspen Maryland**

Dear Applicant:

This is to advise you that, on **January 28, 2021**, the above-referenced Preliminary Plan of Subdivision was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Article 28, Section 7-116(g), of the Maryland Annotated Code, an appeal of the Planning Board's action must be filed with the Circuit Court for Prince George's County, Maryland within 30 calendar days after the date of this final notice.

Sincerely,  
James R. Hunt, Chief  
Development Review Division

By: Eddie  
Reviewer

Diaz-Campbell, Eddie  
Digitally signed by Diaz-Campbell, Eddie  
Date: 2021.01.29 11:04:17 -05'00'

Attachment: PGCPB Resolution No. **2021-03**

cc: Persons of Record

R E S O L U T I O N

WHEREAS, Realty Development LLC is the owner of a 0.84-acre parcel of land known as Parcel A, Block G of Lord Calvert Manor and Lot 57, Block H of Lord Calver Manor, said property being in the 21st Election District of Prince George's County, Maryland, and being zoned Mixed Use-Infill (M-U-I) and Development District Overlay (D-D-O); and

WHEREAS, on October 15, 2020, York Acquisitions, LLC filed an application for approval of a Preliminary Plan of Subdivision for 2 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-20017 for Aspen Maryland was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on January 7, 2021, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended approval of the application with conditions; and

WHEREAS, on January 7, 2021, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Preliminary Plan of Subdivision 4-20017, including a Variation from Section 24-122(a), for 2 parcels with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to:
  - a. In General Note #6, revise the listed net areas so that they are consistent with the net developable area given in General Note #7.
  - b. Identify on the plan the location of the 0.02 acre within the primary management area.
2. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 of the Prince George's County Subdivision Regulations adequacy findings, as set forth in a resolution of approval, shall require the approval of a new preliminary plan of subdivision, prior to approval of any building permits.

3. Total development within the subject property shall be limited to uses that would generate no more than 56 AM and 73 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.
4. Development of this site shall be in conformance with the Stormwater Management Concept Plan (22870-2020-00), once it is approved, and any subsequent revisions.
5. In conformance with the 2010 *Approved Central US 1 Corridor Sector Plan and Subject Map Amendment*, the 2009 *Approved Countywide Master Plan of Transportation*, Subtitle 24, and pedestrian and bikeway adequacy within the subject site, the applicant, and the applicant's heirs, successors and/or assignees shall provide, and show on the detailed site plan, prior to acceptance:
  - a. Minimum 6-foot-wide sidewalks along all subject site frontages on Knox Road and Guilford Road.
  - b. Special decorative sidewalk (e.g., scored or stamped concrete) and/or accent pavers used for sidewalks along Knox Road and Guilford Road.
  - c. Sidewalks continued across all driveways.
  - d. Minimum of two bicycle racks consistent with AASHTO 2012 *Guide for the Development of Bicycle Facilities* provided at a location convenient to the entrance of each building.
  - e. Trash receptacles at a location convenient to the subject site entrance.
6. Prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the Subdivision Regulations (Required Off-Site Facilities), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
  - a. A raised crosswalk crossing Knox Road between the two buildings and two handicap (ADA) accessible perpendicular curb ramps, and pedestrian crossing/hump signage assemblies (one on each side of the raised crosswalk), unless modified by the City of College Park with written correspondence, to be consistent with the applicable design standards and guidelines, but not to be removed.

- b. Four ADA accessible perpendicular curb ramps along the east side of Mowatt Lane at the intersections for the parking garage entrance, unless modified by the University of Maryland with written correspondence, to be consistent with the applicable design standards and guidelines.
  - c. One ADA accessible perpendicular curb ramp at the north east corner of the intersection of Knox Road and Guilford Drive/Mowatt Lane, unless modified by the City of College Park with written correspondence, to be consistent with the applicable design standards and guidelines, but not to be removed.
  - d. Widen existing sidewalk for a minimum of 5 feet wide from the curb ramp at the north east corner of the intersection of Knox Road and Guilford Drive/Mowatt Lane to the sidewalk along Mowatt Lane, unless modified by the City of College Park with written correspondence, to be consistent with the applicable design standards and guidelines, but not to be removed.
  - e. Four R4-11 “Bicycle may use full lane” signage assemblies along Mowatt Lane, unless modified by the University of Maryland with written correspondence, to be consistent with the applicable design standards and guidelines.
  - f. Six shared-lane markings (sharrows) along Mowatt Lane, unless modified by the University of Maryland with written correspondence, to be consistent with the applicable design standards and guidelines.
7. Prior to acceptance of a detailed site plan, the applicant, and the applicant’s heirs, successors, and/or assignees shall provide a pedestrian and bikeway exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bikeway adequacy facilities, as described in condition 6, consistent with Section 24-124.01(f) of the Subdivision Regulations.
  8. Prior to approval of a final plat, the final plat shall include a note indicating the Prince George’s County Planning Board approval of a variation from Section 24-122(a) of the Subdivision Regulations for omission of the public utility easements along public streets.
  9. In accordance with Section 24-135(b) of the Prince George’s County Subdivision Regulations, the applicant, and the applicant’s heirs, successors, and/or assignees, shall provide adequate, private on-site recreational facilities.
  10. The private on-site recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George’s County Planning Department, for adequacy and proper siting, in accordance with the Park and Recreation Facilities Guidelines, with the submittal of the detailed site plan.
  11. The applicant, and the applicant’s heirs, successors, and/or assignees shall submit three original, executed recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Planning Department for construction of private on-site recreational facilities, for approval



prior to a submission of a final record plat. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat, prior to recordation.

12. The applicant, and the applicant's heirs, successors and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of recreational facilities, prior to issuance of building permits.
13. Prior to approval of the issuance of a demolition permit, all structures on the subject property shall be documented on a Maryland Inventory of Historic Properties form to be reviewed by Historic Preservation staff. The form shall include floor plans, representative interior and exterior photos of the dwellings, and exterior photographs of the outbuildings and signage. A copy of the approved form shall be provided to the staff of the City of College Park.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject site is located on the north and south sides of Knox Road, at its intersection with Guilford Drive. The site consists of one 27,250-square-foot parcel on the north side of Knox Road known as Parcel A, Block G of Lord Calvert Manor, and one 9,583-square-foot lot on the south side of Knox Road known as Lot 57, Block H of Lord Calvert Manor. Both properties were recorded in Plat Book WWW 41, page 100 in 1961. Both properties are zoned Mixed Use-Infill (M-U-I) and are subject to the Central US 1 Corridor Development District Overlay (D-D-O) Zone. The total site area is 36,833 square feet or 0.846 acre. The site is subject to the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (Central US 1 Corridor Sector Plan and SMA).

Parcel A is the site of two existing multifamily buildings, while Lot 57 is the site of one additional multifamily building. All three buildings are to be razed to make way for new development. The applicant proposes to build one new mixed-use building on each property. The total new development proposed consists of 129 multifamily dwelling units for student housing, as well as 2,098 square feet of commercial retail floor area, with 88 of the units and 1,055 square feet of the commercial floor area in the northern building, and 41 of the units and 1,023 square feet of the floor area in the southern building. The properties will be redesignated as Parcel 1 (Parcel A) and Parcel 2 (Lot 57).

The applicant filed a variation request from Section 24-122(a) of the Prince George's County Subdivision Regulations, to allow omission of the required public utility easements (PUEs) along Knox Road and Guilford Drive. This request is discussed further in the Public Utility Easement finding of this resolution.

The preliminary plan of subdivision (PPS) is approved, with conditions, along with a variation from Section 24-122(a), based on the findings contained in this resolution.

3. **Setting**—The site is located on Tax Map 33, with Parcel A in Grid B-3 and Lot 57 in Grid B-4. The site is within Planning Area 66. Lehigh Road (a private street) is north of the subject property and the main campus of the University of Maryland (UMD) is beyond, on land zoned Rural Residential. A mixed-use building on the south side of Knox Road and several multifamily buildings on the north side are located east of the subject site, all of which are in the M-U-I and D-D-O Zones. To the south of the site across Guilford Drive, is a church in the One-Family Detached Residential (R-55) Zone. To the southwest of the site are unbuilt right-of-way (ROW) for Guilford Drive and an institutional use (catholic student center) in the R-55 Zone. A dormitory building and a parking garage owned by UMD, also in the R-55 Zone, are west of the subject site. Land east of the site is within an Aviation Policy Area (APA); however, the APA does not cover the site itself.
4. **Development Data Summary**—The following information relates to the subject PPS and the approved development.

	<b>EXISTING</b>	<b>APPROVED</b>
Zone	M-U-I/D-D-O	M-U-I/D-D-O
Use(s)	Residential multifamily	Residential multifamily Commercial
Acreage	0.84	0.84
Parcels	1	2
Lots	1	0
Dwelling Units	32	129
Commercial floor area	0	2,098 square feet
Variance	No	No
Variation	No	Yes Section 24-122(a)

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee (SDRC) meeting on October 30, 2020. The requested variation from Section 24-122(a) was accepted on October 15, 2020, and also heard at the SDRC meeting on October 30, 2020, as required by Section 24-113(b) of the Subdivision Regulations.

5. **Previous Approvals**—There is one previous PPS applying to this site, known as 12-1930. However, there are no records available pertaining to this PPS. The PPS was followed by the existing plat for the property, 5-61224, which was recorded in Plat Book WWW 41, page 100 in 1961. The existing plat has no requirements which apply to the subject project. Resubdivision of the subject property is required, in accordance with Section 24-111(c) of the Subdivision Regulations.

6. **Community Planning**—Conformance with the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and the Central US 1 Corridor Sector Plan and SMA are evaluated, as follows:

**Plan 2035**

The subject property falls within the UMD East and UMD Center Local Centers as designated in Plan 2035, as well as the designated Employment Area (Plan 2035, page 18). These two local centers are further identified as Campus Centers and future Purple Line centers (Plan 2035, Table 16). According to Plan 2035, the local centers are “focal points for development and civic activity based on their access to transit or major highways” (Plan 2035, page 19). The desired development for Campus Centers is mid- and low-rise apartments, condos, townhouses, and small-lot single family residential at a density of 10-15 dwelling units/acre. The desired FAR for new development is .5–3 (Plan 2035, Center Classification, page 108).

Employment Areas have the highest concentration of economic activity in the County’s targeted industry clusters and are where Plan 2035 recommends supporting business growth, concentrating new business development near transit where possible, improving transportation access and connectivity, and creating opportunities for synergies (Plan 2035, page 19).

This application aligns with the growth policy of Local Centers and Employment Areas of Plan 2035 by concentrating residential and commercial development near transit centers and existing industry clusters.

**Sector Plan**

The Central US 1 Corridor Sector Plan and SMA retained the subject property in the D-D-O/M-U-I Zone. The D-D-O/M-U-I Zone permits multifamily and retail uses. The sector plan recommends Mixed Use-Residential land use on the subject properties. This application conforms to the sector plan land use recommendations.

The development consists of two adjacent properties in Downtown College Park. Of the two properties, Parcel A is within the Walkable Node character area, while Lot 57 is within the Walkable Node University character area of the sector plan. Walkable Nodes “spaced about a half mile to one mile apart along the corridor serve as excellent transit and multimodal stops and encourage pedestrians to congregate at appropriate retail and employment areas” (page 53). Walkable Node Policy 1 recommends development of “a series of pedestrian-friendly, transit-oriented, mixed-use walkable nodes at appropriate locations along the Central US 1 Corridor” (page 65). Applicable strategies to achieve this policy include:

- Providing generous sidewalks along US 1 and all side streets in the walkable nodes, with a width between 15 to 20 feet along US 1 and 6 to 10 feet on the side streets.
- Ensuring a vertical mix of uses in the walkable nodes. The ground floor of buildings should be designed to look like storefronts, with windows and primary entrances facing the street. Retail and services uses should be provided on the ground floor.

- Concentrating office and residential uses above the ground floor.
- Locating service uses, such as loading facilities and trash collection, to alleys or secondary streets.

Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, this application conforms to the sector plan and the land use policy recommendations for Employment Areas, as described in Plan 2035.

7. **Stormwater Management**—An unapproved stormwater management (SWM) concept plan was submitted with this PPS and shows the use of one micro-bioretenion structure and an underground storage system.

The western edge of Lot 57 is located within the existing developed 100-year floodplain. A floodplain waiver from the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), dated October 15, 2020 was submitted with this application granting permission to build within this part of the floodplain, subject to eight conditions.

An approved SWM concept plan will be required as part of the application at time of detailed site plan review. No further information is required at this time regarding SWM with this PPS application.

Development of the site shall conform with the SWM concept approval and any subsequent revisions to ensure no on-site or downstream flooding occurs.

8. **Parks and Recreation**—This PPS has been reviewed for conformance with the requirements and recommendations of the 2010 Sector Plan, the Formula 2040: Functional Master Plan for Parks, Recreation and Open Space, and Subtitle 24 of the Prince George's County Code, as they pertain to public parks and recreational facilities.

The subject subdivision is not adjacent to existing Maryland-National Capital Park and Planning Commission-owned parkland. Several existing parks are within the vicinity of this development: University Hills Park (approximately 1 mile to the west), which has a playfield, picnic area, and trails; College Park Community Center (approximately 1.2 miles to the northeast); Prince George's Plaza Community Center (approximately 1.4 miles to the southwest); Lane Manor Park (approximately 1.9 miles to the west), which has a splash park, recreation building, fields, and playgrounds; and Calvert Park (approximately 1 mile to the southeast), which has a playground, picnic area, and trails.

Per Section 24-134(a)(1) of the Subdivision Regulations, mandatory dedication of parkland applies to the residential portion of this development, which would result in the requirement of 0.12 acre of land dedication for this site. Dedication of this small area was not recommended, as it would not be contiguous to any existing parkland. As per Section 24-135 of the Subdivision

Regulations, the Prince George's County Planning Board may approve a fee-in lieu of parkland dedication or private on-site recreational facilities.

The applicant will provide private on-site recreation facilities and has provided a description of the recreation facilities on-site that will be available for the future residents. On a conceptual basis, those facilities would include a fitness center, study, collaboration room, bistro, lounge, multipurpose spaces, and an outdoor pool area.

Due to the amount of parkland dedication and location of the property (not contiguous to existing parkland), land dedication for a public park would not provide the most benefits to the public. In addition, future residents would be best served by the provision of on-site recreational facilities. The on-site recreational facilities to be provided will meet the requirements of mandatory parkland dedication, as required in the Section 24-135(b).

It is noted that the planned recreational facilities do not include any street-level, outdoor amenities. At the time of DSP, the applicant should explore opportunities to provide shade, outdoor seating, and other improvements to the public realm, which would enhance the residents' street-level experience. These improvements should be included in the design of the project if practical.

9. **Trails**—This PPS was reviewed for conformance with the Subdivision Regulations, the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), and the Central US 1 Corridor Sector Plan and SMA to provide the appropriate pedestrian and bicycle transportation recommendations. The site is subject to Section 24-124.01, Adequacy of Bicycle and Pedestrian Facilities in Centers and Corridors, of the Subdivision Regulations, as well as the “Transportation Review Guidelines, Part 2,” at the time of PPS.

#### **Review of Proposed On-Site Pedestrian and Bicycle Infrastructure**

The submitted application includes a pedestrian exhibit which shows a 6-foot-wide sidewalk along both sides of Knox Road and the east side of Guilford Drive. The submitted materials also show bicycle storage for Buildings 1 and 2. There are existing sharrows along Guilford Drive and the eastbound side of Knox Road, and a bicycle lane on the westbound side of Knox Road.

#### **Sector Plan Conformance**

The development application is subject to the Central US 1 Corridor Sector Plan and SMA and the MPOT. These plans recommend the following facilities:

- Shared roadway along Mowatt Lane
- Shared roadway along Guilford Drive
- Shared roadway along Hartwick Road

There are existing shared roadway markings (sharrows) along Guilford Drive, however many of the sharrows are not placed consistent with the Prince George's County Department of Public Works and Transportation Urban Street Design Standards. The City of College Park has indicated that they would prefer not replacing the sharrows at this time, due to the sharrow marking residue

that would remain on the street pavement. There are existing sharrows and a bicycle lane along Knox Road. There are no sharrows along Mowatt Lane or along Hartwick Road. There is an existing D11-1/Bicycle Route sign on Hartwick Road.

The area master plan provides the following goals, policies, and strategies related to pedestrian and bicycle transportation:

**Provide a continuous network of sidewalks, bikeways, and trails that enhance opportunities for residents to make trips by walking or bicycling (pg. 136).**

**Manage capacity and minimize congestion of US 1, MD 193, Rhode Island Avenue, and the other streets, roads, and highways in the sector plan area by safely and effectively providing access for all users to destinations within the Central US 1 Corridor (pg. 136).**

**Provide wider sidewalks throughout the Central US 1 Corridor, particularly within the walkable nodes (pg.139).**

**Provide marked bike lanes, cycle tracks, and multiuse paths where appropriate (pg. 139).**

**Provide a comprehensive wayfinding system of street signage, directional signs, interpretive signage, and markers to direct residents, visitors, workers, and students to key locations and trail networks within and near the Central US 1 Corridor (pg. 139)**

**Provide bicycle parking, including bicycle racks and lockers, to encourage and facilitate bicycle travel (pg. 153).**

**Encourage nonresidential and mixed-use developments to provide shower facilities and bicycle lockers as further incentives for increasing bicycle use (pg. 153).**

Furthermore, the subject site is within the “Walkable Node (University)” character area and the sector plan includes the following standards related to pedestrian and bicycle transportation for this character area.

**US 1 facilities between Guilford and College Ave (pg. 273):**

- 5-10-foot-wide sidewalks where possible**
- 6-foot-wide cycle tracks (long term / ultimate section)**
- 5-foot-wide marked bicycle lanes (short-term)**

**Walkways: The pavement dedicated exclusively to pedestrian activity. Sidewalk widths may vary where necessary to fulfill the vision of the sector plan. Sidewalk width – 12-30 feet wide in the Walkable Node (University) character (pg. 275).**

**At the time of development, the developer/property owner (including the developer and the applicant's heirs, successors, and/or assignees) is required to install sidewalks (pg. 276).**

**Special decorative paving materials, such as brick, precast pavers, Belgium block, or granite pavers, are recommended in the walkable nodes and at appropriate locations within the corridor infill areas (pg. 276).**

**Sidewalk materials should be continued across driveways whenever possible, and accent paving should be used to define pedestrian crossings (pg. 276).**

**Amenities, such as benches, bicycle racks, trash receptacles, water fountains, sculpture/artwork, game tables, moveable seating, public mailboxes, and bus shelters shall be required for all development (pg. 276).**

The MPOT provides policy guidance regarding multimodal transportation, and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

**Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.**

**Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.**

**Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.**

The submitted plans include 6-foot-wide sidewalks along the property frontages and long-term bicycle storage inside each building. Consistent with the master plan, the frontage sidewalks shall include special decorative and accent paving materials (e.g., scored or stamped concrete) and the sidewalks shall be continued across driveways. Short-term bicycle parking consistent with the AASHTO 2012 *Guide for the Development of Bicycle Facilities* shall also be provided outside the buildings. Trash receptacles shall be provided at a location convenient to the subject site entrances. Prior to the acceptance of a DSP for the subject site, the DSP shall show the above pedestrian and bikeway facilities.

#### **Subdivision Regulations Conformance**

The submitted PPS does not include blocks over 750 feet long and therefore does not need to provide facilities pursuant to Section 24-121(a)(9).

Pursuant to Section 24-123(a)(6) of the Subdivision Regulations, the PPS indicates the location of all land for bike trails and pedestrian circulation systems that are indicated on a master plan, county trails plan, or abutting existing or dedicated trails per Map 14/Master Plan Trails and Bicycle Facilities South, as shown on page 140 of the sector plan.

### **Review of Proposed Off-Site Pedestrian and Bicycle Adequacy Infrastructure**

The project is located in the Central US 1 Corridor, and is subject to Section 24-124.01, Adequate Public Pedestrian and Bikeway Facilities Required in County Centers and Corridors.

The submitted application includes a Bicycle Pedestrian Impact Statement (BPIS) exhibit and cost estimate that includes seven perpendicular ramps, a raised midblock crosswalk across Knox Road, continental crosswalk striping, shared use lane markings, pedestrian related warning signs, and R4-11/Bicycles May Use Full Lane regulatory signs.

The cost cap for the site is \$43,974.49. This number was developed by multiplying the nonresidential square footage by \$0.35 (\$734.30), adding the number of dwelling units multiplied by \$300 (\$39,300), and then indexing the sum for inflation between June 2013, when the legislation became active, and today. On December 3, 2020, the applicant submitted an estimated total cost for the proposed off-site pedestrian and bikeway facilities at \$44,700.00; this cost includes unit prices for the construction and facilities, a 50 percent contingency, and a 50 percent design fee. Per correspondence with the applicant dated December 11, 2020 (email from Tedesco to Diaz-Campbell, incorporated by reference herein), the contingency may be reduced by \$1,000 so that the total estimated cost is within the cost cap. The total estimated cost is therefore \$43,700. Pursuant to Section 24-124.01(c), the proposed off-site facilities are within the cost cap.

The proposed off-site facilities are within the 0.5-mile walking and bicycling distance and will likely be used by future residents of the development, as well as people visiting the subject site. Pursuant to Section 24-124.01(c), there is a demonstrated nexus between the proposed and recommended pedestrian and bikeway improvements for the subject development and nearby destinations.

The above pedestrian and bicycle facilities will reflect the minimum facilities necessary to meet adequacy pursuant to Section 24-124.01(b) in the surrounding area of the subject site. An exhibit shall be provided, prior to the acceptance of a DSP for the subject site, which demonstrates that the pedestrian and bikeway adequacy facilities will be provided within the area surrounding the subject site.

- 10. Transportation**—Transportation-related findings for adequacy are made with this application, along with any needed determinations related to dedication, access, and general subdivision layout. The findings outlined below are based upon a review of the submitted materials and analyses conducted consistent with the “Transportation Review Guidelines, Part 1” (Guidelines).

### **Background**

The site is within the Central US 1 Corridor Sector Plan and SMA area, which requires that traffic counts be averaged, as indicated by the following standard: “Within the Central US 1 Corridor



Development District, the transportation facilities adequacy standard shall be Level of Service E, based on the average peak period levels of service for all signalized intersections in three designated segments of the Central US 1 Corridor.” The site falls within the segment between Campus Drive and Guilford Drive. Each traffic count is grouped together and averaged with other signalized intersections within the segment as defined by the sector plan to determine adequacy. This procedure is explained in the Guidelines on pages 31 and 32. The study area includes the following signalized intersections:

- US 1 and Campus Drive
- US 1 and Hotel Drive
- US 1 and Rossborough Drive
- US 1 and Fraternity Row
- US 1 and College Avenue/Regents Drive
- US 1 and Knox Road
- US 1 and Hartwick Road
- US 1 and Calvert Road
- US 1 and Guilford Drive

An additional intersection, Guilford Drive and Knox Road, is included in the study area as an all-way unsignalized intersection. The procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted, and the standards are explained below:

For two-way stop-controlled intersections a three-part process is employed:  
(a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the critical lane volume (CLV) is computed.

For all-way stop-controlled intersections, a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed.

### **Analysis of Traffic Impacts**

The application is a PPS for a plan that includes residential and commercial uses. The trip generation is estimated using trip rates and requirements in the Guidelines. It is noted that the traffic study describes the small retail space as “ancillary.” While the use is not ancillary, as defined in Subtitle 27 of the County Code, the intent is to suggest that the retail component will not independently generate vehicle trips. The 2,098 square feet of retail is to be divided between the two buildings. A coffee outlet or similar type of student-oriented retail establishment of about 1,022 square feet is likely to attract all (or nearly all) of its patronage from the subject building or other adjacent buildings, and few if any vehicle trips from beyond the immediate area,

and that premise is accepted in this instance. The table below summarizes trip generation in each peak-hour that was used in reviewing traffic for the site:

<b>Trip Generation Summary: 4-20017: Aspen Maryland</b>								
<b>Land Use</b>	<b>Use Quantity</b>	<b>Metric</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
			<b>In</b>	<b>Out</b>	<b>Tot</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
<b>Student Housing</b>	<b>434</b>	<b>Beds</b>	<b>13</b>	<b>43</b>	<b>56</b>	<b>43</b>	<b>30</b>	<b>73</b>
<b>Retail/Restaurant</b>	<b>2,098</b>	<b>sq. ft.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Proposed Trips for 4-20017 (sum of all bold numbers above)</b>			<b>13</b>	<b>43</b>	<b>56</b>	<b>43</b>	<b>30</b>	<b>73</b>

An August 2020 traffic impact study (TIS) (final update October 2020) with counts taken in January 2020 was submitted and accepted as part of this PPS. The following tables represent results of the analyses of critical intersections under existing, background, and total traffic conditions:

<b>EXISTING TRAFFIC CONDITIONS</b>				
<b>Intersection</b>	<b>Critical Lane Volume (AM &amp; PM)</b>		<b>Level of Service (LOS, AM &amp; PM)</b>	
Guilford Drive and Knox Road	10.5*	21.6*	--	--
US 1 and Campus Drive	905	1,118	A	B
US 1 and Hotel Drive	595	736	A	A
US 1 and Rossborough Drive	536	627	A	A
US 1 and Fraternity Row	492	513	A	A
US 1 and College Avenue/Regents Drive	581	656	A	A
US 1 and Knox Road	644	849	A	A
US 1 and Hartwick Road	418	475	A	A
US 1 and Calvert Road	415	605	A	A
US 1 and Guilford Drive	626	708	A	A
<b>Link Peak-Period Level of Service</b>	<b>577</b>	<b>694</b>	<b>A</b>	<b>A</b>
<p>*In analyzing unsignalized intersections with all-way stop control, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.</p>				

None of the critical intersections identified above are programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program.

Background traffic has been developed for the study area using a listing of 18 approved developments in the area and a growth rate of 1.0 percent per year over 6 years. A second analysis was done to evaluate the impact of background developments. The analysis revealed the following results:

<b>BACKGROUND TRAFFIC CONDITIONS</b>				
<b>Intersection</b>	<b>Critical Lane Volume (AM &amp; PM)</b>		<b>Level of Service (LOS, AM &amp; PM)</b>	
	Guilford Drive and Knox Road	12.0*	48.6*	--
US 1 and Campus Drive	1,106	1,443	B	D
US 1 and Hotel Drive	781	1,039	A	B
US 1 and Rossborough Drive	717	923	A	A
US 1 and Fraternity Row	671	803	A	A
US 1 and College Avenue/Regents Drive	765	956	A	A
US 1 and Knox Road	965	1,277	A	C
US 1 and Hartwick Road	760	869	A	A
US 1 and Calvert Road	616	883	A	A
US 1 and Guilford Drive	844	1,012	A	B
<b>Link Peak-Period Level of Service</b>	<b>803</b>	<b>1,023</b>	<b>A</b>	<b>B</b>
<p>*In analyzing unsignalized intersections with all-way stop control, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.</p>				

The critical intersections, interchanges and links identified above, when analyzed with the programmed improvements and total future traffic as developed using the Guidelines, including the site trip generation as described above, operate as follows:

<b>TOTAL TRAFFIC CONDITIONS</b>				
<b>Intersection</b>	<b>Critical Lane Volume (AM &amp; PM)</b>		<b>Level of Service (LOS, AM &amp; PM)</b>	
Guilford Drive and Knox Road (standards for passing are shown in parentheses)				
Delay Test (50 seconds or less)	12.2*	52.7*	Pass	Fail
CLV Test (1,150 or less)	--	860	Pass	Pass
US 1 and Campus Drive	1,110	1,454	B	E
US 1 and Hotel Drive	786	1,050	A	B
US 1 and Rossborough Drive	722	934	A	A
US 1 and Fraternity Row	676	814	A	A
US 1 and College Avenue/Regents Drive	770	967	A	A
US 1 and Knox Road	1,005	1,322	B	D
US 1 and Hartwick Road	763	871	A	A
US 1 and Calvert Road	619	886	A	A
US 1 and Guilford Drive	847	1,017	A	B
<b>Link Peak-Period Level of Service</b>	<b>811</b>	<b>1,035</b>	<b>A</b>	<b>B</b>
*In analyzing all-way stop-controlled intersections, a two-step procedure is employed in which the greatest average delay in seconds for any movement within the intersection and the critical lane volume is computed and compared to the approved standards. According to the Guidelines, both tests must fail in order to require a signal warrant study.				

It is found that all critical intersections operate acceptably under total traffic in both peak hours. A trip cap consistent with the trip generation assumed for the site, 56 AM and 73 PM peak-hour vehicle trips is appropriate.

**Master Plan Roads and Site Access Evaluation**

The site is adjacent to Guilford Drive, a master plan collector facility with a planned ROW of 80 feet. Adequate dedication exists, and no further dedication is required of this plan. Access and circulation are by means of private driveways from existing Knox Road. The access and circulation provided are acceptable.

Based on the findings presented in this section, adequate transportation facilities will exist to serve the subdivision as required under Section 24-124.

- 11. Schools**—This PPS has been reviewed for impact on school facilities, in accordance with Section 24-122.02 and Prince George’s County Council Resolution CR-23-2001. The subject property is located within School Cluster 2, which is within the I-95/ I-495 Capital Beltway, as identified in the *Pupil Yield Factors & Public-School Clusters 2020 Update*. The analysis of public-school impacts is as follows:

**Impact on Affected Public School Clusters by Dwelling Units**

<b>Affected School Clusters #</b>	<b>Elementary School Cluster 2</b>	<b>Middle School Cluster 2</b>	<b>High School Cluster 2</b>
Multifamily Total Dwelling Units	129 DU	129 DU	129 DU
Multifamily Pupil Yield Factor	0.162	0.089	0.101
TDU * PYF	21	11	13
Total Future Subdivision Enrollment	21	11	13
Adjusted Enrollment in 2019	22,492	9,262	9,372
Total Future Enrollment	22,513	9,273	9,385
State Rated Capacity	19,425	7,121	8,494
Percent Capacity	116%	130%	110%

Section 10-192.01 of the County Code establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24 of the County Code. The current amount is \$9,741 per dwelling if a building is located between I-95/I-495 and the District of Columbia; \$9,741 per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$16,698 per dwelling for all other buildings. As stated, this project is within the I-95/I-495 Capital Beltway; thus, the surcharge fee is \$9,741 per dwelling unit. This fee is to be paid to DPIE at the time of issuance of each building permit.

12. **Public Facilities**—In accordance with Section 24-122.01, water and sewerage, police, and fire and rescue facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section, dated October 30, 2020 (Thompson to Diaz-Campbell), incorporated by reference herein.
13. **Use Conversion**—The total development included in this PPS is for 129 multifamily units and 2,098 square feet of commercial development in the M-U-I and D-D-O Zones. If a substantial revision to the mix of uses on the subject property is proposed that affects Subtitle 24 adequacy findings, as set forth in this resolution of approval and reflected on the PPS, that revision of the mix of uses shall require approval of a new PPS, prior to approval of any building permits.
14. **Public Utility Easement (PUE)**—In accordance with Section 24-122(a), when utility easements are required by a public company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.”

The standard requirement for PUEs is 10 feet wide along both sides of all public ROWs. The site currently abuts Knox Road, as it runs between the two properties, as well as Guilford Drive on the south side of Lot 57. The applicant filed a variation request from Section 24-122(a) to allow omission of the PUE along both streets. According to the applicant, the standard PUE is not

necessary for the site as all of the necessary utilities are provided within the existing street ROWs.

**Variation**

Section 24-113 requires that the following criteria are met. The criteria are in **BOLD** text below, while findings for each criterion are in plain text.

(a) **Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle and Section 9-206 of the Environment Article; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon the evidence presented to it in each specific case that:**

(1) **The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property.**

The applicant submitted a Statement of Justification (SOJ) providing responses to the criteria of Section 24-113. In their response to this criterion, they note that utilities already exist in the public ROW, and so not providing a PUE will not prevent utilities from being accessed. The utilities in the ROW are shown on the PPS. Granting the variation will not be detrimental to the public safety, health, or welfare, or be injurious to other property. Omitting the PUEs will not prevent the subject properties or any other properties from accessing the existing public utilities.

(2) **The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties.**

There are a couple of conditions applying to this property which are not generally applicable to other properties and therefore provide an appropriate basis for seeking the variation. First, all the necessary utilities that normally would be provided within a PUE are already within the abutting ROWs.

Typically, PUEs are needed in order to allow the utility companies to extend their service to adjacent properties; however, that purpose would not be served in this case. Second, this site falls within the Central US 1 Corridor Sector Plan and SMA. Specifically, the site is located in the Walkable Node and Walkable Node – University character areas of the D-D-O Zone. These character areas require a minimum 0-foot and maximum 10-foot build-to line from the street frontages.

The applicant states in their SOJ that it would be impossible to both include both a 10-foot PUE and meet the 10-foot maximum build-to line. Space is needed for

sidewalks, streetscaping, and landscaping and grading between the buildings and the street lines, and this does not leave room for PUEs.

**(3) The variation does not constitute a violation of any other applicable law, ordinance, or regulation.**

This PPS and this variation request for the location of PUEs were referred to the Washington Suburban Sanitary Commission (WSSC), Verizon, the Potomac Electric Power Company, the Southern Maryland Electric Cooperative, Baltimore Gas and Electric Company, Washington Gas, Comcast, and AT&T. WSSC provided detailed comments and specified that all WSSC facilities would need their own easements which other utilities could not share; because of this they do not need the PUEs for siting their facilities. AT&T provided a response indicating that they have no local or long-distance facilities in the area. Responses regarding the variation request were not received from the other agencies. The proposed utilities will be designed in direct coordination with the individual utility companies, in order to meet all requisite requirements and design standards. The variation from Section 24-122(a) is unique to, and under the sole authority of, the Planning Board. Approval of this variation request will not constitute a violation of any other applicable law, ordinance, or regulation.

**(4) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out.**

The property's physical surroundings give rise to a particular hardship that can be distinguished from a mere inconvenience. The property is surrounded by existing developments, none of which have any issues accessing utilities, due to the utilities being in the adjacent street ROWs. The property is also in an urban setting where the buildings are close to the street and there is limited space for utilities, sidewalks, and streetscaping. Carrying out the strict letter of the regulation would put the project in direct conflict with the requirements of the D-D-O standards. Since it is not possible to satisfy both the requirement for a PUE and the required build-to line of the D-D-O standards, the applicant faces a hardship unless relief is granted from the PUE requirement.

**(5) In the R-30, R-30C, R-18, R-18C, R-IOA, R-10, and R-H Zones, where multifamily dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113(a), above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.**

This criterion is not applicable because the site is within the M-U-I and D-D-O Zones.

The site faces conditions not generally applicable to other properties, and the variation request is supported by the required findings. Approval of the variation will not have the effect of nullifying the intent and purpose of the Subdivision Regulations, which is to guide development according to Plan 2035 and the area master plan.

Therefore, the requested variation from Section 24-122(a) is approved in order to allow omission of the PUE along the two abutting public roads.

- 15. Historic**—The subject property is currently developed with three apartment buildings constructed to house students attending UMD. In 1965, both 4205 and 4206 Knox Road were constructed, while 4204 Knox Road (which shares Parcel A with 4206 Knox Road) was constructed before 1977. The buildings are garden-style apartments with two to three stories and a basement opening on to a green space. Since the principal buildings are more than 50 years old, the applicant shall document all structures on the developing property through a Maryland Inventory of Historic Properties form that shall be submitted to Historic Preservation Staff for review, prior to the demolition of any features within the subject property.

A Phase I archeological survey is not required on this property. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. The subject property is currently developed with a garden apartment complex.

- 16. Environmental**—The following applications and associated plans were previously reviewed for the subject site applicable to this case:

Development Review Case #	Associated Tree Conservation Plan or Natural Resources Inventory #	Authority	Status	Action Date	Resolution Number
NA	NRI-055-2020 (EL)	Staff	Approved	4/28/2020	NA
NA	NRI-055-2020-01	Staff	Approved	9/3/2020	NA
NA	S-040-2020	Staff	Approved	4/23/2020	NA
4-20017	N/A	Planning Board	Approved	1/7/2021	21-03

**Grandfathering**

This project is not grandfathered with respect to the environmental regulations contained in Subtitle 24 that came into effect on September 1, 2010 because the application is for a new PPS.



## **Master Plan Conformance**

### **General Plan**

The site is located within the Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map, as designated by Plan 2035, and the Established Communities of the General Plan Growth Policy (2035).

### **Sector Plan**

The site is in the Central US 1 Corridor Sector Plan area and falls within the Downtown College Park portion of the plan. The sector plan does not indicate any environmental issues associated with this property.

### **Countywide Green Infrastructure Plan**

Most of the site is mapped outside of the designated network of the *Countywide Green Infrastructure Plan* of the *Approved Prince George's Resource Conservation Plan: A Countywide Functional Master Plan* (May 2017) (Green Infrastructure Plan). The exception is a small, regulated area within the network, along the frontage of Guilford Drive associated with previously developed 100-year floodplain.

The entire site was previously cleared, graded, and developed, prior to the enactment of the Prince George's County Woodland Wildlife Habitat Conservation Ordinance (WCO) in 1990. Much of the remaining vegetation on-site is comprised of existing landscaping or open grown trees. No woodlands exist on-site, per the approved Natural Resources Inventory (NRI-055-2020-01). The development will not impact any county regulated environmental features, and impacts are limited to previously developed 100-year floodplain on-site.

While the green infrastructure elements mapped on the subject site will be impacted, the overall site has been graded under previous approvals and the design of the site meets the zoning requirements and the intent of the growth pattern established in Plan 2035.

Based on the project layout, the project demonstrates substantial conformance with the applicable policies and strategies of the Green Infrastructure Plan.

## **Environmental Review**

### **Natural Resources Inventory/Existing Conditions**

The site has an approved Natural Resources Inventory Plan (NRI-055-2020-01), which correctly shows the existing conditions of the property. No specimen or historic trees are associated with this site. This site is not associated with any regulated environmental features, such as streams, wetlands, or associated buffers. The site is associated with a small area of developed 100-year floodplain along the frontage of the site with Guilford Drive. The primary management area delineated on-site is entirely located within the previously developed 100-year floodplain.

### **Woodland Conservation**

The site is exempt from the provisions of the WCO because the property contains less than 10,000 square feet of woodland and has no previous tree conservation plan TCP approvals. A standard Letter of Exemption (S-040-2020) from the WCO was issued for this site which expires on April 23, 2022. No additional information is required regarding woodland conservation.

### **Soils**

The predominant soils found to occur, according to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, include Urban Land-Christian-Downer complex (5–15% slopes); Urban Land-Russett-Christiana complex (5–15% slopes); Zekiah-Urban Land complex, frequently flooded); and Zekiah and Issue soils, frequently flooded. Unsafe soils containing Christiana complexes have been identified on-site. No unsafe soils containing Marlboro clay have been identified on or within the immediate vicinity of this property.

Much of the northern half of the site is situated on urban soils containing Christiana complexes. These soils have been previously disturbed and should not pose an issue to the development, because no grading exceeding 20 percent is proposed. The areas of the site that are situated on existing steep slopes are above the base grade of the development, and no additional load bearing stress will be added by the development.

Correspondence from DPIE demonstrating conformance with Section 24-131 of the Subdivision Regulations for unsafe soils is not required at this time and no further action is needed, as it relates to this application. The County may require a soils report, in conformance with CB-94-2004 during future phases of development and/or at time of permit.

### **Preservation of Regulated Environmental Features**

At the time of DSP, Section 27-285(b)(4) of the Zoning Ordinance will require the following finding: “The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).”

However, no additional regulated environmental features will be impacted by the proposed development because the site was already previously developed. The regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible, in accordance with the requirement of Section 24-130(b)(5) of the Subdivision Regulations.

### **Specimen, Champion, or Historic Trees**

In accordance with approved NRI-104-2019, no specimen, champion, or historic trees have been identified on the subject property. The specimen tree regulations are under Subtitle 25, the WCO. Because the site is exempt from the requirements of Subtitle 25 (a standard exemption has been issued), the project is not subject to the specimen tree regulations. No further information is required regarding specimen, champion, or historic trees.

17. **Urban Design**—The development of 129 multifamily residential dwellings and 2,098 square feet of retail will be subject to DSP approval.

**Conformance with the Requirements of the Development District Overlay (D-D-O) Zone Standards of the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment (SMA)**

The subject site is governed by the D-D-O standards approved with the sector plan that requires DSP review for the redevelopment of the subject site. In accordance with the sector plan, D-D-O standards replace comparable standards and regulations of the Zoning Ordinance where applicable. Whenever a conflict exists between the D-D-O standards and the Zoning Ordinance or 2010 *Prince George's County Landscape Manual* (Landscape Manual), the D-D-O standard shall prevail. For development standards not covered by the D-D-O Zone, the Zoning Ordinance or Landscape Manual shall serve as the requirements, as stated in Section 27-548.21 of the Zoning Ordinance.

The subject site falls within two Character Areas, as defined on page 228 of the sector plan. Parcel 1 is within the Walkable Node and Parcel 2 is within the Walkable Node (University). The sector plan has more than 40 pages of development standards focused on criteria, including building form, architectural elements, sustainability, and streets and open space requirements. While conformance with these requirements will be evaluated at the time of DSP, the applicant should be particularly mindful now of the D-D-O development standards that define spatial relationships within the subject site and with the surrounding neighborhood. Special attention should be paid to development standards focused on lot coverage, building siting, parking, and streetscape elements.

The vertical mixed-use development concept, to include two buildings with ground floor retail and multifamily units above, in a multistory building is appropriate for the M-U-I and D-D-O Zones, and specifically the subject location within the Walkable Node and Walkable Node (University) Character Areas.

**Conformance with the Requirements of the Prince George's County Zoning Ordinance**

All development proposals in a D-D-O Zone are subject to DSP review, as indicated in Section 27-548.25, Site Plan Approval, which states:

- (a) **Prior to issuance of any grading permit for undeveloped property or any building permit in a Development District, a Detailed Site Plan for individual development shall be approved by the Planning Board in accordance with Part 3, Division 9. Site plan submittal requirements for the Development District shall be stated in the Development District Standards. The applicability section of the Development District Standards may exempt from site plan review or limit the review of specific types of development or areas of the Development District.**

**Conformance with the 2010 Prince George's County Landscape Manual**

The D-D-O Zone includes multiple landscape and streetscape requirements that replace similar standards of the Landscape Manual. Where the D-D-O requirements do not replace those of the

Landscape Manual, standards of the Manual will be applied. Conformance with landscaping requirements will be evaluated at the time of DSP.

**Conformance with the Tree Canopy Coverage Ordinance**

In accordance with Section 25-128 of the Zoning Ordinance, properties in the M-U-I Zone are required to provide 10 percent of the gross tract area in Tree Canopy Coverage (TCC). The subject site is required to provide 3,685 square feet of the site area in TCC. Conformance with this requirement will be evaluated at the time of DSP.

**Other Urban Design Issues**

The PPS proposes a subdivision to accommodate apartment housing for students with first floor retail, adjacent to the University of Maryland campus. Similar developments are located along and in the vicinity of Knox Road, including the abutting Terrapin Row development. The proposed uses and general development plan provided are suitable for the subject site and compatible with surrounding development.

A private, on-site recreational facilities package has been outlined and appears generally appropriate for the development at the PPS stage. Additional comfort and recreational amenities should be provided outside of the buildings, in the streetscape/public realm as the design develops. The recreational amenities package will be further reviewed at the time of DSP.

18. **City of College Park**—The City of College Park City Council met on December 8, 2020 and voted 6–2 to recommend approval of the subject PPS and variation request, subject to four conditions. The City Council’s recommended conditions are listed in a December 9, 2020 letter (Schum to Hewlett), incorporated by reference herein, and are addressed below. The recommendations are in **BOLD** text and a response to each recommendation is in plain text underneath.

1. **Total development within the subject property shall be limited to uses that would generate no more than 56 AM and 73 PM peak-hour vehicle trips. Any development generating an impact greater than this shall require a new PPS, with a new determination of the adequacy of transportation facilities.**

An analysis was conducted of the traffic to be generated by this project (which may be found in the Transportation finding of this resolution) and concurs that the above trip cap is appropriate for the site given the approved development. This condition is among those included at the beginning of this resolution.

2. **At the time of DSP:**

- a. **Show adequate area on site for required landscaping and tree canopy coverage area.**

As stated in the Urban Design finding of this resolution, the project will be evaluated at the time of DSP, to ensure adequate landscaping and tree coverage

are provided. At this time, it is anticipated that all required landscaping and tree coverage will be provided on-site (as opposed to being provided off-site or waived).

- b. Show 6-foot-wide sidewalks along property frontages of Knox Road and Guilford Drive. If this cannot be met within the public rights-of way, public access easements will be required.**

As stated in the Trails finding of this resolution, 6-foot-wide sidewalks shall be provided along the site frontage. The applicant provided an exhibit showing that they will be able to provide sidewalks of this width entirely within the public ROWs.

- c. Show street trees behind the curb at a minimum spacing of 30 feet on center with a 4-6-foot planter width.**

This recommendation is in line with the requirements of the sector plan, which states that “street trees are required in all character areas at a minimum spacing of 30 feet on center.” (page 265) Conformance with this requirement will be evaluated at the time of DSP.

- d. Show pedestrian-scaled light fixtures behind the curb, generally not more than 30 feet on center, to match the adjoining lighting fixtures along Knox Road and Guilford Drive.**

The sector plan also requires that light fixtures in the walkable node areas be provided “generally not more than 30 feet on center.” (page 266) Conformance with this requirement will be evaluated at the time of DSP. While the sector plan does not specifically state that new fixtures have to match those adjoining, the Planning Board concurs with the City that they should, in order to maintain consistent character along these streets. The light fixtures to be provided will be evaluated at the time of DSP.

- e. Show on-site publicly accessible bike racks and/or an area reserved for micro- mobility share parking.**

As stated in the Trails finding of this resolution, the applicant is required to provide a minimum of two bicycle racks on-site, to be placed in locations convenient to the entrances to the buildings. While micromobility share parking should not be provided instead of bike racks, the applicant should consider providing this amenity in addition to the bike racks. The design of any micromobility share parking provided will be evaluated at the time of DSP.

- f. Incorporate gateway elements into the project’s architectural design and consider the scale of the surrounding existing and proposed developments regarding the height and massing of proposed buildings.**

The two subject parcels have the potential to act as the western gateway to Knox Road, a corridor that has seen considerable redevelopment. The height and massing of the proposed buildings will also need to consider surrounding development. The proposed buildings will be evaluated at the time of DSP for conformance with the building standards of the D-D-O Zone. Height and massing of the new buildings are reviewed with the DSP and harmony with the surrounding buildings should be evaluated at that time. The use of architecture that will enable the buildings to act as gateway features should also be reviewed at the time of DSP, though it is noted that the sector plan does not specifically call out the western end of Knox Road as a gateway location.

- 3. Prior to building permit approval, the Applicant shall demonstrate that the following adequate pedestrian and bikeway facilities, up to a cost cap of \$44,000, have been permitted for construction through the proper authority including an agreed-upon timetable for construction and completion:**

- a. Install a raised crosswalk on Knox Road to connect Building 1 at 4205 Knox Road to Building 2 at 4206 Knox Road, subject to permitting and approval of the City of College Park.**
- b. Widen the existing 4-foot sidewalk segment to 5 feet and upgrade existing ramp perpendicular to the northeast corner of Knox Road and Mowatt Lane/Guilford Drive, subject to permitting and approval of the City of College Park.**
- c. Install sharrow markings and “Bicycles May Use Full Lane” signs on Mowatt Lane northbound within the one-half-mile radius of the Applicant’s property and install bicycle lanes on Mowatt Lane southbound where it will fit, subject to permitting and/or approval of the University of Maryland and/or any other applicable regulatory authority.**
- d. Install two perpendicular ADA ramps on the east side of Mowatt Lane to connect the sidewalks opposite the driveway adjacent to the Mowatt Lane garage, subject to permitting and/or approval of the University of Maryland.**

Although it is condensed here into a list of four improvements rather than six, these are the same BPIS adequacy improvements required for adequacy, described in the Trails finding of this resolution. As stated in the condition of approval, each improvement shall have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency’s access permit process, and (c) an agreed-upon timetable for

construction and completion with the appropriate agency. The BPIS cost cap has been calculated to be \$43,974.49.

- 4. Prior to approval of the issuance of a demolition permit, all structures on the subject property shall be documented on a Maryland Inventory of Historic Properties form with a copy to Historic Preservation and City staff. The form shall include floor plans, representative interior and exterior photos of the dwellings, and exterior photographs of the outbuildings and signage.**

As described in the Historic Preservation finding of this resolution, the existing structures on the property shall be documented on a Maryland Inventory of Historic Properties form, to be reviewed by Historic Preservation staff. By way of this recommendation, the City is requesting that they be provided a copy of this form, and the Planning Board agrees that a copy should be provided.


BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Doerner, Geraldo and Hewlett voting in favor of the motion at its regular meeting held on Thursday, January 7, 2021, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 28th day of January 2021.

Elizabeth M. Hewlett  
Chairman

By   
Jessica Jones  
Planning Board Administrator

EMH:JJ:EDC:nz

APPROVED AS TO LEGAL SUFFICIENCY  
David S. Warner /s/  
M-NCPPC Legal Department  
Date: January 13, 2021

**AMENDED**  
**STATEMENT OF JUSTIFICATION**  
**DSP-20031**

APPLICANT/  
CONTRACT PURCHASER: York Acquisitions, LLC  
c/o Aspen Heights Partners  
8008 Corporate Center Drive, Suite 201  
Charlotte, North Carolina 28226

OWNERS: Realty Development LLC  
4206 Knox Road  
College Park, Maryland 20740

ATTORNEY/  
CORRESPONDENT: Matthew C. Tedesco, Esq.  
McNamee, Hosea, Jernigan, Kim, Greenan & Lynch, P.A.  
6411 Ivy Lane, Suite 200  
Greenbelt, Maryland 20770  
(301) 441-2420 Voice  
(301) 982-9450 Fax

CIVIL ENGINEER: Bohler Engineering  
Nicholas Speech, P.E.  
16701 Melford Blvd., Ste. 310  
Bowie, Maryland 20715  
(301) 809-4500 Voice

TRAFFIC ENGINEER: Lenhart Traffic Consulting, Inc.  
Michael Lenhart, P.E., PTOE  
645 Baltimore Annapolis Boulevard  
Suite 214  
Severna Park, Maryland 21146  
(410) 216-3333 Voice

ARCHITECT: BSB Design, Inc.  
Jeremy White  
1616 Camden Road, Suite 250  
Charlotte, North Carolina 28203  
(704) 786-2328 Voice

REQUEST: Detailed Site Plan pursuant to Section 27-285(b) of the  
Zoning Ordinance with requested modifications to the  
Development District Standards pursuant Section 27-



548.25(c) of the Zoning Ordinance in order to accommodate the development of a mixed-use multifamily student housing project (comprising two buildings) in the MUI/DDO Zone.

---

## I. DESCRIPTION OF PROPERTY

1. Addresses – 4205 and 4206 Knox Road, College Park, Maryland 20740.
2. Proposed Use – A total of 129 multifamily dwelling units (88 units in Building 1 and 41 units in Building 2) for student housing and approximately a total of 2,078 gross square feet of commercial/retail space (1,055 square feet in Building 1 and 1,025 square feet in Building 2) in two (2) buildings.
3. Election District – 21.
4. Lots – Lots 57, Block H and Parcel A, Block G.
5. Total Area – 0.846 acres (Lot 57 is 0.22 acres and Parcel A is 0.626 acres)
6. Tax Map & Grid – 33/B-3 and B-4.
7. Location – Located on the north (Building 1) and south (Building 2) side of Knox Road, at the intersection with Guilford Drive.
8. Zone – M-U-I & D-D-O
9. Overlay Zone – DDOZ within the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*
10. Zoning Map – 209NE04
11. Incorporated Area – College Park
12. Archived 2002 General Plan Tier – Developed
13. General Plan Growth Policy – Established Communities.

## II. NATURE OF REQUEST

York Acquisitions, LLC (hereinafter the “Applicant”) is requesting the approval of a Detailed Site Plan to construct a total of 129 multifamily dwellings for student housing and approximately 2,078 square feet of commercial/retail space in two (2) buildings as follows:

- Building 1: approximately 88 dwelling units and 1,055 square feet of commercial/retail space; and
- Building Two: approximately 41 dwelling units and 1,025 square feet of commercial/retail space.

In addition, the Applicant is requesting limited modifications to the Development District Standards contained in the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (hereinafter “Sector Plan”).

### III. APPLICANT’S PROPOSAL

The subject property is located at 4205 and 4206 Knox Road, College Park, Maryland 20740, which are currently improved with two multi-unit apartment buildings for student housing totaling 9,731 square feet of GFA. Based on property tax records, the property has been improved with this development and use since at least 1965. The existing structures will ultimately be razed. The total area of the property is 0.846 acres, and is known as Lot 57, Block H and Parcel A, Block G, of the Lord Calvert Manor Subdivision, as reflected on a plat recorded in Plat Book WWW 41 at Page 100. This Detailed Site Plan (DSP-20031) is being submitted to accommodate the development of 129 multifamily residential dwelling units (for student housing associated with the University of Maryland) and 2,080 square feet of commercial/retail space in two (2) buildings. Parking will be provided via a parking garage beneath Building One (4206 Knox Road). Modifications to the parking standards as well as other development standards are requested for Aspen - Maryland multifamily development. The requested amendments are discussed in Section VI of this statement.

It should be noted that the applicant is a national multifamily and student housing developer and manager headquartered in Austin, Texas with a billion dollar portfolio since being founded in 2006. Specifically, the applicant has been dedicated to the development of a unique and innovative platform with an emphasis on creative designs that connect with the community. The combination of quality construction and development with pioneering sales and marketing techniques, as well as world-class customer service for its residents, has enabled the applicant to build a strong track record within the multifamily and student housing sectors. Indeed, the applicant has thirty-four (34) different projects (including six (6)) that are currently under construction throughout the United States, which make up more than thirty (30) different markets.



## DESIGN FEATURES

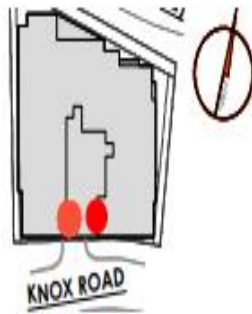
The site plan proposes one point of vehicular access from Knox Road into the garage for Building 1. The redevelopment of this site will create a mixed-use environment within the Walkable Node and Walkable Node (University) character area that will provide a total 129 multifamily student housing units located adjacent to the University of Maryland campus. The project is located on the north and south side of Knox Road, at the intersection with Guilford Drive and immediately adjacent to the University of Maryland to the north. For that reason, great detail, time, and expense have gone into the design development, material selection and forward-thinking building systems of the proposal submitted herewith. The project’s clean lines, simple forms, contemporary color and artistic style will become a cohesive part of the revitalized downtown College Park area. The building façades will contain a combination of sustainable materials such as brick veneer, hard-coat stucco, fiber cement siding, and metal siding. Building mounted signage is proposed on the southern façade of Building One at the pedestrian and garage entry and at the south east corner and on the northern façade at the pedestrian entry and north east corner of Building Two. Both structures will be strategically constructed using progressive technologies and precise manufacturing to maintain a sustainable and innovative base for our design.

The exterior character of both buildings includes a stunning contemporary palette of colors that pay homage to both the state and the university (sleek neutral tones with red brick at the base and touches of yellow and red throughout the design). The red brick will act to ground the buildings while the upper stories are presented above using a subtle gridded arrangement on the facades as a gesture to the geometries found in the terrapin shell as well as the Maryland state flag overlaid on the structural grid skeleton. Accent bands of light are provided to highlight the façade and canopies in an effort to elevate the experience during the day as well as evening. Building 1 and Building 2 both indicate a minimum of one (1) foot step back between the 8th and 9th residential levels. In addition to providing a façade step back, the building design for Building 1 purposefully and strategically utilizes a “U-shape” opening to Knox Road in order to provide more relief and activation along the street edge. Similarly, Building 2, although within the Walkable Node – University Character Area, has been designed with a “saw-tooth” façade along Knox Road in order to create both building relief and pedestrian activation zones (outdoor seating, landscaped areas, and entry plaza).

Locations for building murals are proposed as strategic elements occurring on both buildings to weave the community together and to celebrate the life and culture of the City of College Park, the University of Maryland, and the pride of Maryland heritage.



BUILDING 1 WEST MURAL



3 - BUILDING 2 MURAL



**MURAL - DESIGN :**

**TYPICAL MURAL DESIGN INTENT FOR ALL 3 MURAL LOCATIONS**  
 This image is meant to depict the basic design intent for the murals regarding color, theme, and content and is for illustrative representation only. The final draft for the murals may vary.

**1 - DIMENSIONS : 46'-0" X 9'-0"**

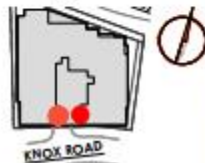
**2 - DIMENSIONS : 40'-0" X 14'-0"**



BUILDING 2 MURAL



BUILDING 1 WEST MURAL



**CONCEPT IMAGERY FOR MURAL:**



ABSTRACT INTERPRETATION OF UNIVERSITY MASCOT AND SCHOOL PRIDE

MC ESCHER ARTISTIC STYLE OF EVOLVING PATTERN MAKING



ABSTRACT INTERPRETATION OF MARYLAND FLAG COLORS

PROPOSED MURAL DESIGN THEME (ACTUAL FINAL ARTWORK TBD)

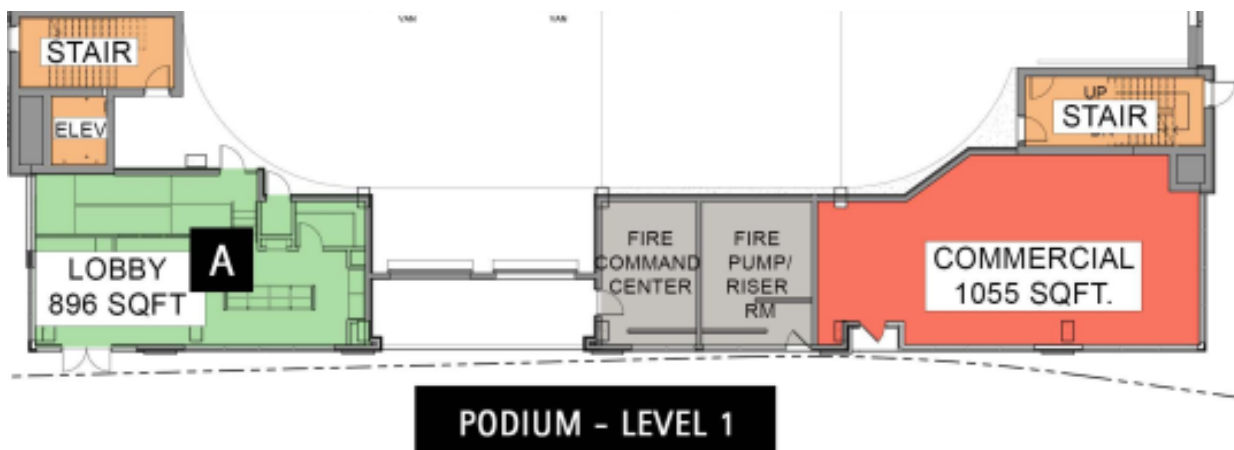
Combining the North and South parcels, there will be a new artistic life emerging that will revitalize and strengthen the Knox Road community. Through strategic mixed-use growth and artistic expression woven throughout, these two parcels will no longer be a dividing line, but a unifying element for decades to come.

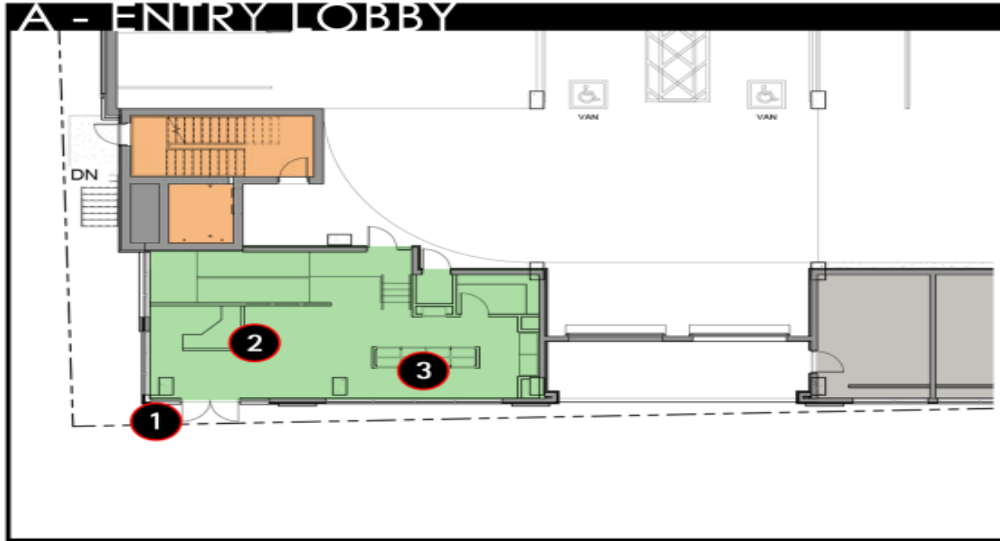
Project highlights include the following:

- Redevelopment of the last remaining – old and outdated student housing buildings on Knox Road with new modern development adjacent to the University of Maryland;
- Multiple indoor and outdoor amenity areas including, but not limited to, upscale residential lounges, contemporary clubhouse, state-of-the-art fitness center, and swimming pool with sun deck;
- Diverse floorplans with modern layout and in-demand unit finishes;
- Sleek and modern building elevations and design to revitalize and energize this portion of the Knox Road corridor;
- On-site management staff to provide best-in-class resident care and customer service;
- Premier security measures including access-controlled buildings, common areas, units, and bedrooms;
- Secured bike storage;
- Residential courtyard, fire table, bistro lighting and outdoor living areas;
- Study/Collaboration areas;
- 2,080 square feet of commercial/retail space; and
- Streetscape improvements to include upgraded sidewalks, pocket park and outdoor seating area for retail space.

Conceptual prospective and details of the private and public amenity spaces that are intended to be constructed concurrently with the construction of the building include the following:

**BUILDING ONE FIRST FLOOR RESIDENTIAL LOBBY AND COMMERCIAL/RETAIL SPACE**





1 ACCENTED CORNER

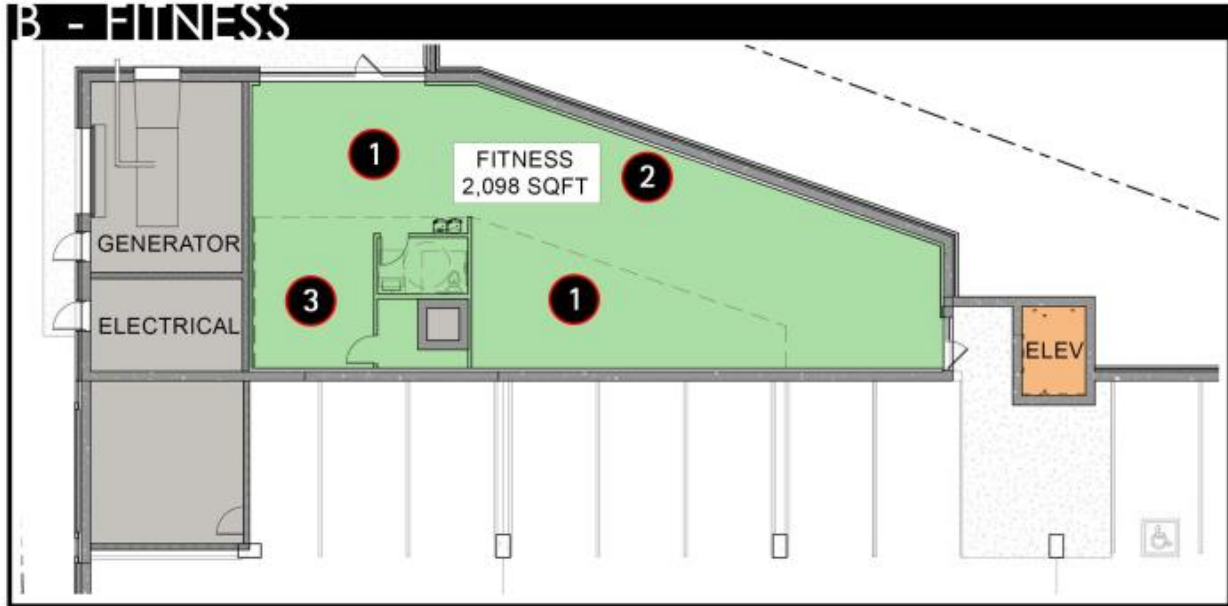


2 RECEPTION



3 MAIL/PACKAGE

BUILDING ONE GYM / FITNESS CENTER (AMENITY)



Above the structured parking, there will be a dedicated Fitness Facility on the Lehigh Road side (approximately 2,098 SF) with Cardio, Weights, Equipment, and Stretching.

- 1 EQUIPMENT**
  - FREE WEIGHTS
  - LEG CURL, PRESS AND EXTENSION
  - LATERAL PULL DOWN
  - MULTI-FUNCTION TRAINER
  - BENCHES
  - TIRE FLIP
- 2 CARDIO**
  - TREADMILLS
  - ELLIPTICALS
  - STAIR CLIMBER
  - UPRIGHT BIKES
  - RECUMBENT BIKES
  - ROW MACHINE
- 3 FLEXIBLE FITNESS**
  - YOGA
  - FITNESS ON DEMAND
  - MEDICINE BALLS
  - STRETCH MATS
  - BALLET BAR



**1** EQUIPMENT

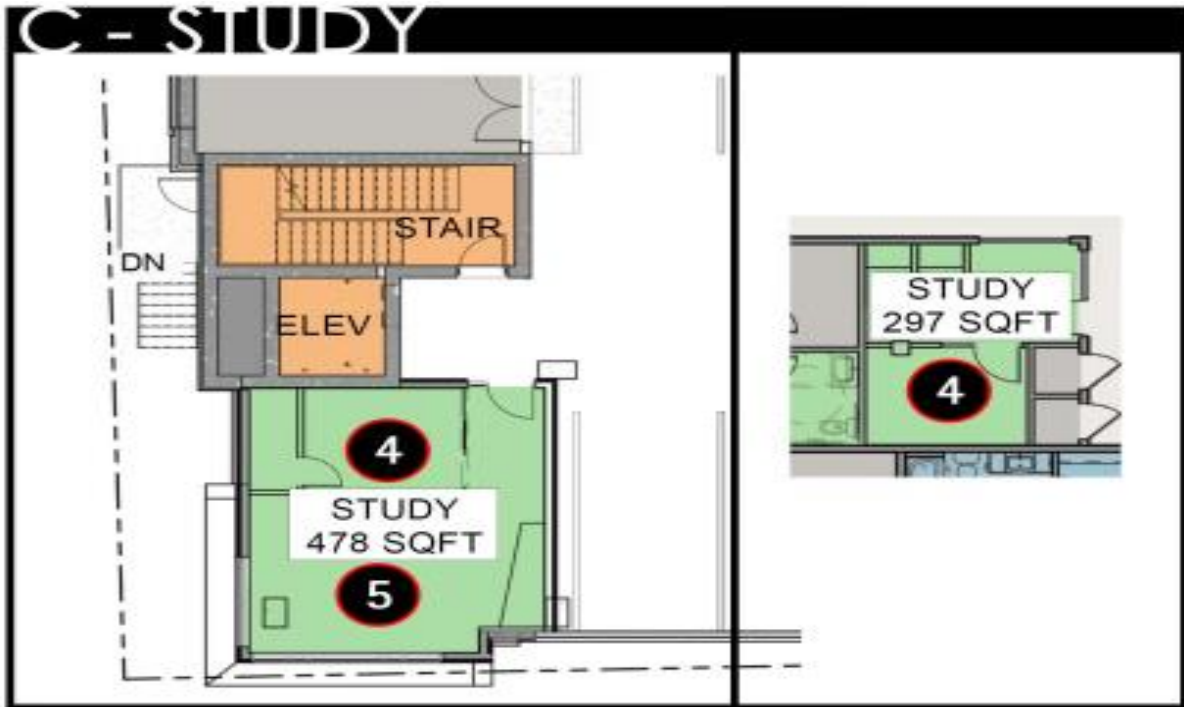


**2** CARDIO



**3** FLEXIBLE FITNESS

BUILDING ONE STUDY/COLLABORATION AREA



- 5 COMPUTER**
- COMPUTER STATIONS
  - PRINTER
  - LOUNGE SEATING WITH LAPTOP TABLES

- 4 COLLAB ROOM**
- TV
  - CONFERENCE TABLE WITH POWER
  - DRY-ERASE BOARD



**5** COMPUTER



**4** COLLAB ROOM

BUILDING ONE LEASING & LOUNGE AREA





**1 LEASING CENTER**



**5 BISTRO**

- 1 LEASING CENTER**
  - OFFICES
  - COLLABORATION TABLE
  - WORKROOM
  - LEASING LOUNGE
  - TV
  - RESTROOMS
- 2 COMMUNITY TABLE**
  - DUAL HEIGHT
  - INTEGRATED POWER
- 3 LOUNGE**
  - SOFT SEATING
  - TABLES AND CHAIRS
  - TV
  - ACCENT FURNITURE
- 4 BUILT-INS**
  - SPACE DIVIDER
  - BANQUETTE WITH INTEGRATED POWER
- 5 BISTRO**
  - COFFEE BREWER
  - UNDER-COUNTER FRIDGE
  - SINK
  - TABLES AND CHAIRS
  - STORAGE



**2 COMMUNITY TABLE**



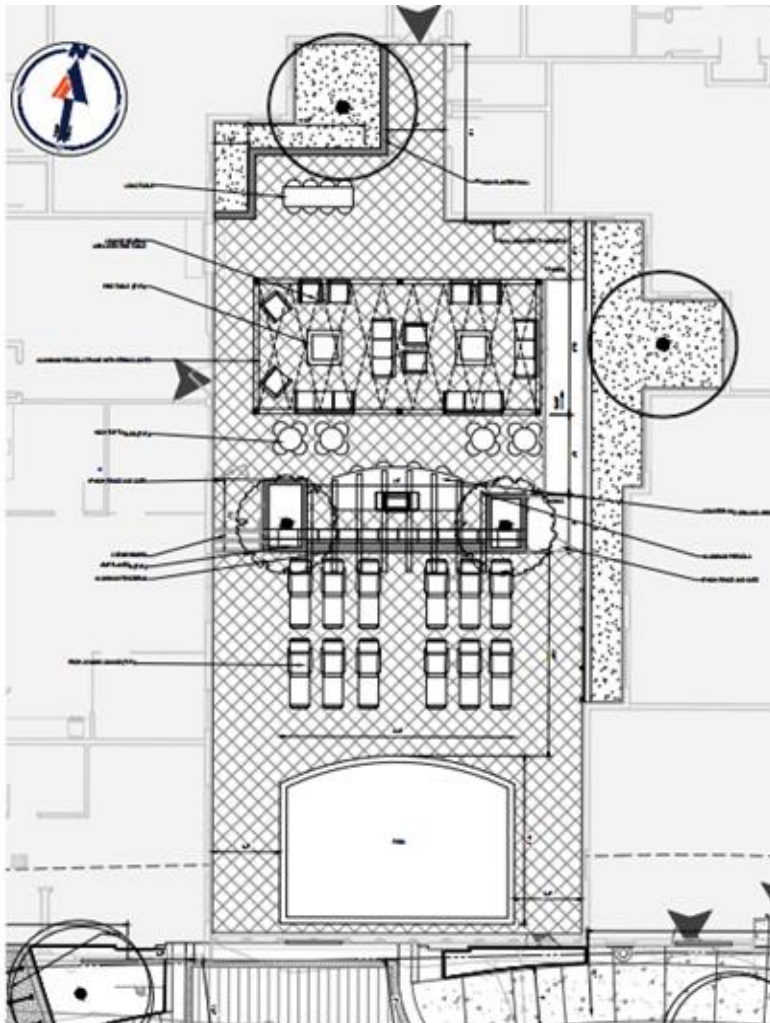
**3 LOUNGE**



**4 BUILT-IN DIVIDER**

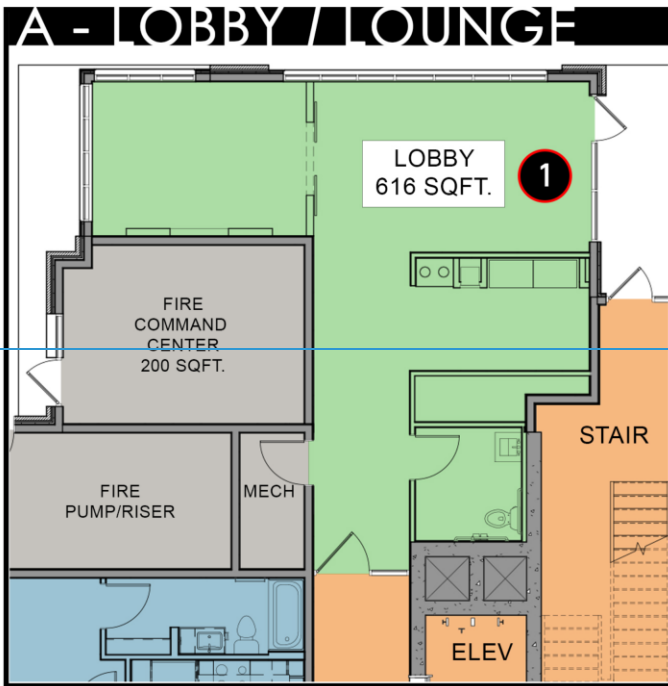
Only a couple floors up from the Residential Lobby, the elevator will open to a Residential Lounge area (approximately 2,328 SF) that will provide a Café/Bistro areas as well as a dedicated Study/Collaboration Area, which will be adjacent to the Residential Courtyard (approximately 2,300 sf) with private pool, fire table, Bistro lighting and outdoor living area for

both buildings to enjoy. A perforated mesh railing will separate the pool and pool seating area from the rest of the Courtyard.

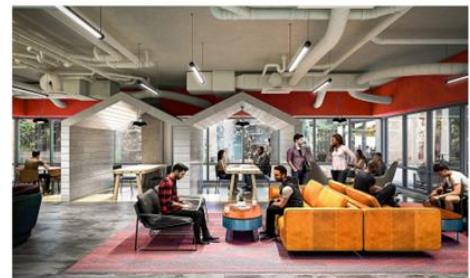




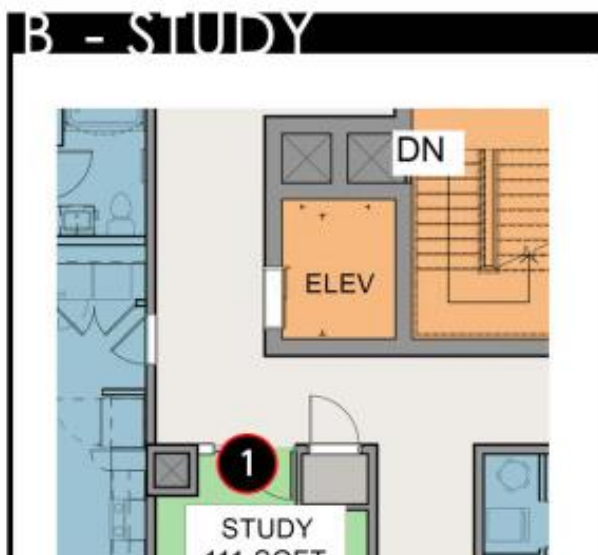
**BUILDING TWO RESIDENTIAL LOBBY / LOUNGE / STUDY/COLLABORATION AREAS**



- 1 LOBBY / OPEN STUDY**
- LOUNGE SEATING
  - TABLES AND CHAIRS
  - STUDY ROOM
  - MAIL ROOM



**1** LOBBY / OPEN STUDY



- 1 COLLAB ROOM**
- COMPUTER STATION
  - SOFT SEATING WITH LAPTOP TABLES
  - DRY-ERASE BOARD

2



**1** STUDY

Study Rooms located on each Residential Floor.

Perspectives of the proposed development are as follows:



View looking northeast from the intersection of Knox Road and Guildford Drive. Building 1 is on the left and Building 2 is on the right.



View looking southeast from the intersection of Knox Road and Guilford Drive. Building 1 is on the left and Building 2 is on the right.



View looking south on Knox Road. Building 1 is on the right and building 2 is on the left.



View looking southwest from Lehigh Road (Building 1).

#### IV. COMMUNITY

The subject property is located in Planning Area 66, Councilmanic District 3, within the City of College Park. More specifically, the site is located on the north and south side of Knox Road, at the intersection with Guilford Drive. The property is located in the Mixed Use-Infill (“M-U-I”) Zone and is subject to the Development District Overlay (“D-D-O”) Zone standards found in the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (“Central US 1 Corridor Sector Plan and SMA” or “Sector Plan”), and is further located in the Walkable Node (Building 1) and the Walkable Node University (Building 2) Character Areas.

The subject property is surrounded by the following uses:

*North:* Lands owned by the University of Maryland in the R-R Zone.

*South:* Knox Road and Guilford Drive, and beyond, student housing apartments and the Hope Evangel Lutheran Church of College Park in the M-U-I/D-D-O and R-55 Zones, respectively.

*East:* Student housing apartments in the M-U-I Zone. (Note, Building 1 is adjacent to property that is the subject of DSP-19054, The Hub; and Building 2 is adjacent to property that is the subject of DSP-13025, Terrapin ROW).

*West:* Student housing in the R-55 Zone owned by the University of Maryland

Indeed, the 2010 *Central US 1 Corridor Sector Plan and SMA* rezoned the subject property from the R-18 Zone to the M-U-I Zone (SMA Change No. 13) 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.” The requested DSP is in fulfillment of this recommendation, as this DSP capitalizes on the location of the property being contiguous to the University of Maryland campus. The applicant’s design for Building 1 includes a pedestrian access that connects to Lehigh Road, facilitating immediate pedestrian accessibility for the residents of Aspen - Maryland to the campus. The varying grades along Lehigh Road allow for multiple entry points along the north side of Building 1 allowing access to Fitness, Bike Parking, Vehicular Parking, as well as the Residential Elevator serving all levels for easy access for all Private Residents. The Pedestrian experience continues to the Knox Road frontages for both Building One and Two as they both provide Residential and Retail opportunities that allow for an urban edge to actively engages the topography of the site in a way that reflects the hierarchy of the architectural program by giving prominence to the pedestrian experience while also complimenting the use of the surrounding midrise residential developments. The main pedestrian entrance to the residential and retail areas for both buildings includes a large canopy as well as hardscape and landscape designed for outdoor seating, plantings, and engagement along the street edge, all while being located in close proximity to the existing Terrapin Row walkway and crosswalk, enhancing an activity zone. The sidewalk and adjacent landscape areas compliment the surrounding buildings and create an improved walkability factor by only allowing one curb cut while eliminating two existing curb cuts to create a more continuous sidewalk. Decorative pavers have been added to the building entrance areas and plaza areas.

V. GENERAL CRITERIA FOR DSP APPROVAL

**Section 27-285. Planning Board Procedures.**

**(b) Required findings.**

- (1) The Planning Board may approve a Detailed Site Plan if it finds that the plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;**

COMMENT: The plan does represent a reasonable alternative for satisfying the site design guidelines. The site design guidelines are found in the Sector Plan, the intent of which is to regulate the design and character of the Central US 1 Corridor. “The purpose of these standards is to shape high-quality public spaces with buildings and other physical features to create a strong sense of place for College Park and the University of Maryland, consistent with the land use and urban design recommendations of the Sector Plan.” (Sector Plan at p. 227). These standards “are intended as a supplement to the existing zoning regulations for the Central US 1 Corridor.” (*Id.*). “All new development and redevelopment of existing structures within the

DDOZ shall comply with the development district standards and the general intent and goals of the US 1 Corridor Sector Plan.” (*Id.* at p. 223).

## VI. D-D-O ZONE REQUIREMENTS

The Sector Plan defines long-range land use and development policies, detailed zoning changes, design standards, and a Development District Overlay (D-D-O) Zone for the US 1 Corridor area. The land use concept of the sector plan divides the corridor into four inter-related areas consisting of: walkable nodes, corridor infill, existing neighborhoods, and natural areas, for the purpose of examining issues and opportunities and formulating recommendations. Detailed recommendations are provided for in six distinct areas within the sector plan: Downtown College Park, the University of Maryland, Midtown, Uptown, Autoville and Cherry Hill Road, and the Hollywood Commercial District. The overall vision for the Central US 1 Corridor is a vibrant hub of activity highlighted by walkable concentrations of pedestrian and transit-oriented mixed-use development, the integration of the natural and built environments, extensive use of sustainable design techniques, thriving residential communities, a complete and balanced transportation network, and a world-class educational institution.

The sector plan recommends mixed use residential land uses for the subject property (*see* Map 8, page 60). These land uses are described on page 57 of the Sector Plan. The walkable node character area consists of higher-density mixed-use, buildings that accommodate retail, offices, row houses, and apartments, with emphasis on nonresidential land uses, particularly on the ground level. The proposed development of approximately 129 multifamily dwellings for student housing and approximately 2,080 square feet of commercial/retail space (envisioned as an eating or drinking establishment) in two buildings is in conformance with the land use recommendations of the Sector Plan. Moreover, the subject property is within the M-U-I Zone, which permits mixed-use multifamily residential dwellings units and commercial/retail uses, by right. Moreover, and pursuant to Section 27-546.18(b), since a mix of residential and commercial uses are proposed in each building on each lot or parcel, the approved site plan will set out the regulations to be followed. This results in needed flexibility in density and other regulations not specifically covered by the Sector Plan, which facilitates redevelopment that is responsive to the Sector Plan and the reasons why the property was placed in the M-U-I Zone.

The proposed development is located in the Walkable Node (Building 1) and Walkable Node (University) (Building 2) Character Area, as shown on the diagram on page 61 of the Sector Plan, and on Map 27 on page 230. As mentioned previously, the Walkable Node and Walkable Node (University) Character Area consists of higher-density mixed-use, buildings that accommodate retail, offices, row houses, and apartments, with emphasis on nonresidential land uses, particularly on the ground level. The applicant contends, and despite any requested modifications that are necessary to facilitate the development, that the proposed development is in substantial conformance with the intent of the Walkable Node and Walkable Node (University) areas to serve as a transition from the University of Maryland campus. Moreover, the proposed development not only serves as a transition from the University of Maryland to the surrounding existing student housing, and beyond to the commercial uses to the east and southeast, but also helps to ensure consistency in size, scale, and context with the surrounding development. Indeed, the proposed buildings compliment the use of the surrounding midrise



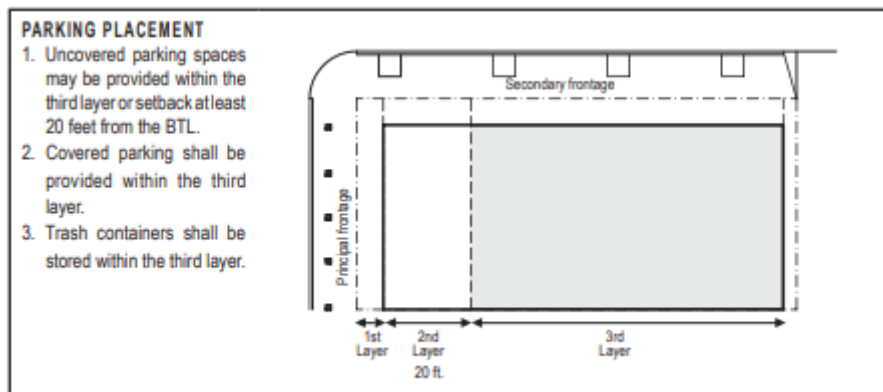
residential developments and proposed high-rise developments. The design actively engages with the topography of the site in a way that reflects the hierarchy of the architectural program by giving prominence to the pedestrian experience.

In addition to the general criteria outlined above, additional findings for a Detailed Site Plan in the Development District Overlay Zone are set forth in Section 27-548.25(b) of the Zoning Ordinance. That section provides that in order to approve a DSP in the D-D-O Zone, the Planning Board must find that the site plan meets applicable development district standards. However, Section 27-548.25(c) provides that an applicant may request, and the Planning Board may apply, development standards that differ from the D-D-O Standards so long as the “alternate D-D-O Standards will benefit the development and the Development District, and will not substantially impair implementation of the . . . Sector Plan.” (Emphasis added). In essence, unless there is a *substantial impairment*, which is a very high standard, the alternate D-D-O Standard(s) needed to facilitate the development and the District will be deemed to be in conformance with the intent of the character area; and thereby, is in conformance with the Sector Plan.

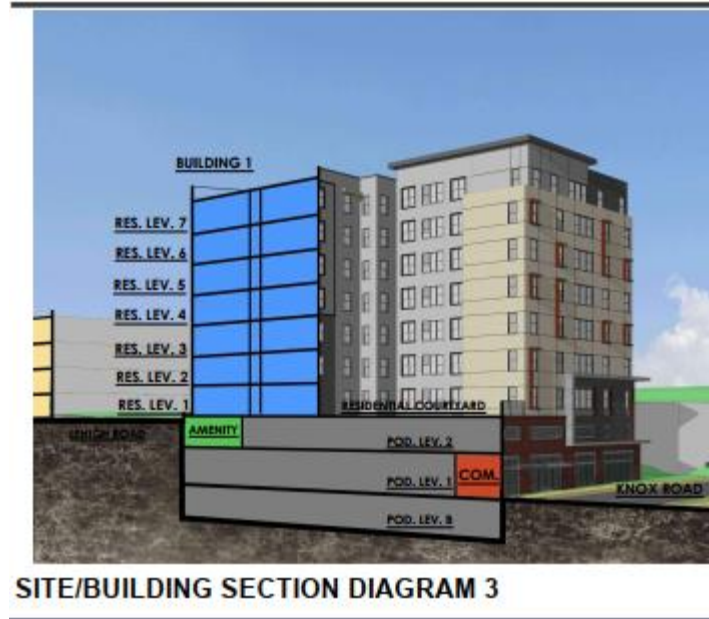
The submitted application and the justification materials provide the basis needed to deviate from a limited number of development district standards in order to accommodate the proposed development on the subject property. These modifications to applicable standards are discussed as follows (all page numbers reference the sector plan) and, unless otherwise requested below, and as depicted on Sheet A-2, the DDO standards are met:

## WALKABLE NODE

### - Parking Placement



COMMENT: In the abundance of caution, the applicant is requesting a modification to the standard since the covered parking (which is covered, internal structured parking, and comprises of underground and podium parking) is technically, at the second podium level, in the second layer.



**SITE/BUILDING SECTION DIAGRAM 3**

Within the Walkable Node Character Area, covered parking shall be provided in the third layer (minimum 20 feet from the building face). The applicant requests a modification to allow a portion of the proposed parking to be located within the second layer of the building, with the majority of parking provided in the third layer. The covered parking is not a stand-alone parking structure, but rather integrated into the building's design. The parking is fronted by the residential lobby and retail at the street level portion of the building (i.e., podium level 1), but at podium level 2 has five (5) spaces in the second layer that are directly behind the front wall. See below:



The proposed design seeks to accommodate the quantity of parking and mix of uses required by the standards. This amendment will benefit the development and the development district by allowing this property to provide sufficient parking and will not substantially impair

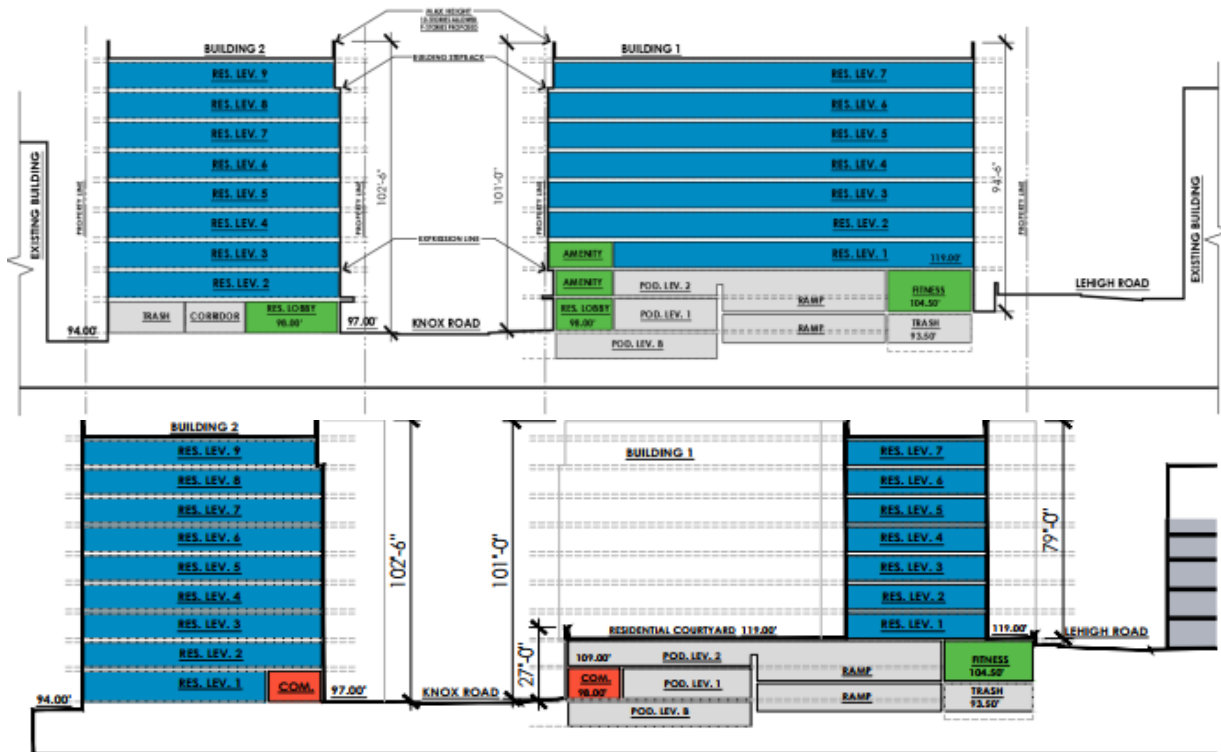
implementation of the sector plan, since the street level podium (i.e., podium 1) adheres to the standard, and the building design and architecture treatment at podium level 2 satisfies the purpose and intent of the standard by ensuring that no covered parking spaces are visible from the principal frontage, as depicted below:



## **BUILDING FORM**

### **- Building Height – Walkable Node (Page 234) (Building One)**

COMMENT: The Walkable Node Character Area provides that the principal building height shall be a maximum of 6 stories and a minimum of 2 stories. An amendment/modification to this development standard is requested. Nine (9) stories are proposed (the actual building height is 101'-6" at the Knox Road frontage and 79'-0" at the Lehigh Road frontage). Moreover, the building's massing is designed to reflect its surroundings, and are not out of character. Below is a view depicting the cross section between the developments on the north side of the subject property, with the proposed building to demonstrate how this development is compatible with the existing development on Lehigh Road.

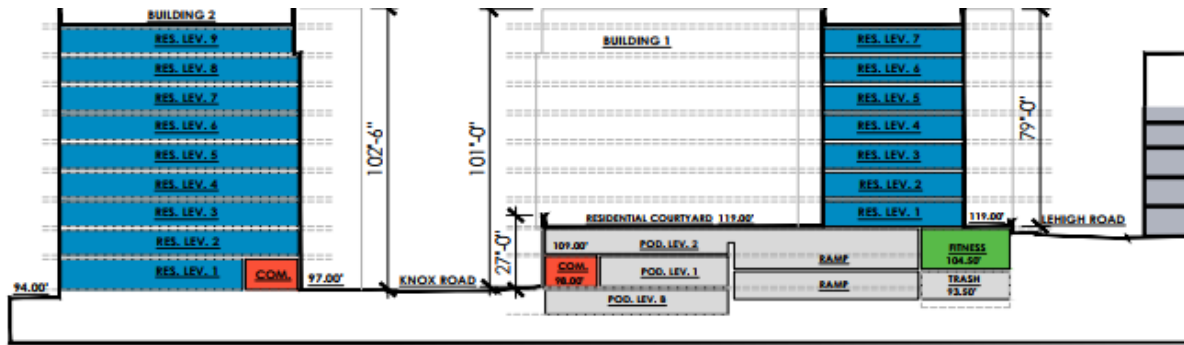


Specifically, the proposed building complements the use of the surrounding midrise residential developments and proposed high-rise development. The design actively engages with the topography of the site in a way that reflects the hierarchy of the architectural program by giving prominence to the pedestrian experience. The main pedestrian entrance to the residential and retail areas includes a large canopy and is located in close proximity to the existing Terrapin Row walkway and crosswalk, enhancing an activity zone. This Activity Zone is further accentuated by the physical balance along the Knox Road frontage created by both Buildings rising to a 9-story height, forming a much stronger Urban Edge than if they were varying heights per zoning limits. The sidewalk and adjacent landscape areas compliment the surrounding buildings and create an improved walkability factor with the elimination of two existing curb cuts, creating a more continuous sidewalk. The varying grades along Lehigh Road allow for multiple entry points along the north side of Building One allowing access to Fitness, Bike Parking, Vehicular Parking, as well as the Residential Elevator serving all levels for easy access for all Private Residents as they go back and forth from campus to the north.

Moreover, and as mentioned, this portion of the subject property (for Building 1) is contiguous to the University of Maryland campus, yet, oddly, the property was not placed in the Walkable Node (University) (“WNU”) Character Area of the Sector Plan. This is confounding, especially considering the fact that the property on the south side of Knox Road (i.e., Building 2) was placed in the WNU Character Area – despite the fact that this property is not contiguous to the University of Maryland campus.



It is illogical why property which is contiguous with the University of Maryland campus, was placed in the WN Character Area and not the WNU Character, while property on the south side of Knox Road – not contiguous with the University of Maryland was placed in the WNU Character Area. This is relevant to the applicant’s request for a height modification since the WNU Character Area allows up to 10 stories compared to the WN Character Area, which only allows 6 stories. The applicant contends that its requested height modification, to allow Building 1 to be 9 stories, will not substantially impair the Sector Plan, since the property is contiguous with the University of Maryland campus, and should be in the WNU Character Area. Indeed, given that property on the south side of Knox Road was placed in the WNU Character Area despite it not being contiguous with the University was a mistake. In other words, the sector plan, as adopted, as you move south from the campus across Knox Road and across Guildford Road, allows 6 stories (WN), then 10 stories (WNU), back down to 4 stories (CI). This is confounding. Instead, and given the grades and the existing development on the University of Maryland side, allowing the modification requested herein not only ensures higher density where the Sector Plan desires it, at the doorstep of the University, but it will also create a more cohesive roof line of buildings as you move south, instead of the up and down effect that would otherwise be required by the differing character areas. Since Building 2 is in the WNU and is also proposed to be 9 stories, which does not require a modification to the standard, the applicant contends that restricting the height of Building 1 to 6 stories will create an imbalanced corridor given the topography, existing development, and view sheds at the intersection of Knox Road and Guilford Drive. That is, as depicted below, as proposed, both Buildings 1 and 2 create balance and symmetry for the corridor.



Moreover, and as depicted above and in the DSP plan sheets, the applicant is proposing a step-back in the building architecture at the eighth floor, as recommended in the Sector Plan at page 237. This further reduces the massing of the building and justifies the requested modification for Building One.

Finally, it is worth noting that the University of Maryland is supportive of this type of modification to the height restriction. The University believes students should live close to campus. One cannot get closer to campus than Aspen - Maryland. Basic tenets of smart growth are curbing urban sprawl and encouraging sustainability. The University has a goal of carbon neutrality by the Year 2050. One way to achieve that important goal is to increase the access and appeal of the campus for pedestrians. Providing the most student housing in the best, most pedestrian-friendly locations, advances this goal.

For these reasons, and given the sufficient modification made to the building elevations to provide a step-back at level 7 along with the changes in the building materials at levels 8 and 9, the applicant contends that the requested modification will benefit the development and the Development District, and will not substantially impair implementation of the Sector Plan.

**- Step-back Transitions and Landscape Buffers (Page 238)**

COMMENT: The Walkable Node and Walkable Node (University) Character Area provides that where the proposed development is across the street from existing residential there should be step-back transitions and buffers. However, this proposed development is for multifamily student housing, and the existing residential development bordering the property on the south and east is also multifamily student housing. Indeed, the WN and WNU Character area consists of higher-density mixed-use, buildings that accommodate retail, offices, row houses, and apartments, with emphasis on nonresidential land uses, particularly on the ground level. That is precisely what exists on the adjacent developed properties. For that reason, the applicant contends that the requested amendment from this requirement should be approved, as it does not substantially impair the implementation of the Sector Plan or the District.

**- Parking (Page 239) (Building One and Building Two)**

COMMENT: The number of parking spaces required in the Sector Plan area is specified and any deviation from the standard requires a modification of the development district standard. The

number of required parking spaces within the Walkable Node and Walkable Node (University) Character Area for a mixed-use residential project is 1.2 shared parking factor. Based on the proposed uses, the required number of parking spaces for this development is 113 total spaces. The applicant is proposing a total of 99 parking spaces within a subterranean parking garage in Buildings One, which are 14 spaces short of the requirement. Therefore, the applicant is requesting a modification to the development district standard to allow the proposed number of parking (i.e., 99 total parking spaces).

Although the applicant's proposed parking is less than that which is required, the parking garage(s) have been designed to provide safe and efficient vehicular and pedestrian circulation within the site – with parking spaces designed within an integrated parking garage to be located under the use that it serves. It must be noted that the total bicycle parking spaces required for this development is 44 spaces. However, the applicant is providing 130 total bicycle parking spaces, which is 86 spaces over the requirement. The internal bicycle parking spaces will be in a secured (accessed only by key fob for residents) room, and all corridors will be monitored by security cameras. In addition, the applicant recently revised the DSP to include exterior bike racks in close proximity to the building entrances – in the plaza areas of both buildings. These additional exterior bike racks will accommodate a total of 10 additional bike parking spaces. Further, given the close proximity to the University of Maryland Campus and the site's location within downtown College Park (including the City's parking garage on Knox Road), the applicant contends that the location of the property lends itself to pedestrian walkable routes, and providing less vehicular parking and more bicycle spaces is more practical – especially given the pedestrian access connecting the development to Lehigh Road. Simply put, a use that provides less parking in the Walkable Node and Walkable Node (University) Character Area than that which is required should be encouraged and not discouraged, as the same encourages pedestrian activity and alternate modes of transportation including ride share (e.g., Lyft, Uber, bike share, and scooters). Students today, unlike when the Sector Plan was adopted ten years ago, simply do not rely on cars like they once did. Given the location of the subject property is contiguous with the University of Maryland campus and is within walking distance to existing infill commercial areas along Baltimore Avenue, the applicant contends that the modification to deviate from the required number of parking is warranted, and it will not substantially impair the Sector Plan or development.

Finally, it must be noted that the University of Maryland supports and encourages this type of modification to the parking standard. Another related sustainability goal of the University is to encourage the use of transportation other than personal automobiles. To that end, the University thinks parking should be kept to a minimum. The University's robust bus shuttle service and their joint bike share program with the City of College Park encourages and allows transportation options other than automobiles. A mere stone's throw away from the Aspen – Maryland site, Bozzuto Development and Willard Retail are under construction of a mixed use project that will include 61,000 square feet of new retail that will include grocery and restaurant options, further enhancing the walkability of Aspen - Maryland.

For these reasons, the applicant contends that the requested modification will benefit the development and the Development District, and will not substantially impair implementation of the Sector Plan.



- **Structured Parking (Page 243)**

COMMENT: The applicant is requesting a modification to this development standard. The Sector Plan states that “parking structures shall be set back a minimum of 50 feet from the property lined of all adjacent thoroughfares.” The garage is the lower three levels of the Building One. The building is setback 10 feet from the north property line (Lehigh Road), 4 feet from the west property line, 1 foot from the south property line (Knox Road), and 5 feet from the ease property line, in conformance with building placement standards. The property consists of only 0.626 acre, and varies in depth from approximately 130 feet to 180 feet, so the strict application of the 50 foot setback for structured parking would render this property undevelopable. Such an outcome would contradict the purpose of placing the property in the M-U-I Zone through the SMA. Simply stated, it is not feasible to comply with this particular standard under these circumstances. Therefore, the applicant requests an amendment to this requirement, as it will not substantially impair the implementation of the Sector Plan.

**ARCHITECTURAL ELEMENTS**

- **Signage (Page 254-255) (Building One and Building Two)**

COMMENT: The applicant does not believe that a modification to this standard is required, but is including in its requested modifications in the abundance of caution. The Sector Plan states that “Signs shall be externally lit from the front with a full-spectrum source. Internal and backlighting are permitted as an exception only for individual letters or numbers, such as for channel letter signage (panelized backlighting and box lighting fixtures are prohibited). The proposed signage located at the top of the southeast corner of Building 1 and the north elevation of Building 2 is proposed to be internally illuminated with LED lights, but will be channel lettering, which is permitted to be internally illuminated. The applicant contends that in order for this sign to be viewed from this distance, it must be internally lit. The design, however, complies with the allowance to be internally illuminated, as the sign design utilizes channel letters.



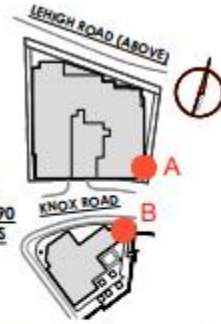
**SIGNAGE**

**SIDE 3" DEEP**

**-SIGN A4**  
**QUANTITY : 2**  
**DIMENSIONS : 33'-0" X 3'-0"**  
**3" DEEP ALUMINUM RETURNS**  
**1" TRIM CAP WITH WHITE ACRYLIC FACES**  
**RETURNS AND TRIM CAP TO MATCH SW6990**  
**INTERNALLY ILLUMINATED WITH WHITE LEDS**  
**SIGN TYPE :**  
**FACE ILLUMINATED CHANNEL LETTERS -**  
**ARIAL BOLD FONT**

**SW6990**

**FRONT 33'-0" X 2'-9"**  
**AREA 91 SF**



**-SIGN A3**  
**QUANTITY : 1**  
**DIMENSIONS : 6'-7" X 1'-0" /**  
**3" DEEP ALUMINUM RETURNS**  
**1" TRIM CAP WITH WHITE ACRYLIC FACES**  
**RETURNS AND TRIM CAP TO MATCH SW6990**  
**INTERNALLY ILLUMINATED WITH WHITE LEDS**  
**SIGN TYPE :**  
**FACE ILLUMINATED CHANNEL LETTERS - ARIAL BOLD FONT**

**SW6990**

**PARKING**

**FRONT 6'-6" X 1'-0" / AREA 6.5 SF**

**SIDE 3" DEEP**



2 - BLD. 1 - RESIDENTIAL LOBBY ENTRANCE



4 - BLD. 2 - COMMERCIAL LOBBY ENTRANCE

**-SIGN A2**  
**QUANTITY : 4**  
**DIMENSIONS : 11'-0" X 1'-0" /**  
**3" DEEP ALUMINUM RETURNS**  
**1" TRIM CAP WITH WHITE ACRYLIC FACES**  
**RETURNS AND TRIM CAP TO MATCH**  
**SW6990**  
**INTERNALLY ILLUMINATED WITH WHITE LEDS**  
**SIGN TYPE :**  
**FACE ILLUMINATED CHANNEL LETTERS -**  
**ARIAL BOLD FONT**

**SW6990**



1 - BLD. 1 - COMMERCIAL LOBBY ENTRANCE



3 - BLD. 2 - RESIDENTIAL LOBBY ENTRANCE

**SIGNAGE**

**FRONT 11'-0" X 1'-0"**  
**AREA 11 SF**

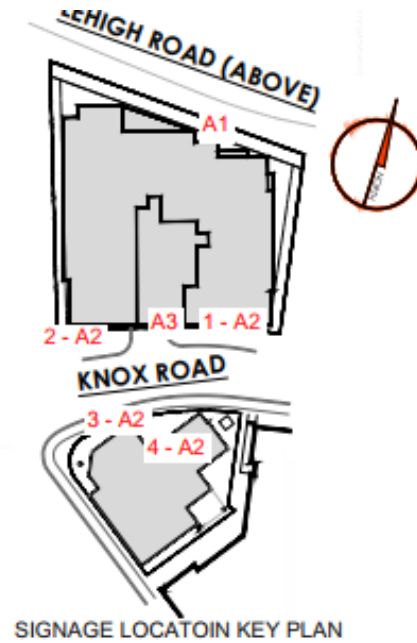
**SIDE 3" DEEP**

-SIGN A1  
 QUANTITY : 2  
 DIMENSIONS : 6'-0" X 1'-0" /  
 3" DEEP ALUMINUM RETURNS  
 1" TRIM CAP WITH WHITE ACRYLIC FACES  
 RETURNS AND TRIM CAP TO MATCH SW6990  
 INTERNALLY ILLUMINATED WITH WHITE LEDS



SIGN TYPE:  
 FACE ILLUMINATED CHANNEL LETTERS - ARIAL BOLD FONT

**SIGN**  
 FRONT 6'-0" X 1'-0"    SIDE 3" DEEP  
 AREA 6 SF



SIGNAGE LOCATOIN KEY PLAN

Moreover, the allowable signage area is met, as follows:

SIGNAGE ORDINANCE REQUIREMENTS	
<b>BUILDING 1:</b> <b>KNOX ROAD</b> SF ALLOWED: 228SF (10% COMMERCIAL SF) SF PROPOSED: 120 SF <b>TOTAL PAINTED MURAL SF: 1000 SF ( ALLOWED TO EXCEED 10% COMMERCIAL SF)</b>	<b>BUILDING 2:</b> <b>KNOX ROAD</b> SF ALLOWED: 174 SF SF PROPOSED: 126 SF <b>TOTAL PAINTED MURAL SF: 740SF (ALLOWED TO EXCEED 10% COMMERCIAL SF)</b>
<b>LEHIGH ROAD</b> SF ALLOWED: 118 SF SF PROPOSED: 6 SF	

## SUSTAINABILITY AND THE ENVIRONMENT

### - LEED Certification (page 256)

COMMENT: Within Walkable Nodes, all development shall obtain a minimum of silver certification in one of the applicable LEED rating systems. Although the Applicant does not intend to pursue LEED certification, it does intend to meet the certification criteria of the National Green Building Standard (NGBS) at the silver level. As previously determined by the Planning Board, in general, both NGBS and LEED are green building rating systems that set standards and scoring criteria for evaluating energy performance measures associated with the construction and operation of new, or renovated buildings.

The Planning Board has previously determined that while there are some differences, both ranking programs require evaluation of similar building systems and design features to determine efficiency levels and apply a score. Although the Applicant will seek NGBS certification, this development standards specifically requires LEED certification only. Thus, the

applicant is requesting a modification to this standard to allow NGBS silver certification instead of LEED. The applicant contends that this amendment will benefit the development and the development district by providing green design techniques and will not substantially impair implementation of the Sector Plan. The applicant will provide an NGBS matrix and documentation that it is equal to the LEED silver certification.

Regardless of the requested modification, the applicant's design, as illustrated on the Architectural Plans, includes a unique and iconic design that provides exterior and architectural façades being comprised of high quality and attractive materials that include glass, brick, and metal. The building design, with enhanced details of all of the building materials, will provide a variety of building forms with a unified, harmonious use of materials and styles. Masonry and fiber cement systems are the primary building material for both buildings, as encouraged in the DDO. A metal panel system is used to compliment the brick. The metal panels are expressed with steel channels running horizontally at level lines. Architectural grade metal framed window wall systems make up the fenestration of the façade. Further, although certain details have not yet been finalized, the applicant's development satisfies various LEED checklist items including:

- Infill development that takes advantage of existing infrastructure and the site location to basic community services including public transportation;
- Programmable Thermostats;
- Energy-Efficient Lighting with LED Bulbs;
- Donation of Unused Materials;
- Low-E Glazing Windows;
- Low VOC (Volatile Organic Compounds) Paints;
- Energy-Efficient Appliances and Heating and Cooling;
- Environmentally-Friendly Refrigerant;
- Accessible Bike Storage;
- Low-Flow Water Fixtures;
- Pedestrian Focused Development;
- Online Paperless Leasing;
- Recycling Programs;
- Corporate Participation in Green Causes;
- Donation of Items Left by Residents.

## VII. PURPOSES OF DETAILED SITE PLANS

The purposes of a detailed site plan (DSP) are provided in Section 27-281(b) and (c) of the Zoning Ordinance, and as follows:

### **(b) General purposes.**

#### **(1) The general purposes of Detailed Site Plans are:**

**(A) To provide for development in accordance with the principles for the orderly, planned, efficient, and economical development contained in the General Plan, Master Plan or other approved plans;**

**(B) To help fulfill the purposes of the zone in which the land is located; (C) To provide for development in accordance with the site design guidelines established in this Division; and (D) To provide approval procedures that are easy to understand and consistent for all types of Detailed Site Plans.**

COMMENT: The US 1 Corridor Sector Plan and Sectional Map Amendment rezoned the subject property from the R-18 Zone to the M-U-I Zone (Change Number 13) 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 notes. 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.” The requested DSP is in fulfillment of this recommendation, as this DSP capitalizes on the location of the property in proximity to the University of Maryland campus. The applicant’s design includes a pedestrian connection that connects the north side of the subject property directly with Lehigh Road, facilitating immediate pedestrian accessibility for the residents of Aspen - Maryland to the campus. Thus, while the south side of Building 1 will create an urban edge on the north side of Knox Road, the rear (or north side) fronts onto the campus – creating direct access to the same. In addition, the main pedestrian entrance to the residential and retail areas in both buildings include a large canopy and is located in close proximity to the existing Terrapin Row walkway and crosswalk, enhancing an activity zone. The sidewalk and adjacent landscape areas compliment the surrounding buildings and create an improved walkability factor with the elimination of large expansive curb cuts, creating a more continuous sidewalk.

The Applicant contends that the Detailed Site Plan is substantially in conformance with the design principles of the *Central US 1 Corridor Sector Plan* and, as such, conforms to the general purposes of a detailed site plan.

#### VIII. PURPOSES OF THE M-U-I ZONE

Section 27-282(b)(1)(B) of the Zoning Ordinance provides that a detailed site plan needs to “fulfill the purposes of the zone in which the land is located.” As indicated previously, the subject property was comprehensively rezoned in 2010 by the Sectional Map Amendment from the R-18 Zone to the M-U-I Zone. The purposes of the M-U-I Zone are provided in Section 27-546.15(a) and (b) as follows:

**(a) The general purpose of the M-U-I Zone is to permit, where recommended in applicable plans or requested by a municipality, a mix of residential and commercial uses as infill development in areas which are already substantially developed. The M-U-I Zone may be approved on properties which adjoin developed properties or otherwise meet plan recommendations and which have overlay zone regulations requiring site plan review, or on property owned by a municipality which requests the zone.**

**(b) The specific purposes of the M-U-I Zone are:**

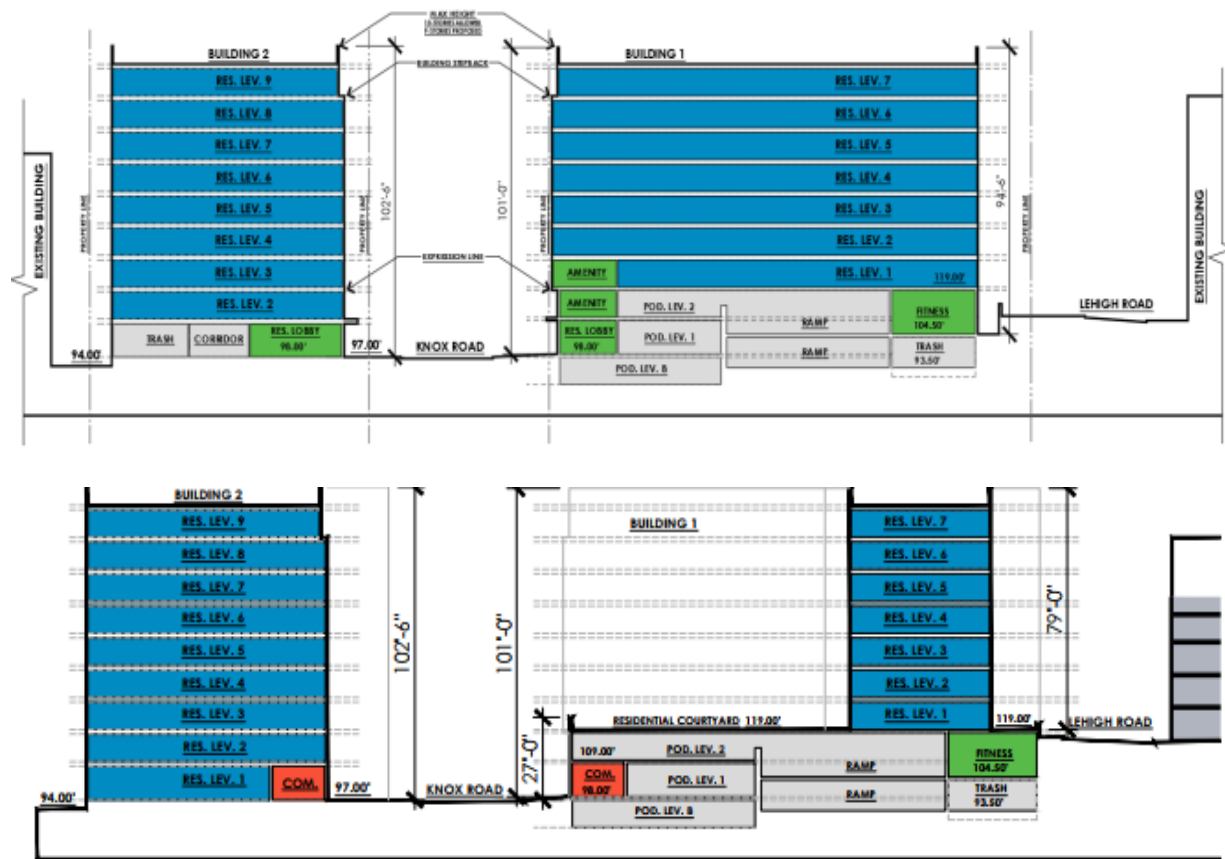
- (1) To implement recommendations in approved Master Plans, Sector Plans, or other applicable plans by encouraging residential or commercial infill development in areas where most properties are already developed;**
- (2) To simplify review procedures for residential, commercial, and mixed residential and commercial development in established communities;**
- (3) To encourage innovation in the planning and design of infill development;**
- (4) To allow flexibility in the process of reviewing infill development;**
- (5) To promote smart growth principles by encouraging efficient use of land and public facilities and services;**
- (6) To create community environments enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses; and**
- (7) To permit redevelopment, particularly in areas requiring revitalization, of property owned by a municipality.**

COMMENT: Again, the subject property was rezoned 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 notes. 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.” The development proposed is consistent with the purpose for rezoning the property to the M-U-I Zone. Moreover, the proposed development is not inconsistent with development that has occurred in recent years along the south side of Knox Road (known as Terrapin Row, which was also rezoned in the SMA in Change No. 13 to the M-U-I Zone) and recent development in the immediate area on the University of Maryland campus.

The applicant further contends that the proposed development meets the specific purposes of the M-U-I Zone. The development, in addition to implementing the recommendations of the Sector Plan, contemplates a number of design concepts and density that is only achievable through the M-U-I Zone. The development proposes a mix of uses that include residential multifamily units (to accommodate student housing for the University of Maryland) and commercial/retail (envisioned as an eating or drinking establishment) space, which permits the density envisioned in the Sector Plan and proposed with DSP-20031. (*See* Sec. 27-546.18(b) (“Where an owner proposes a mix of residential and commercial uses on a single lot or parcel in the M-U-I Zone, the site plan as approved shall set out the regulations to be followed.”)). The proposed development, as depicted on the DSP, facilitate the seamless blend of

the southern campus of the University to the existing development on the south side of Knox Road.

As depicted below, the proposed buildings compliment the use of the surrounding topography and midrise residential developments. The design actively engages with the topography of the site in a way that reflects the hierarchy of the architectural program by giving prominence to the pedestrian experience.



## IX. M-U-I ZONE REQUIREMENTS

Section 27-546.18 of the Zoning Ordinance sets forth certain regulations applicable to development in the M-U-I Zone. Specifically, that section provides as follows:

- (a) **Except as provided in Subsection (b), the regulations governing location, setbacks, size, height, lot size, density, and other dimensional requirements in the M-U-I Zone are as follows:**
  1. **R-18 Zone regulations apply to all uses in Section 27- 441(b)(3), Miscellaneous;**

COMMENT: Not applicable

2. **R-18 Zone regulations apply to all uses in Section 27- 441(b)(6), Residential/Lodging, except hotels and motels;**

COMMENT: Not applicable.

3. **C-S-C Zone regulations apply to hotels and motels and all other uses; and**

COMMENT: Not applicable.

4. **Multifamily residential densities up to forty-eight (48) units per acre are permitted.**

COMMENT: Not applicable.

- (b) **Where an owner proposes a mix of residential and commercial uses on a single lot or parcel in the M-U-I Zone, the site plan as approved shall set out the regulations to be followed. The approved regulations may reduce parking requirements by thirty percent (30%), where evidence shows that proposed parking will be adequate, notwithstanding provisions in Part 11.**

COMMENT: As indicated previously, the applicant is proposing a mix of residential and commercial/retail uses in this Detailed Site Plan, and the site plan shall set out the regulations to be followed, consistent with the development regulations set forth in the *Central US 1 Corridor Sector Plan*. The Sector Plan sets forth certain regulations that are being met or will be slightly modified pursuant to Section 27-548.25(c). All requested modifications will benefit the development and the Development District, and will not substantially impair implementation of the Sector Plan.

**Section 27-546.19(c), Site Plans for Mixed Uses, of the Zoning Ordinance requires that:**

- (c) **A Detailed Site Plan may not be approved unless the owners shows:**
  1. **The site plan meets all approval requirements in Part 3, Division 9;**
  2. **All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;**

COMMENT: Although the site plan does not meet all of the applicable site design guidelines and development district standards of the Sector Plan, as discussed above, the applicant has requested modifications pursuant to Section 27-548.28(c) that the Planning Board apply development district standards that differ from the applicable standards. The applicant contends that the requested modifications will benefit the development and the Development District and do not substantially impair the implementation of the Sector Plan.

3. **Proposed uses on the property will be compatible with one another;**



**4. Proposed uses will be compatible with existing or approved future development on adjacent properties and an applicable Transit or Development District, and;**

COMMENT: The proposed uses on the property are predominantly multifamily residential and a 2,078 square foot, street-level (Knox Road), retail component. These uses are compatible with one another. The abutting properties to the south, east, and west, are all zoned M-U-I and are included in the development district. The property to the north is the University of Maryland, and all uses are compatible with the proposed use. The existing uses are compatible with the proposed mixed-use residential development, and the future development of abutting sites are either already redeveloped or approved for similar development (both in height and density), as envisioned by the sector plan, which is compatible with the proposed uses of the subject site.

**5. Compatibility standards and practices set forth below will be followed, or the owner shows why they should not be applied:**

**(A) Proposed buildings should be compatible in size, height, and massing to buildings on adjacent properties;**

COMMENT: The adjacent properties to the north and south are developed with multi-story institutional/residential building and multi-family units, respectively. The adjacent property to the east is a multi-family development envisioned for multi-story redevelopment at a height that is supported by the University of Maryland. The buildings and uses proposed for the subject site are aligned with the vision and intent of the sector plan and development district, and is generally compatible in size, height, and massing to existing buildings on adjacent properties including recently approved development adjacent to Building One (to with: The Hub; DSP-19054). Moreover, and as outlined above, the applicant further contends that the proposed development meets this requirement as it facilitates the seamless blend of the southern campus of the University to the existing development on the south side of Knox Road, and capitalizes on the sector plans vision of the Knox Road redevelopment.



**(B) Primary facades and entries should face adjacent streets or public walkways and be connected by on-site walkways, so pedestrians may avoid crossing parking lots and driveways;**

COMMENT: The primary façades of Building 1 and 2 faces Knox Road, the only accessible street abutting the site. Lehigh Road, on the north side is wholly within state owned property, and sits much higher than the subject property. The applicant designed its site plan to propose a private pedestrian connection from the third floor of the building to Lehigh Road.

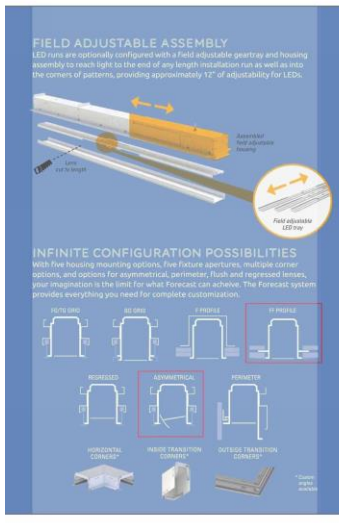


Moreover, connected sidewalks and on-site walkways are provided on the south side of Building One and the north and west side of Building Two. On-site vehicular circulation is limited to a three-level internal parking structure, with one access point to Knox Road. The sidewalk along Knox Road will cross the driveway aprons, but otherwise, pedestrian and vehicular circulation on-site is separated, minimizing the need for pedestrians to cross parking lots and driveways.

**(C) Site design should minimize glare, light, and other visual intrusions into and impacts on yards, open areas, and building facades on adjacent properties;**

COMMENT: The photometric plan provided with the application indicates that the proposed lighting design will minimize glare, light, and visual intrusion into nearby properties and buildings. Building lighting is provided at locations to accent the style of the building and its architecture, as well as to provide well lit areas that adhere to CPTED practices.

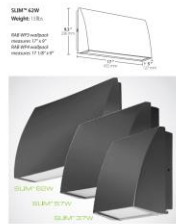
**LED LINEAR LIGHT FIXTURE - C**



**EXTERIOR RECESSED LIGHT FIXTURE - B**



**WALL MOUNTED EXTERIOR LIGHT FIXTURE - A**



**EXTERIOR LIGHT LOCATIONS**



**(D) Building materials and color should be similar to materials and colors on adjacent properties and in the surrounding neighborhoods, or building design should incorporate scaling, architectural detailing, or similar techniques to enhance compatibility;**

COMMENT: As depicted on the DSP, and referenced herein, the materials and colors selected to face the proposed building are compatible with those utilized in similar scale developments recently constructed within the development district. The materials proposed include a mix of colored brick veneer, hard-coat stucco, fiber cement siding and metal siding. The Knox Road frontage is designed to provide details that address the utilization of full length windows and awning, which is indicative of design features recommended in the Sector Plan. The main pedestrian entrance to the residential and retail areas includes a large canopy with an outdoor terrace and is located in close proximity to the existing Terrapin Row walkway and crosswalk, enhancing an activity zone. Consequently, the requested amendment does not substantially impair the implementation of the Sector Plan.

**(E) Outdoor storage areas and mechanical equipment should be located and screened to minimize visibility from adjacent properties and public streets;**

COMMENT: The DSP does not propose outdoor storage areas and includes most of the mechanical equipment internal to the building/site. As depicted on the site plan and landscape plan, all but one transformer is screened from the public realm by the building and landscaping. The transformer that is necessary to serve Building 2 is along Knox Road, however, and similarly with other recently approved projects in the corridor, the applicant is proposing a screening detail for this transformer.

NTS

APPROACH:  
MODULAR SCREEN PANELS  
ATTACHED TO "BUMPER  
PIPES"



"BUMPER PIPE"

DECORATIVE METAL  
SCREEN

PRECEDENTS



TRANSFORMER SCREEN-DECORATIVE PANEL  
NTS

The applicant has designed these locations in effort to ensure that they are not visible from the street, saving the transformer for Building 2, which will be screened with a decorative treatment.

**(F) Signs should conform to the applicable Development District Standards or to those in Part 12, unless the owner shows that its proposed signage program meets goals and objectives in applicable plans; and**

COMMENT: Technically speaking, all of the signage proposed by the DSP conforms to the D-D-O Zone standards, since the internally illuminated signage utilizes channel letters. Moreover, as discussed above, the applicant is proposing murals on both buildings, which will enhance the view shed and corridor.



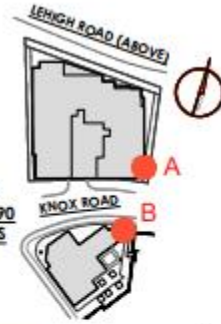
**SIGNAGE**

**SIDE 3" DEEP**

**-SIGN A4**  
**QUANTITY : 2**  
**DIMENSIONS : 33'-0" X 3'-0"**  
**3" DEEP ALUMINUM RETURNS**  
**1" TRIM CAP WITH WHITE ACRYLIC FACES**  
**RETURNS AND TRIM CAP TO MATCH SW6990**  
**INTERNALLY ILLUMINATED WITH WHITE LEDS**  
**SIGN TYPE :**  
**FACE ILLUMINATED CHANNEL LETTERS -**  
**ARIAL BOLD FONT**

**SW6990**

**FRONT 33'-0" X 2'-9"**  
**AREA 91 SF**



**-SIGN A3**  
**QUANTITY : 1**  
**DIMENSIONS : 6'-7" X 1'-0" /**  
**3" DEEP ALUMINUM RETURNS**  
**1" TRIM CAP WITH WHITE ACRYLIC FACES**  
**RETURNS AND TRIM CAP TO MATCH SW6990**  
**INTERNALLY ILLUMINATED WITH WHITE LEDS**  
**SIGN TYPE :**  
**FACE ILLUMINATED CHANNEL LETTERS - ARIAL BOLD FONT**

**SW6990**

**PARKING**

**FRONT 6'-6" X 1'-0" / AREA 6.5 SF**

**SIDE 3" DEEP**



2 - BLD. 1 - RESIDENTIAL LOBBY ENTRANCE



4 - BLD. 2 - COMMERCIAL LOBBY ENTRANCE

**-SIGN A2**  
**QUANTITY : 4**  
**DIMENSIONS : 11'-0" X 1'-0" /**  
**3" DEEP ALUMINUM RETURNS**  
**1" TRIM CAP WITH WHITE ACRYLIC FACES**  
**RETURNS AND TRIM CAP TO MATCH**  
**SW6990**  
**INTERNALLY ILLUMINATED WITH WHITE LEDS**  
**SIGN TYPE :**  
**FACE ILLUMINATED CHANNEL LETTERS -**  
**ARIAL BOLD FONT**

**SW6990**



1 - BLD. 1 - COMMERCIAL LOBBY ENTRANCE



3 - BLD. 2 - RESIDENTIAL LOBBY ENTRANCE

**SIGNAGE**

**FRONT 11'-0" X 1'-0"**  
**AREA 11 SF**

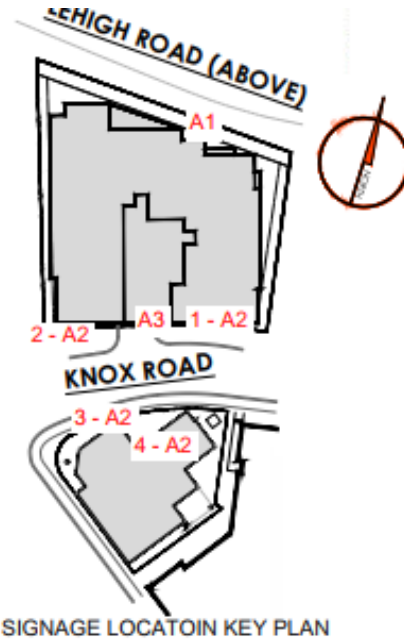
**SIDE 3" DEEP**

**-SIGN A1**  
**QUANTITY : 2**  
**DIMENSIONS : 6'-0" X 1'- 0" /**  
**3" DEEP ALUMINUM RETURNS**  
**1" TRIM CAP WITH WHITE ACRYLIC FACES**  
**RETURNS AND TRIM CAP TO MATCH SW6990**  
**INTERNALLY ILLUMINATED WITH WHITE LEDS**

SW6990

**SIGN TYPE :**  
**FACE ILLUMINATED CHANNEL LETTERS - ARIAL BOLD FONT**

**SIGN**  
**FRONT 6'-0" X 1'-0"    SIDE 3" DEEP**  
**AREA 6 SF**



SIGNAGE LOCATOIN KEY PLAN

Moreover, the allowable signage area is met, as follows:

<b>SIGNAGE ORDINANCE REQUIREMENTS</b>	
<b>BUILDING 1:</b> <b>KNOX ROAD</b> SF ALLOWED: 228SF (10% COMMERCIAL SF) SF PROPOSED: 120 SF <b>TOTAL PAINTED MURAL SF: 1000 SF ( ALLOWED TO EXCEED 10% COMMERCIAL SF)</b>	<b>BUILDING 2:</b> <b>KNOX ROAD</b> SF ALLOWED: 174 SF SF PROPOSED: 126 SF <b>TOTAL PAINTED MURAL SF: 740SF (ALLOWED TO EXCEED 10% COMMERCIAL SF)</b>
<b>LEHIGH ROAD</b> SF ALLOWED: 118 SF SF PROPOSED: 6 SF	

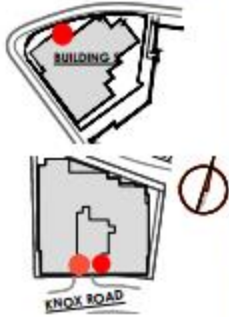
Sample representations of proposed artwork have been provided on the DSP. A note on the site plan has been added to ensure that the artwork is for illustrative purposes and may be updated or changed, seasonally, without amending the DSP.

**MURAL - DESIGN :**

**TYPICAL MURAL DESIGN INTENT FOR ALL 3 MURAL LOCATIONS**  
This image is meant to depict the basic design intent for the murals regarding color, theme, and content and is for illustrative representation only. The final draft for the murals may vary.

**1 - DIMENSIONS : 46'-0" X 9'-0"**

**2 - DIMENSIONS : 40'-0" X 14'-0"**



**CONCEPT IMAGERY FOR MURAL:**



ABSTRACT INTERPRETATION OF UNIVERSITY MASCOT AND SCHOOL PRIDE

MC ESCHER ARTISTIC STYLE OF EVOLVING PATTERN MAKING



ABSTRACT INTERPRETATION OF MARYLAND FLAG COLORS

PROPOSED MURAL DESIGN THEME (ACTUAL FINAL ARTWORK TBD)

**(G)The owner or operator should minimize adverse impacts on adjacent properties and the surrounding neighborhood by appropriate setting of:**

**(i) Hours of operation or deliveries;**

COMMENT: The applicant has not yet finalized all operational components of the building, but would anticipate that that all deliveries would occur during normal business hours. Regardless, trash area are provided internal to the building and located directly adjacent to the MEP space, minimizing any adverse impacts on the adjacent properties and surrounding neighborhood.

**(ii) Location of activities with potential adverse impacts;**

COMMENT: No activities with potential adverse impacts are proposed on-site, this is particularly true since the trash facilities are located internal to the proposed building. Moreover, no loading spaces are provided, as all units are fully furnished. Adequate space is provided in the parking garage to handle any delivers for the commercial retail spaces.

**(iii)Location and use of trash receptacles;**

COMMENT: An internal location within the parking garage area of Building 1 and at the rear of first floor of Building 2 is designated for the storage of trash receptacles. The internal location will minimize potential adverse impacts on adjacent properties and the neighborhood. Trash will be rolled out to the street on trash pick-up days and containers will then be immediately put back into the storage areas by the building mechanical and operating staff.

**(iv) Location of loading and delivery spaces;**

COMMENT: Pursuant to Section 27-546.18(b), since the applicant is proposing a mix of residential and retail uses in both buildings, which are, respectively, on a single lot or parcel, the site plan shall set out the regulations to be followed. In this instance, the applicant does not propose any loading spaces due to the fact that all residential units are fully furnished, and residents only need to bring personal items when moving in. Moreover, there is sufficient room in the garage to serve any deliveries for the proposed commercial/retail space, which will not depend on large truck deliveries.

**(v) Light intensity and hours of illumination; and**

COMMENT: The photometric plan included with the DSP confirms that there is minimal adverse impacts on adjacent properties and the surrounding neighborhood from the proposed building.

**(vi) Location and use of outdoor vending machines.**

COMMENT: No outdoor vending machines are proposed by this DSP.

X. LANDSCAPE MANUAL

The Central US 1 Corridor Sector Plan and SMA provides, at page 226, that “if a development standard is not covered in the plan, the applicable sections of the 2010 *Prince George’s County Landscape Manual* (Landscape Manual) shall serve as the requirement.” Additionally, pursuant to page 229 of the Sector Plan, the provisions of the Landscape Manual regarding Commercial and Industrial Landscaped Strip Requirements (Section 4.2), Parking Lot Requirements (Section 4.3), and Buffering Incompatible Uses (Section 4.7) do not apply within the development district. Therefore, the DSP is only subject to Sections 4.1, 4.9 and 4.10 of the Landscape Manual.

- a. Section 4.1 requires that a certain amount of planting is provided on the site of any proposed residential use. One shade tree is required to be planted for each 1,000 feet of green area provided.**

COMMENT: The provided Landscape Plan, filed in conjunction with DSP-20031, conforms to this requirement. Specifically, and as provided on the Landscape Plan, nine (9) shade trees are required and eight (8) shade and six (6) ornamental trees are proposed, which satisfies the requirement.



- b. Section 4.9 requires that a percentage of the proposed plant material be native plants.**

COMMENT: A Section 4.9 chart demonstrating conformance with this requirement is provided on the Landscape Plan.

- c. Section 4.10 requires a certain amount of planting be provided along private streets.**

COMMENT: Lehigh Road is a private street within the University of Maryland campus. As such, this requirement may not be applicable. Nevertheless, the applicant is providing the Section 4.10 plantings. Specifically, the Landscape Plan provides that six (6) street trees are required and the applicant is proposing six (6) streets (five new street trees and one existing street tree).

#### XI. TREE CANOPY COVERAGE REQUIREMENT

The subject site is located in the M-U-I Zone and a ten percent (10%) tree canopy coverage (TCC) requirement applies pursuant to Section 25-128(b) of the County Code. The subject property is 0.846 acres and requires 0.0846 acre, or 3,685 square feet, of TCC area/coverage. A TCC schedule is provided on the Landscape Plan, and provides that 4,275 square feet of tree canopy coverage is provided, which satisfies this requirement.

#### XII. APPLICABLE CONDITIONS OF APPROVAL

CONFORMANCE WITH prior conditions of approval:

As it relates to the review of this DSP, the applicable conditions of approval for Preliminary Plan of Subdivision 4-20017 (PGCPB No. 2021-03) are as follows:

- 6. Prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the Subdivision Regulations (Required Off-Site Facilities), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:**
  - a. A raised crosswalk crossing Knox Road between the two buildings and two handicap (ADA) accessible perpendicular curb ramps, and pedestrian crossing/hump signage assemblies(one on each side of the raised crosswalk), unless modified by the City of College Park with written correspondence, to be consistent with the applicable design standards and guidelines, but not to be removed.**

- b. Four ADA accessible perpendicular curb ramps along the east side of Mowatt Lane at the intersections for the parking garage entrance, unless modified by the University of Maryland with written correspondence, to be consistent with the applicable design standards and guidelines.**
- c. One ADA accessible perpendicular curb ramp at the north east corner of the intersection of Knox Road and Guilford Drive/Mowatt Lane, unless modified by the City of College Park with written correspondence, to be consistent with the applicable design standards and guidelines, but not to be removed.**
- d. Widen existing sidewalk for a minimum of 5 feet wide from the curb ramp at the north east corner of the intersection of Knox Road and Guilford Drive/Mowatt Lane to the sidewalk along Mowatt Lane, unless modified by the City of College Park with written correspondence, to be consistent with the applicable design standards and guidelines, but not to be removed.**
- e. Four R4-11 “Bicycle may use full lane” signage assemblies along Mowatt Lane, unless modified by the University of Maryland with written correspondence, to be consistent with the applicable design standards and guidelines.**
- f. Six shared-lane markings (sharrows) along Mowatt Lane, unless modified by the University of Maryland with written correspondence, to be consistent with the applicable design standards and guidelines.**

COMMENT: The DSP includes the BPIS Exhibit that depicts the facilities described in Condition 6.

- 7. Prior to acceptance of a detailed site plan, the applicant, and the applicant’s heirs, successors, and/or assignees shall provide a pedestrian and bikeway exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bikeway adequacy facilities, as described in condition 6, consistent with Section 24-124.01(f) of the Subdivision Regulations.**

COMMENT: Details of these facilities are provided in the DSP for review by the Urban Design Section of Development Review Division.

- 10. The private on-site recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George’s County Planning Department, for adequacy and proper siting, in accordance with the Park and Recreation Facilities Guidelines, with the submittal of the detailed site plan.**

COMMENT: All private on-site recreation facilities are depicted on the DSP. Although these amenities are provide in greater detail on the DSP, a general description of the facilities are as follows:

Building 1 (88 units)

- Fitness Center
- 8 Study Rooms (1/level)
- Collaboration/Computer Room(s)
- Lounge
- Outdoor pool and pool deck
- Resident Bistro area

Building 2 (41 units)

- Lounge
- 8 Study Rooms (1/level)

Residents in both buildings will have access to the fitness center, lounges, pool and pool deck, bistro, etc.

Based on the formula for determining the value of the recreational facilities to be provided in this subdivision, the total value required is \$158,543 (129 units x 3.26 = 420.54 / 500 = 0.84 x \$188,500 = \$158,543). However, the current cost estimate for these facilities is approximately \$1,109,768, which will increase more when final furnishings, programing, and equipment is selected for areas like the lounges, pool and pool deck, and fitness center.

## XII. CONCLUSION

The Applicant requests approval of its Detailed Site Plan to allow the subject property to be developed with a total of 129 multifamily dwelling units for student housing and approximately 2,078 total square feet of commercial/retail space (envisioned to be an eating or drinking establishment) in two buildings (Building 1 and Building 2). The Applicant contends that this request, with limited modifications to certain development district standards, will benefit the development and the Development District, and will not substantially impair implementation of the Sector Plan. That is, based on the foregoing and the evidence that has or will be submitted into the record, this application does not substantially impair the implementation of the Sector Plan and the modifications to the standards are needed to facilitate the development. Finally, the DSP represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code, without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use. Therefore, the Applicant respectfully requests that DSP-20031 be approved.

Respectfully submitted,

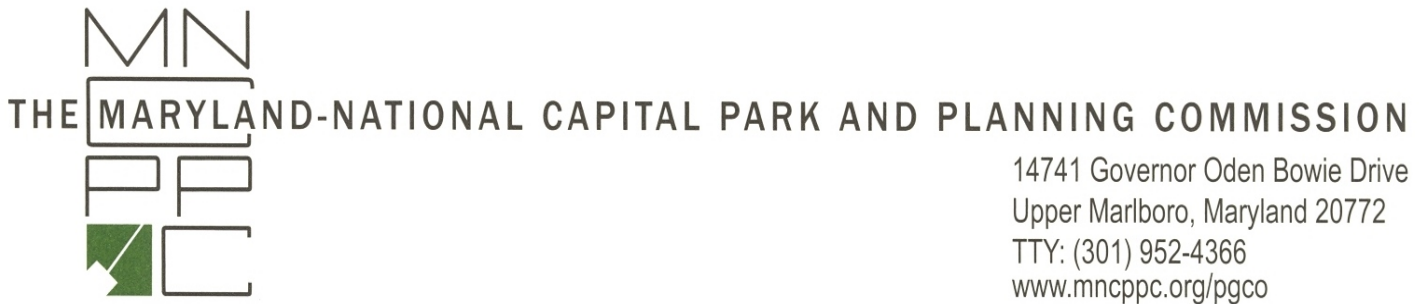
McNAMEE, HOSEA, JERNIGAN, KIM,  
GREENAN & LYNCH, P.A.



By:

Matthew C. Tedesco  
Attorney for the Applicant

Date: March 4, 2021  
(35 Day Resubmittal in response to SDRC)



Countywide Planning Division  
Historic Preservation Section

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
TTY: (301) 952-4366  
www.mncppc.org/pgco

301-952-3680

February 8, 2021

**MEMORANDUM**

TO: Andrew Bishop, Urban Design Section, Development Review Division

VIA: Howard Berger, Historic Preservation Section, Countywide Planning Division **HSB**

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division **JAS**  
Tyler Smith, Historic Preservation Section, Countywide Planning Division **TAS**

**SUBJECT: DSP-20031 Aspen - Maryland**

**Background**

The subject property comprises 0.85-acres and is located on the north and south sides of Knox Road at the intersection of Guilford Road. The subject application proposes the construction of 129 multifamily-dwelling units and a total of approximately 2,080 square- feet of commercial/retail space in two buildings. The subject property is Zoned M-U-I.

**Findings**

The subject property is currently developed with two residential buildings built circa 1965. Since these buildings are over 50 years old, they should be documented on a Maryland Inventory of Historic Properties (MIHP) form prior to their demolition. The documentation should include floor plans and representative interior and exterior photographs.

Phase I archeological survey is not recommended on the above-referenced 0.85-acre property. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low.

**Conclusions**

The applicant should document all standing structures on the developing property through an MIHP form that should be submitted to Historic Preservation staff for review and approval prior to the demolition of any features within the subject property.

**Recommendations**


Historic Preservation staff recommends approval of the subject application by the Planning Board subject to one condition:


1. Prior to approval of the issuance of a grading permit, all standing structures on the subject property shall be documented on a Maryland Inventory of Historic Properties form to be reviewed and approved by Historic Preservation staff. The form shall include floor plans, representative interior and exterior photos of the dwellings, and exterior photographs of the outbuildings and signage.

March 8, 2021

**MEMORANDUM**

TO: Andrew Bishop, Senior Planner, Urban Design Section, Development Review Division

VIA: David A. Green, MBA, Master Planner, Community Planning Division 

FROM: Christina Hartsfield, Planner Coordinator, Placemaking Section, Community Planning Division 

SUBJECT: **DSP- 20031, Aspen - Maryland**

**FINDINGS**

Community Planning Division staff finds that, pursuant to Section 27-548.25(b) of the Zoning Ordinance this Detailed Site Plan application does not meet all applicable standards of the 2010 Approved Central US 1 Development District Overlay Zone and requires modifications to the development district standards for the following: (1) Parking Placement; (2) Building Heights; (3) Parking; (4) Structured Parking; and (5) Sustainability and the Environment. The requested modifications are consistent with approved development applications in the surrounding area and will not substantially impair implementation of the Sector Plan.

**Location:** 4205 – 4206 Knox Road, College Park, MD

**Size:** .846 acres

**Existing Use:** Two multi-unit apartment buildings totaling 9,731 GSF.

**Proposal:** Two mixed-use buildings totaling 129 residential units and ± 2,080 sf of retail

**GENERAL PLAN, MASTER PLAN, AND SMA**

**General Plan:** The subject property falls within the UMD East and UMD Center Local Centers as designated in Plan 2035, as well as the designated Employment Area. These local centers - further identified as a Campus Center – are focal points for development because of their access to transit (future Purple Line) and major highways (Plan 2035, p. 19). Employment Areas have the highest concentration of economic activity in the County's targeted industry clusters and is where Plan 2035 recommends supporting business growth, concentrating new business development near transit where possible, improving transportation access and connectivity, and creating opportunities for synergies (Plan 2035, p. 19).

The proposed application aligns with the growth policy of Local Centers and Employment Areas of Plan 2035 by concentrating residential and commercial development near transit centers and existing industry clusters.

**Master Plan:** The 2010 *Approved Central US 1 Corridor Sector Plan* recommends Mixed Use-Residential land use on the subject properties. The proposed application conforms to the sector plan land use recommendations.

The subject property is in Downtown College Park and within the Walkable Node and Walkable Node University character areas+ of the 2010 *Approved Central US 1 Corridor Sector Plan*. Walkable Nodes “spaced about a half mile to one mile apart along the corridor serve as excellent transit and multimodal stops and encourage pedestrians to congregate at appropriate retail and employment areas.” (p. 53). Walkable Node Policy 1 recommends development of “a series of pedestrian-friendly, transit-oriented, mixed-use walkable nodes at appropriate locations along the Central US 1 Corridor” (p. 65). Applicable strategies to achieve this policy include:

- Ensuring a vertical mix of uses in the walkable nodes. The ground floor of buildings should be designed to look like storefronts, with windows and primary entrances facing the street. Retail and services use should be provided on the ground floor.
- Concentrating office and residential uses above the ground floor.
- Locating service uses, such as loading facilities and trash collection, to alleys or secondary streets.

**Planning Area:** 66  
**Community:** College Park-Berwyn Heights & Vicinity

**Aviation:** This application is not located within an Aviation Policy Area.

**MIOZ:** This application is not located within the Military Installation Overlay Zone.

**SMA/Zoning:** The 2010 *Approved Central US 1 Corridor Plan and Sectional Map Amendment* retained the subject property in the Development District Overlay/Mixed-Use Infill (D-D-O/M-U-I) Zone. The D-D-O/M-U-I zone permits multifamily and retail uses.

#### **DEVELOPMENT DISTRICT MANDATORY STANDARDS**

Community Planning Division staff finds that, pursuant to Section 27-548.25(b), this application is not in conformance with the following mandatory requirements of the 2010 Approved Central US 1 Corridor Development District Overlay Zone:

1. **Parking Placement:** *Covered parking shall be provided within the third layer (minimum 20’ from the build-to-line) (p. 234).* At the second podium level of Building 1, the parking is in the second layer (within 20’ of the build-to-line).

**Comment:** Community Planning supports the alternative development district standard to permit parking in the second layer, under the condition that proper architectural screening blocks the view of cars and internal garage light fixtures from the public realm.

2. **Building Heights:** *The maximum height in the Walkable Node Character Area is 6 stories (p. 234) "Building heights in excess of those specified in the development district standards shall be considered detrimental to the vision of the sector plan and the goals of this development district." (p. 237).* The project proposes a 9- stories for Building 1, which is in the Walkable Node Character Area. No deviation to the standard is requested for Building 2 because it is in the Walkable Node (University) Character Area, which permits building heights of up to 10 stories.

Comment: Community Planning supports the requested modification of the development district standard for the height of Building 1. On October 15, 2020, the Planning Board approved the height request of DSP-19054 (The Hub at College Park), which also proposed a 9-story, mixed-use residential and retail building in the Walkable Node Character Area. The site of DSP-19054 abuts the subject property to the east. Nine stories will be consistent with the height of new development in the surrounding neighborhood.

3. **Parking:** *The DDO standards require 113 vehicle parking spaces for the development (p. 239). Only 99 spaces are proposed.*

Comment: Community Planning supports the requested modification of the Development District Standard for parking. This development is primarily for student housing and will be located adjacent to the University of Maryland, College Park campus. It is anticipated that many residents will not own cars and will utilize car sharing and alternate modes of transportation. The development will also provide 130 bicycle parking spaces, 86 more than required.

4. **Structured Parking (p.243):** *Parking structures shall be set back a minimum of 50 feet from the property lines of all adjacent thoroughfares ((except rear alleys) to reserve room for liner buildings between the parking structure and the lot frontage" (p. 243).* The applicant proposes no setback of the parking garage from the property lines because the garage is the podium to the multi-family use above.

Comment: Community Planning supports the requested modification of the development district standard. For the proposed construction type, where the structure garage is a podium and the residential uses sit above, it is not customary for the garage to be setback so far from the R.O.W. It also degrades the pedestrian scale envisioned for the Walkable Node. Furthermore, for this site, the deep setback would make the project practically infeasible.

5. **Sustainability and the Environment:** LEED Certification requirement. *All development within the walkable nodes shall obtain a minimum of silver certification in one of the following applicable LEED rating systems: new construction and major renovations..." (p. 256).*

Comment: Community Planning supports the requested modification of the Development District Standard to the LEED Building requirement because of the Planning Board's decision on October 15, 2020 to support the NGBS standards as a measure of sustainability for DSP-19054.

cc: Adam Dodgshon, Planning Supervisor, Placemaking Section, Community Planning Division  
Long-range Agenda Notebook





Countywide Planning Division  
Transportation Planning Section

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
TTY: (301) 952-4366  
www.mncppc.org/pgco

301-952-3680

March 5, 2021

## **MEMORANDUM**

TO: Andrew Bishop, Urban Design Review Section, Development Review Division

FROM:  Tom Masog, Transportation Planning Section, Countywide Planning Division

SUBJECT: **DSP-20031: Aspen – Maryland**

### **Proposal**

The applicant is proposing to redevelop a site with a mixed-use residential building in College Park.

### **Background**

The site is on a two parcels approved pursuant to Preliminary Plan of Subdivision (PPS) 4-20017. The transportation conditions of approval that are applicable to this detailed site plan (DSP) are discussed in a later section of this memo.

The site is developed with three existing residential buildings which will both be razed under this proposal.

The site is within the *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* area. Within the development district overlay of the Approved Central US 1 Corridor Area Sector Plan, properties are required to demonstrate adequacy at the time of detailed site plan. This requirement is enabled by a requirement that new development within the overlay area is subject to detailed site plan review and that all detailed site plans must conform to all standards for the development district (including the transportation adequacy standard). The “Transportation Review Guidelines, Part 1” offer the following guidance: “Properties for which adequacy findings have been made within one year prior to the date of the application may utilize those findings in satisfaction of the detailed site plan requirement.” By virtue of the findings which were made for PPS 4-20017 in a January 7, 2021 hearing and contained within the PPS resolution for the site, it is determined that this DSP meets the adequacy standard contained within the sector plan.

### **Review Comments**

The applicant proposes a mixed-use building with 432 student housing beds in 129 units in two buildings, along with 2,080 square feet of retail space with a small quantity in each building. The most recent submitted plans have been reviewed. Access and circulation are acceptable. The number and locations of points of access are consistent with those reviewed and approved during the PPS.

The trip generation is estimated using trip rates and requirements in the “Transportation Review Guidelines, Part 1” (Guidelines). It is noted that the traffic study describes the small retail space as

“ancillary.” While the use is not “ancillary” as defined in Subtitle 27, the intent is to suggest that the retail component will not independently generate vehicle trips. A coffee outlet or similar type of student-oriented retail establishment of less than 2,000 square feet is likely to attract all (or nearly all) of its patronage from the subject building or other adjacent buildings and few if any vehicle trips from beyond the immediate area, and the TPS staff accepts that premise in this instance. The table below summarizes trip generation in each peak hour that will be used in reviewing conformance to the trip cap for the site:

<b>Trip Generation Summary: DSP-20031: Aspen Maryland</b>								
<b>Land Use</b>	<b>Use Quantity</b>	<b>Metric</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
			<b>In</b>	<b>Out</b>	<b>Tot</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
<b>Student Housing</b>	<b>432</b>	<b>Beds</b>	<b>13</b>	<b>43</b>	<b>56</b>	<b>43</b>	<b>30</b>	<b>73</b>
<b>Retail/Restaurant</b>	<b>2,080</b>	<b>square feet</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Proposed Trips for DSP-20031 (sum of all bold numbers above)</b>			<b>13</b>	<b>43</b>	<b>56</b>	<b>43</b>	<b>30</b>	<b>73</b>
<b>Trip Cap for PPS 4-20017</b>					<b>56</b>			<b>73</b>

The site is adjacent to Guilford Drive, a master plan collector facility with a planned right-of-way of 80 feet. Adequate dedication exists, and no further dedication was required with the PPS. Access and circulation are acceptable.

**Prior Approvals**

PPS 4-20017 was approved by the Planning Board on January 7, 2021 (PGCPB No. 2021-03). The Planning Board approved the PPS with one traffic-related condition which merits discussion at this time, as follows:

- 3. Total development within the subject property shall be limited to uses that would generate no more than 56 AM and 73 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.**

This condition establishes an overall trip cap for the subject property of 56 AM and 73 PM peak-hour trips. The proposed mixed-use building with 432 beds for student housing and retail space totaling 2,080 square feet would generate 56 AM and 73 PM peak-hour trips as noted in the table above. The proposal complies with this condition.

**Conclusion**

From the standpoint of transportation and in consideration of the findings contained herein, it is determined that this plan is acceptable if the application is approved.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive  
 Upper Marlboro, Maryland 20772  
 TTY: (301) 952-4366  
 www.mncppc.org/pgco

**March 24, 2021**

**MEMORANDUM**

**TO:** Andrew Bishop, Development Review Division

**FROM:** Michael Jackson, Transportation Planning Section, Countywide Planning Division *Michael Jackson*

**VIA:** Bryan Barnett-Woods, Transportation Planning Section, Countywide Planning Division *Bryan Barnett-Woods*

**SUBJECT: Detailed Site Plan Referral for Active Transportation,  
 DSP-20031 – Aspen-Maryland**

The following detailed site plan (DSP) was reviewed for conformance with the appropriate sections of Subtitle 27, Part 3, Division 9; the 2009 *Approved Countywide Master Plan of Transportation (MPOT)*; and the 2010 *Central US 1 Corridor Approved Sector Plan and Sectional Map Amendment* to provide the appropriate multimodal transportation recommendations.

Type of Master Plan Bikeway or Trail

Private R.O.W.	_____	Public Use Trail Easement	_____
PG Co. R.O.W.	_____	Nature Trails	_____
SHA R.O.W.	_____	M-NCPPC – Parks	_____
HOA	_____	Bicycle Parking	<u>  X  </u>
Sidewalks	<u>  X  </u>	Trail Access	_____
Additional Signage	<u>  X  </u>	Bicycle Signage	<u>  X  </u>

<b>DEVELOPMENT APPLICATION BACKGROUND</b>	
Building Square Footage (non-residential)	2,080 square feet
Number of Units (residential)	129 units
Abutting Roadways	Knox Road, Guilford Road/Mowatt Lane/Campus Drive (C-203)
Abutting or Nearby Master Plan Roadways	Guilford Road/Mowatt Lane/Campus Drive (C-203), Baltimore Avenue (MC-200)
Abutting or Nearby Master Plan Trails	Paint Branch Stream Valley Trail, Trolley Line Trail
Proposed Use(s)	Multifamily residential units and commercial/retail
Zoning	M-U-I/D-D-O
Number of Parking Spaces Required	113

Number of Parking Spaces Provided	99
Centers and/or Corridors	UMD East (Future Purple Line) & Central US 1 Corridor
Prior Approvals on Subject Site	Yes
Prior Approval Subject to 24-124.01	Yes

**Development Proposal**

Applicant proposes to raze two existing low-rise multifamily residential units on opposite sides of Knox Road and replace them with two 9-story buildings. These new buildings will have a combination of residential units intended as student housing and commercial/retail spaces.

Applicant’s Statement of Justification (SOJ) describes the existing conditions on the subject site as being improved with two multi-unit apartment buildings for student housing totaling 9,731 square feet of gross floor space (page 3). These two buildings are located across from each other at 4205 and 4206 Knox Road in College Park.

**Prior Conditions of Approval**

This application is subject to the following prior development approvals germane to multimodal transportation.

PGCPB No. 2021-03 (4-20017)

5. In conformance with the 2010 *Approved Central US 1 Corridor Sector Plan and Subject Map Amendment*, Subtitle 24 and pedestrian and bicycle adequacy within the subject site, the applicant’s heirs, successors and /or assignees shall provide, and show on the detailed site plan, prior to acceptance:

- a. Minimum 6-foot wide sidewalks along all subject site frontages on Knox Road and Guilford Road.
- b. Special decorative sidewalks (e.g., scored or stamped concrete) and/or accent pavers for sidewalks along Knox Road and Guilford Road.
- c. Sidewalks continued across all driveways.
- d. Minimum of two bicycle racks consistent with AASHTO 2012 *Guide for the Development of Bicycle Facilities* provided at a location convenient to the entrance of each building.
- e. Trash receptacles at a location convenient to the subject site entrance.

6. Prior to approval of the first building permit for the subject property, the applicant, and the applicant’s heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, and/or assignees shall demonstrate that the following adequate pedestrian facilities, as designated below...”

- a. A raised crosswalk crossing Knox Road between the two buildings and two handicap (ADA) accessible perpendicular curb ramps, and pedestrian crossing/hump assemblies (one on each side of the raised crosswalk), unless modified by the City of College Park with written correspondence, to be consistent with the applicable design standards and guidelines, but not to be removed.
- b. Four ADA accessible perpendicular curb ramps along the east side of Mowatt Lane at the intersections for the parking garage entrance, unless modified by the University of Maryland with written correspondence, to be consistent with the applicable design standards and guidelines.
- c. One ADA accessible perpendicular curb ramp at the north east corner of the intersection of Knox Road and Guilford Drive/Mowatt Lane, unless modified by the City of College Park

- with written correspondence, to be consistent with the applicable design standards and guidelines, but not to be removed.
- d. Widen existing sidewalk for a minimum of 5 feet wide from the curb ramp at the north east corner of the intersection of Knox Road and Guilford Drive/Mowatt Lane to the sidewalk along Mowatt Lane, unless modified by the City of College Park with written correspondence, to be consistent with the applicable design standards and guidelines, but not to be removed.
  - e. Four R4-11 “Bicycle may use full lane” signage assemblies along Mowatt Lane, unless modified by the University of Maryland with written correspondence, to be consistent with the applicable design standards and guidelines.
  - f. Six shared-lane markings (sharrows) along Mowatt lane, unless modified by the University of Maryland with written correspondence, to be consistent with the applicable design standards and guidelines.

**Comment:** The submitted site plans include six-foot-wide sidewalk, outdoor bicycle racks, and outdoor trashcans. While the submitted plans depict a stamped concrete crosswalk crossing the driveway entrance, staff recommend that the crosswalk crossing the driveway be replaced with a continued sidewalk, so that the sidewalk is at the same level when crossing the driveway. Additionally, the submitted plans include a paver sidewalk at the entrance of each building, but not along the sidewalk as recommended in the master plan and conditioned above, staff recommend a detail of the accent pavers or decorative sidewalks be shown on the plan. These recommendations will comply with condition 5 a-e, while condition 6a is depicted on the plan, conditions 6 a-f will be reviewed at the time of building permit.

7. Prior to acceptance of a detailed site plan, the applicant, and the applicant’s heirs, successors, and/or assignees shall provide a pedestrian and bikeway exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bikeway adequacy facilities, as described in condition 6, consistent with Section 24-124.01(f) of the Subdivision Regulations.

**Comment:** A Bicycle and Pedestrian Impact Statement (BPIS) exhibit was submitted with the subject application prior to the acceptance of the DSP showing the location of the off-site pedestrian and bikeway facilities. While the exhibit included in the DSP submission does not show the engineering standards and specifications for the construction of the off-site facilities, it does address the needs for the transportation planning section during this detailed site plan review. The construction of these facilities will be reviewed in detail at the time of building permit.

### **Access and Circulation and conformance with Zoning Ordinance**

**Comment:**

The submitted plans include a detail of the indoor bicycle rack style and layout options for the bicycle parking area. Staff find that the proposed bicycle parking is acceptable.

The submitted site plan proposes vehicular and pedestrian circulation that minimizes conflicts with pedestrians by providing a subterranean parking structure with only one entrance/exit location on the north side of Knox Road in Building One. The applicant states “The sidewalk and adjacent landscape areas compliment the surrounding buildings and create an improved walkability factor with the elimination of two existing curb cuts, creating a more continuous sidewalk (SOJ, page 17).

**Comment:** Staff find that the vehicular and pedestrian circulation as depicted in submitted site plan and with staff recommendations reflect the design guidelines of the zoning ordinance, pursuant to Section 27-583 and 27-274. Staff recommend the applicant provide a driveway crossing that does not slope down, so that the sidewalk is uninterrupted. This facility will not only meet the requirements of section 27-274(a)(2)(C)(x), but also meet the preceding preliminary plan of subdivision condition.

A Bicycle and Pedestrian Impact Statement (BPIS) exhibit was submitted with the subject application prior to the acceptance of the DSP showing the location of the off-site pedestrian and bikeway facilities. While the exhibit included in the DSP submission does not show the engineering standards and specifications for the construction of the off-site facilities, it does address the needs for the transportation planning section during this detailed site plan review. The construction of these facilities will be reviewed in detail at the time of building permit.

### **Master Plan Policies and Recommendations**

This detailed site plan is subject to the 2009 *Approved Countywide Master Plan of Transportation (MPOT)* and 2010 *Central US 1 Corridor Approved Sector Plan and Sectional Map Amendment* which recommend the following facilities that directly impact the subject site:

Shared Roadway along Mowatt Lane  
Shared Roadway along Guilford Drive  
Shared Roadway along Knox Road

**Comment:** This application is required to provide shared lane markings and signage along Mowatt Lane. Additionally, there are existing shared lane markings along Guilford Drive, and Knox Road includes a shared lane marking eastbound and a bicycle lane westbound. The submitted plans are consistent with the master plan facility recommendations.

The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

POLICY 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

POLICY 3: Small area plans within the Developed and Developing Tiers should identify sidewalk retrofit opportunities in order to provide safe routes to school, pedestrian access to mass transit, and more walkable communities.

POLICY 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

POLICY 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

The Transportation Recommendations Section of the 2010 *Central US 1 Corridor Approved Sector Plan and Sectional Map Amendment* provides the following goals, policies, and strategies related to

pedestrian and bicycle transportation.

Provide a continuous network of sidewalks, bikeways, and trails that enhance opportunities for residents to make trips by walking or bicycling (pg. 136).

Manage capacity and minimize congestion of US 1, MD 193, Rhode Island Avenue, and the other streets, roads, and highways in the sector plan area by safely and effectively providing access for all users to destinations within the Central US 1 Corridor (pg. 136).

Provide wider sidewalks throughout the Central US 1 Corridor, particularly within the walkable nodes (pg.139).

Provide marked bike lanes, cycle tracks, and multiuse paths where appropriate (pg. 139).

Provide a comprehensive wayfinding system of street signage, directional signs, interpretive signage, and markers to direct residents, visitors, workers, and students to key locations and trail networks within and near the Central US 1 Corridor (pg. 139)

Provide bicycle parking, including bicycle racks and lockers, to encourage and facilitate bicycle travel (pg. 153).

Encourage nonresidential and mixed-use developments to provide shower facilities and bicycle lockers as further incentives for increasing bicycle use (pg. 153).

Amenities, such as benches, bicycle racks, trash receptacles, water fountains, sculpture/artwork, game tables, moveable seating, public mailboxes, and bus shelters, shall be required for all development (pg. 264).

All streetscape amenities shall be indicated on detailed site plan submittals and shall include information, spacing, quantity, construction details and method of illumination. (pg. 264).

Furthermore, the subject site is within the “Walkable Node (University)” character area and the Area Master Plan includes the following standards related to pedestrian and bicycle transportation for this character area.

US 1 facilities between Guilford and College Ave (pg. 273):

5-10-foot-wide sidewalks where possible

6-foot-wide cycle tracks (long term / ultimate section)

5-foot-wide marked bicycle lanes (short-term)

Walkways: The pavement dedicated exclusively to pedestrian activity. Sidewalk widths may vary where necessary to fulfill the vision of the sector plan. Sidewalk width – 12-30 feet wide in the Walkable Node (University) character (pg. 275).

At the time of development, the developer/property owner (including the developer and the applicant’s heirs, successors, and/or assignees) is required to install sidewalks (pg. 276).

Special decorative paving materials, such as brick, precast pavers, Belgium block, or granite pavers, are recommended in the walkable nodes and at appropriate locations within the corridor infill areas (pg. 276).

Sidewalk materials should be continued across driveways whenever possible, and accent paving

should be used to define pedestrian crossings (pg. 276).

Amenities, such as benches, bicycle racks, trash receptacles, water fountains, sculpture/artwork, game tables, moveable seating, public mailboxes, and bus shelters shall be required for all development (pg. 276).

**Comment:** The submitted plans are consistent with the 2010 *Central US 1 Corridor Approved Sector Plan and Sectional Map Amendment* transportation policies. The width of the sidewalk was discussed at the time of preliminary plan of subdivision and the City of College Park indicated that six-foot wide sidewalks would be appropriate. The submitted plans are consistent with the master plan transportation policies.

### **Conclusion**

Based on the findings presented above, staff conclude that the multimodal transportation site access and circulation of this plan is acceptable, consistent with the underlying conditions of approval from PGCPB No. 2021-03 (4-20017), the site design guidelines pursuant to Sections 27-283 and 27-274, parking and loading requirements pursuant to Sections 27-568 and 27-582 and meets the findings required by Section 27-285(b) for a detailed site plan for multimodal transportation purposes, if the following conditions are met:

1. Prior to certification of the detailed site plan, the applicant, or the applicant's heirs, successors, and/or assigns shall revise the plans to provide:
  - a. A sidewalk with a crosswalk marking that is continuous across the driveway entrance and does not slope down to the driveway.
  - b. Special decorative sidewalks (e.g., scored or stamped concrete) and/or accent pavers for sidewalks along Knox Road and Guilford Road.



March 9, 2021

## MEMORANDUM

**TO:** Andrew Bishop, Senior Planner, Urban Design Section  
**VIA:** Sherri Conner, Supervisor, Subdivision Section *SC*  
**FROM:** Mridula Gupta, Planner Coordinator, Subdivision Section *MG*  
**SUBJECT:** DSP-20031; Aspen - Maryland, Subdivision Referral Memo

The subject property on which Detailed Site Plan (DSP) 20031 is proposed, is 0.85-acre in area. The property consists of Parcel A, Block G of Lord Calvert Manor, and Lot 57, Block H of Lord Calvert Manor. Both properties were recorded in Plat Book WWW 41, page 100 in 1961. The property is zoned Mixed Use-Infill (M-U-I) and Development District Overlay (D-D-O), and it is subject to the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (Central US 1 Corridor Sector Plan and SMA).

There is one previous preliminary plan of subdivision (PPS) for this site known as 12-1930, which is no longer applicable. There are no records available pertaining to this PPS. The PPS was followed by the existing plat for the property Plat Book WWW 41, page 100. Parcel A is currently improved with two multifamily buildings, while Lot 57 is the site of one multifamily building. All three buildings are to be razed to make way for new development.

PPS 4-20017 was approved on January 7, 2021 (PGCPB Resolution No. 2021-03) for 2 parcels for mixed-use development on the subject property, including a Variation from Section 24-122(a) of the Subdivision Regulations to allow omission of the required public utility easements (PUEs) along Knox Road and Guilford Drive. At the date of this referral, the PPS has not received signature approval.

The proposed 129 multi-family units and 2,080 square feet of commercial development on the subject site constitutes the allowed development as approved with the PPS. Additional development and/or redevelopment of the site must conform to Subtitle 24 adequacy findings set forth in the approved PPS or a new PPS will be required.

A new final plat of subdivision shall be recorded before permits can be issued for the property. The properties will be redesignated as Parcel 1 (Parcel A) and Parcel 2 (Lot 57) in accordance with PPS 4-20017.

PPS 4-20017 was approved subject to 13 conditions, of which six are applicable to the subject DSP review. The relevant conditions are shown below in **bold** text. Staff analysis of the project's conformance to the conditions follows each one in plain text.

2. **A substantial revision to the mix of uses on the subject property that affects Subtitle 24 of the Prince George's County Subdivision Regulations adequacy findings, as set forth in a resolution of approval, shall require the approval of a new preliminary plan of subdivision, prior to approval of any building permits.**

The subject DSP proposes development in accordance with the approved PPS. There is no substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings. A new PPS is not required at this time.

3. **Total development within the subject property shall be limited to uses that would generate no more than 56 AM and 73 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.**

The development shown with the DSP is consistent with the approved PPS. The proposed development should be further reviewed by the Transportation Planning Section for conformance to Condition 3.

4. **Development of this site shall be in conformance with the Stormwater Management Concept Plan (22870-2020-00), once it is approved, and any subsequent revisions.**

The applicant submitted an approved Stormwater Management (SWM) Concept Plan (22870-2020-00) and approval letter with the subject DSP. The approved SWM Concept Plan shows the layout approved with the PPS, and development matching that shown on the subject DSP. The Environmental Planning Section should further review the SWM concept plan for conformance to Condition 4.

5. **In conformance with the 2010 *Approved Central US 1 Corridor Sector Plan and Subject Map Amendment*, the 2009 *Approved Countywide Master Plan of Transportation*, Subtitle 24, and pedestrian and bikeway adequacy within the subject site, the applicant, and the applicant's heirs, successors and/or assignees shall provide, and show on the detailed site plan, prior to acceptance:**

- a. **Minimum 6-foot-wide sidewalks along all subject site frontages on Knox Road and Guilford Road.**

Sidewalks are shown and labeled on the DSP along all site frontages on Knox Road and Guilford Road. The plans also clearly indicate the minimum 6-foot-wide width required for these locations.

- b. **Special decorative sidewalk (e.g., scored or stamped concrete) and/or accent pavers used for sidewalks along Knox Road and Guilford Road.**

A concrete sidewalk detail is included on the DSP, which does not specify any special finish for treatment of the surface of sidewalks along Knox Road and Guilford Road as conditioned in the PPS. A separate detail should be provided on the plans to portray the finish or accent for the sidewalks along these roads.

**c. Sidewalks continued across all driveways.**

The DSP shows one proposed driveway to the development from Knox Road, and reflects a crosswalk connecting the sidewalks on either side of this driveway. A standard detail for the driveway entrance is also provided on the plans which shows the sidewalk ramp transitions to the crosswalk.

**d. Minimum of two bicycle racks consistent with AASHTO 2012 *Guide for the Development of Bicycle Facilities* provided at a location convenient to the entrance of each building.**

A minimum of two bicycle racks are provided at a convenient location close to entrances of both buildings, along with a detail for these proposed bike racks.

**e. Trash receptacles at a location convenient to the subject site entrance.**

Trash receptacle locations are shown, and details provided on the DSP as required by this condition.

The above improvements should be further reviewed by the Transportation Planning Section to ensure the configurations and details shown are acceptable.

**7. Prior to acceptance of a detailed site plan, the applicant, and the applicant's heirs, successors, and/or assignees shall provide a pedestrian and bikeway exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bikeway adequacy facilities, as described in condition 6, consistent with Section 24-124.01(f) of the Subdivision Regulations.**

A Bicycle and Pedestrian Impact Statement (BPIS) exhibit was submitted with the subject application, which depicts the location, limits, and details of the off-site pedestrian and bikeway facilities. However, the exhibit does not clearly state the standards or specifications which should be utilized for the construction of these facilities. The BPIS exhibit should be further reviewed by the Transportation Planning Section for conformance to Condition 7.

**9. In accordance with Section 24-135(b) of the Prince George's County Subdivision Regulations, the applicant, and the applicant's heirs, successors, and/or assignees, shall provide adequate, private on-site recreational facilities.**

At the time of PPS review, the applicant proposed private on-site recreation facilities to meet the mandatory dedication of parkland requirements per Section 24-135 of the Subdivision Regulations. The list of the recreation facilities on-site made available to the future residents conceptually included a fitness center, study, collaboration room, bistro, lounge, multipurpose spaces, and an outdoor pool area. Staff had also found that the proposed recreational facilities did not include any street-level, outdoor amenities, and

recommended that at the time of DSP, the applicant explore opportunities to provide shade, outdoor seating, and other improvements to the public realm to enhance the residents' street-level experience.

The DSP and the Statement of Justification (SOJ) show the following facilities being provided towards the recreational facilities requirement - a fitness room, study rooms, collaboration/computer room, lounge, and pool located in Building 1; and a lounge and multiple study rooms located in Building 2. The lounge in Building 2 is provided in the same general space as the building lobby, and therefore it is not clear what area is specifically allocated to meeting the recreational facilities requirement. The study rooms in both buildings and collaboration/computer may also not be appropriate as recreational facilities, and therefore should not be counted towards the recreational facilities requirement. Paved plazas with seating, tables, planting, and lighting are located at street-level in front of both buildings along Knox Road. Details for the lounge area adjacent to the pool is included in the plan. Details and floor plans for other indoor recreational facilities are also provided. The Urban Design Section should review the proposed private on-site recreational facilities for adequacy and proper siting, in accordance with the Park and Recreation Facilities Guidelines, and conformance with Condition 9.

### **Conclusion:**

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. The DSP has been found to be in substantial conformance with the approved preliminary plan of subdivision. All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat. There are no other subdivision issues at this time.

Countywide Planning Division  
Environmental Planning Section

301-952-3650

March 9, 2021

**MEMORANDUM**

TO: Andrew Bishop, Senior1 Planner, Urban Design Section, DRD

VIA: Megan Reiser, Supervisor, Environmental Planning Section, CWPD *MR*

FROM: Marc Juba, Planner Coordinator, Environmental Planning Section, CWPD *MJ*

SUBJECT: **Aspen Maryland; DSP-20031**

The Environmental Planning Section has reviewed the above referenced Detailed Site Plan (DSP) submitted for Aspen Maryland accepted for review on February 2, 2021. Comments were provided to the applicant at the Subdivision Review Committee (SDRC) meeting on February 19, 2021, and revised plans were submitted by the applicant on March 4, 2021. The Environmental Planning Section recommends approval of Detailed Site Plan (DSP) DSP-20031 with no conditions.

**Background**

The following applications and associated plans were previously reviewed for the subject site:

Development Review Case #	Associated Tree Conservation Plan or Natural Resources Inventory #	Authority	Status	Action Date	Resolution Number
NA	NRI-055-2020 (EL)	Staff	Approved	4/28/2020	NA
NA	NRI-055-2020-01	Staff	Approved	9/3/2020	NA
NA	S-040-2020	Staff	Approved	4/23/2020	NA
4-20017	NA	Planning Board	Approved	12/17/2020	2021-03
DSP-20031	NA	Planning Board	Pending	Pending	Pending

**Proposed Activity**

The current application is for the construction of 129 multifamily dwelling units and a total of approximately 2,090 gross square feet of commercial/retail space in two buildings to be constructed on existing Parcel A and Lot 57, which totals (0.85 acres) located within the M-U-I zone.

### **Grandfathering**

The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010, because this site is associated with a previously approved Preliminary Plan of Subdivision 4-20017 approved after September 1, 2010.

### **Conditions of Previous Approval**

No previous conditions of approval are directly related to the subject application.

## **ENVIRONMENTAL REVIEW**

### **Natural Resources Inventory/Existing Conditions Plan**

The site has an approved Natural Resources Inventory Plan (NRI-055-2020-01), which correctly shows the existing conditions of the property. No specimen or historic trees are associated with this site. This site is not associated with any Regulated Environmental Features (REF), such as streams, wetlands, or associated buffers. The site is associated with a small area of developed 100-year floodplain along the frontage of the site with Guilford Drive. The Primary Management Area (PMA) located delineated on-site is entirely located within the previously developed 100-year floodplain and is correctly reflected on the DSP.

### **Woodland Conservation**

The site is exempt from the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property contains less than 10,000 square feet of woodland and has no previous Tree Conservation Plan (TCP) approvals. A standard letter of exemption (S-040-2020) from the WCO was issued for this site which expires on April 23, 2022. No additional information is required regarding woodland conservation.

### **Soils**

The predominant soils found to occur, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Urban Land-Christian-Downer complex (5-15% slopes); Urban Land-Russett-Christiana complex (5-15% slopes); Zekiah-Urban Land complex, frequently flooded); and Zekiah and Issue soils, frequently flooded. Unsafe soils containing Christiana complexes have been identified on-site. No unsafe soils containing Marlboro clay have been identified on or within the immediate vicinity of this property.

Much of the northern half of the site is situated on urban soils containing Christiana complexes. These soils have been previously disturbed and should not pose an issue to the proposed development, because no grading exceeding 20 percent is proposed. The areas of the site that are situated on existing steep slopes are above the base grade of the proposed development, and no additional load bearing stress will be added by the proposed development.

Correspondence from the Department of Permitting, Inspections and Enforcement (DPIE) demonstrating conformance with Section 24-131 of the Subdivision Regulations for unsafe soils is not required at this time and no further action is needed as it relates to this application. The County

may require a soils report in conformance with CB-94-2004 during future phases of development and/or at time of permit.

### **Preservation of Regulated Environmental Features**

Section 27-285(b)(4) of the Zoning Ordinance requires the following finding: “The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).”

Because no Regulated Environmental Features (REF) will be impacted by the proposed development, staff finds that the regulated environmental features have been preserved and/or fully restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).

### **Specimen, Champion, or Historic Trees**

In accordance with approved NRI-104-2019; no specimen, champion, or historic trees have been identified on the subject property. The specimen tree regulations are under Subtitle 25, the Woodland and Wildlife Habitat Conservation Ordinance (WCO). Because the site is exempt from the requirements of Subtitle 25 (a standard exemption has been issued) the project is not subject to the specimen tree regulations. No further information is required regarding specimen, champion, or historic trees.

### **Stormwater Management**

The site has an approved Stormwater Management Concept Plan #22870-2020-00, which is valid until January 21, 2024. The approved concept plan is consistent with the DSP.

The plan includes two underground storage systems associated with each building. The project will be subject to further review at the time of permit and DPIE reserves the right to impose restrictions, if necessary, prior to permit.

A floodplain waiver from DPIE, dated October 15, 2020 was previously submitted with the preliminary plan of subdivision application (4-20017), granting permission to build within the existing developed 100-year floodplain subject to eight conditions.

No further information is required at this time regarding stormwater management with this DSP application.

### **Summary of Recommended Findings and Conditions**

The Environmental Planning Section has completed the review of DSP-20031 and recommends approval subject with no conditions.



**MEMORANDUM**

DATE: March 5, 2021

TO: Andrew Bishop, Senior Planner  
Urban Design Section  
Development Review Division  
Department of Parks and Recreation

VIA: Sonja Ewing, Assistant Division Chief *SME*  
Park Planning and Development Division  
Department of Parks and Recreation

FROM: Tom Burke, Planner Coordinator *TB*  
Land Acquisition & Development Review Section  
Park Planning and Development Division  
Department of Parks and Recreation

SUBJECT: **DSP-20031 Aspen-Maryland**

---

The staff of the Department of Parks and Recreation (DPR) has reviewed the subject Detailed Site Plan application, DSP-20031, for conformance to Preliminary Plan of Subdivision (PPS) 4-20017 conditions, as they pertain to public parks and recreation.

**Preliminary Plan of Subdivision 4-20017** was approved by the Planning Board on December 17, 2020 (PGCPB Resolution No. 21-03) with 13 conditions. The following conditions relate to DPR:

9. **In accordance with Section 24-135(b) of the Prince George's County Subdivision Regulations, the applicant, and the applicant's heirs, successors, and/or assignees, shall provide adequate, private on-site recreational facilities.**
10. **The on-site recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department, for adequacy and proper siting, in accordance with the Park and Recreation Facilities Guidelines, with the submittal of the detailed site plan.**
11. **The applicant, and the applicant's heirs, successors, and/or assignees, shall submit three original executed recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Planning Department for construction of on-site recreational facilities, for approval prior to a submission of a final record plat. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land**



**Records and the Liber and folio of the RFA shall be noted on the final plat, prior to recordation.**

- 12. The applicant, and the applicant's heirs, successors, and/or assignees, shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of recreational facilities, prior to issuance of building permits.**

The applicant has submitted plans indicating that the on-site recreational facilities will include an outdoor rooftop pool, a grilling station, lounging and sitting areas with fire pits, and 130 bicycle parking spaces. The Urban Design Section staff shall review the on-site recreational facilities for adequacy and proper siting and establish triggers for timing of construction.

cc: Bridget Stesney  
Alvin McNeal



**1 - WSSC STANDARD COMMENTS FOR ALL PLANS**

Status as of 02/16/2021 03:50 PM

Type: Action

State: For Discussion

Created by: Adan Rivera  
On: 02/16/2021 03:50 PM  
Type: Action  
State: For Discussion

**WSSC STANDARD COMMENTS FOR ALL PLANS**

1. WSSC comments are made exclusively for this plan review based on existing system conditions at this time. We will reevaluate the design and system conditions at the time of application for water/sewer service.
2. Coordination with other buried utilities:
  - a. Refer to WSSC Pipeline Design Manual pages G-1 and G-2 for utility coordination requirements.
  - b. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC right-of-way unless specifically approved by WSSC.
  - c. Longitudinal occupancy of WSSC rights-of-way (by other utilities) is not permitted.
  - d. Proposed utility crossings of WSSC pipelines or rights-of-way that do not adhere to WSSCs pipeline crossing and clearance standards will be rejected at design plan review. Refer to WSSC Pipeline Design Manual Part Three, Section 3.
  - e. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including, impacts to proposed street, building and utility layouts.
  - f. The applicant must provide a separate Utility Plan to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and rights-of-way.
  - g. Upon completion of the site construction, utilities that are found to be located within WSSCs rights-of-way (or in conflict with WSSC pipelines) must be removed and relocated at the applicants expense.
3. Forest Conservation Easements are not permitted to overlap WSSC existing or proposed easements. Potential impacts to existing Forest Conservation Easements (due to proposed water and/or sewer systems) must be reviewed and approved by County staff.
4. Unless otherwise noted: ALL extensions of WSSCs system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSCs Development Services Center at (301-206-8650) or visit our website at [www.wsscwater.com/Development Services](http://www.wsscwater.com/Development%20Services) for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSCs Permit Services at (301) 206-4003.

----- 0 Replies -----

**2 - WSSC PLAN REVIEW COMMENTS**

Status as of 02/16/2021 03:50 PM

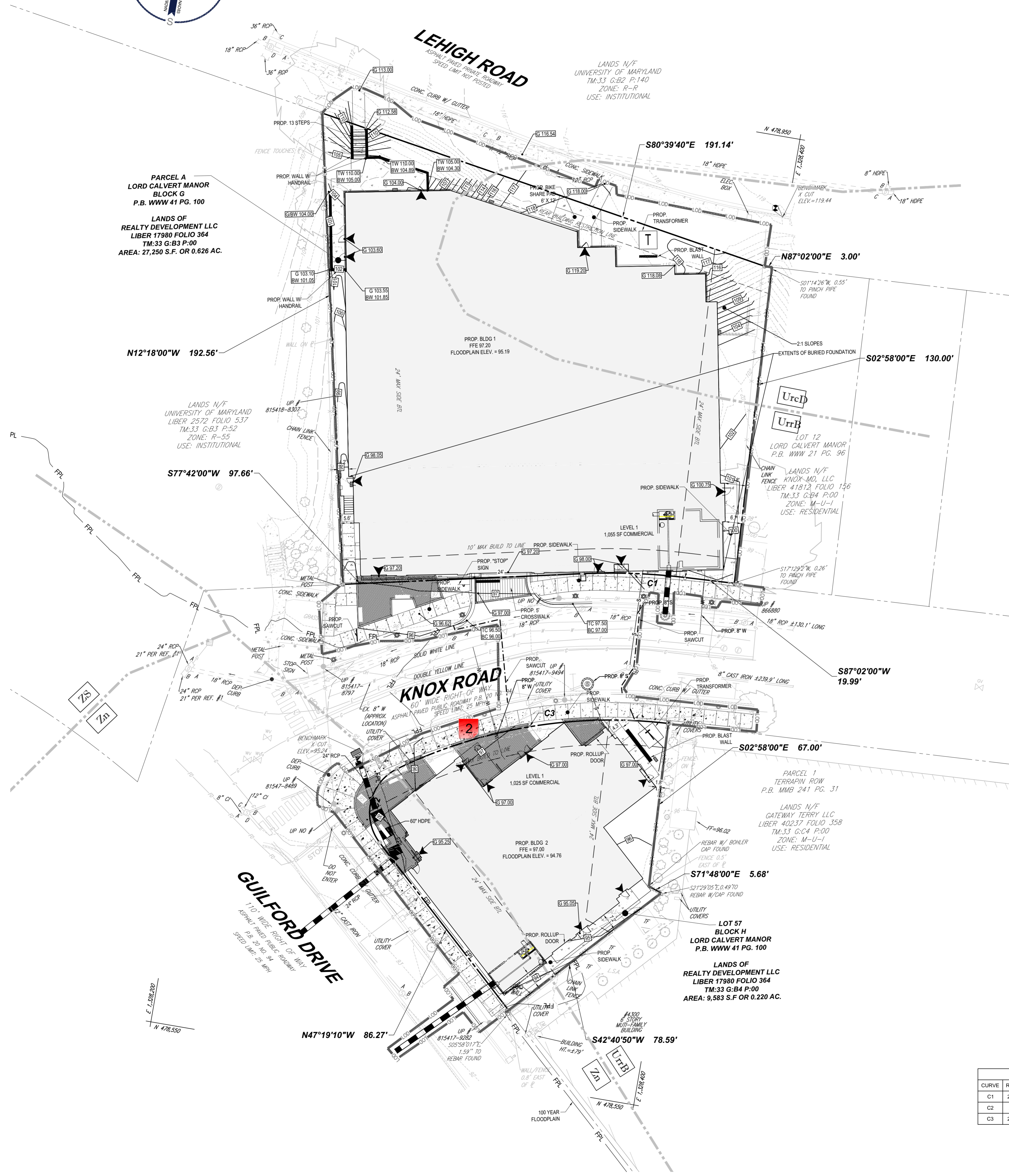
Type: Action

State: For Discussion

Created by: Adan Rivera  
On: 02/16/2021 03:50 PM  
Type: Action

State: For Discussion

----- 0 Replies -----

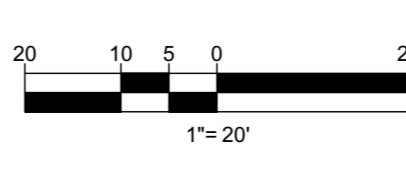


**LEGEND**

MICRO-BIORETENTION FACILITY	
PROPOSED BUILDING	
PROPOSED SIDEWALK	
PROPOSED CONCRETE PAVERS	

CURVE TABLE

CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA	TANGENT
C1	260.00'	42.35'	S82°22'00"W	42.31'	069°20'50"	21.22'
C2	20.00'	35.53'	N03°34'10"E	31.04'	101°46'40"	24.60'
C3	200.00'	113.71'	N70°44'45"E	112.18'	032°34'30"	58.44'



**REVISIONS**

REV	DATE	COMMENT	DRAWN BY	CHECKED BY
1	08/28/20	PER MNC/PCFC COMMENTS	AJM	NBS



**NOT APPROVED FOR CONSTRUCTION**

PROJECT No.: MB102199  
 DRAWN BY: AJM  
 CHECKED BY: NBS  
 DATE: 06/15/20  
 CAD L.D.: SSO

**DETAILED SITE PLAN**

FOR  
 ASPEN - MARYLAND  
 DEVELOPMENT  
 4205 & 4206 KNOX ROAD  
 COLLEGE PARK, MD 20740  
 PRINCE GEORGE'S COUNTY

**BOHLER**  
 16701 MELFORD BLVD., SUITE 310  
 BOWIE, MARYLAND 20715  
 Phone: (301) 800-4500  
 Fax: (301) 800-4501  
 MD@BohlerEng.com

**N. B. SPEACH**  
 PROFESSIONAL ENGINEER  
 License No. 4895  
 License Expiration Date: 1/21/2023

**OVERALL PROPOSED PLAN**

SHEET NUMBER:  
**DSP-4**  
 REVISION 1 - 08/28/20

**1 - WSSC Standard Review Comments**

Created by: Rufus Leeth  
On: 02/17/2021 08:32 AM

**GOVERNMENT REFERRED PLAN REVIEW (GOV)  
PLAN REVIEW COMMENTS****DESIGN COMMENTS:****WATER & SEWER**

0This site is currently being served by existing and active water and sewer connection(s).

0Design water and sewer service connection(s) to avoid environmental, storm water management facilities, ESD Devices, other utilities, landscaping, tree boxes and structures or paving impacts for future maintenance.

0Existing mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.

0Show and label easement limits on plan for all existing and proposed mains.

0Provide proper protection of water supply where water main is below or parallel to sewer main, building drain, sewer house connection or septic field and when pipe crosses other utilities.

0Design the plan such any water and sewer pipelines avoid conflicts with large storm drains, culverts, deep side ditches, etc. Maintain the required horizontal clearances from other utilities, retaining walls, sediment traps, street lights, paving, etc. See WSSC 2017 Pipeline Design Manual Part Three, Section 3; Pipeline Crossings and Clearances.

0There is an 8- inch diameter water main located on or near this property. WSSC records indicate that the pipe material is Ductile Iron (DI). Prior to submittal of Phase 2 System Integrity review, it is the applicant's responsibility to test pit the line and determine its exact horizontal and vertical location as well as to verify the type of pipe material. The applicant's engineer is responsible for coordinating with WSSC for monitoring and inspecting test pits for this project.

0Water and sewer pipelines 12-inch and smaller must have the greater of: a minimum of 15 feet horizontal separation from any building or dwelling or a 1:1 slope from the bottom of the foundation of the existing or proposed building to the bottom edge of the pipeline trench.

**0METERING - Mixed-Use Buildings.**

Where both residential and commercial units in the same building are served by single water service connection or multiple service connections forming into a single system on property, a minimum of two meters shall be installed, as set forth below, to allow for the separate registering or computations of residential unit and commercial unit water consumptions at the building. For mixed-use properties located in Prince George's County, each residential unit must be metered separately. See 2019 Plumbing & Fuel Gas Code 111.5.8.1

**SITE UTILITY**

0OUTSIDE METERS - 3-inch and larger meter settings shall be furnished and installed by the utility contractor in an outside meter vault. Show and label vault and required WSSC easement. WSSC prefers an outside meter in a vault, however and indoor meter may be allowed under certain conditions. See WSSC 2019 Plumbing & Fuel Gas Code 111.5.7 & 603.4.1

**EASEMENTS**

0WSSC easements must be free and clear of other utilities, including storm drain systems, ESD

devices, gas, electric, telephone, CATV, etc., with the exception of allowed crossings designed in accordance with the WSSC 2017 Pipeline Design Manual. Landscaping and Hardscaping are also not allowed without approval. Under certain conditions (and by special request) the items listed above may be permitted within the WSSC easement. However, this will be evaluated on a case by case basis and if allowed, will require execution of a special agreement and/or Hold Harmless Agreement between WSSC and the developer.

0WSSCs minimum easement width for a normal (14-inch diameter or less) pipeline (water or sewer at normal depth) is 20-feet. When both water and sewer (normal diameter and depth) are installed in the same easement, the minimum width is 30-feet. Installation of deep or large water/sewer will require additional easement width.

0The minimum horizontal clearance from a building to the outside diameter of a WSSC pipeline is 15-feet. The minimum spacing between adjacent buildings with both water and sewer lines between them must be 40-feet. In some cases where connections, fire hydrants, or deep water/sewer lines are involved, additional easement width is required.

0Balconies or other building appurtenances must not encroach within WSSC easements. Water/Sewer pipeline alignment should maintain a minimum 5-foot horizontal clearance from storm-drain pipeline/structures and other utilities. Review of plan submitted does not meet these requirements.

0Additional gratis easement conveyed to WSSC may be required parallel and contiguous to existing sewer mainline abutting the property.

## GENERAL

0Submit an Excavation Support System Plan (ESS) to WSSC for review if your project involves subsurface features such as an underground parking garage or a deep excavation which will require tiebacks in the area of existing or proposed WSSC mains. This ESS Plan submission should be made at the time of Design Plan Submission. If, however, the excavation support work will be done before the Design Plan Submission, it will be necessary to submit the plan as a Non-DR Plan to WSSC. No work should be done in the vicinity of WSSC mains until the ESS Plans have been reviewed by WSSC. If no ESS Plans are required for the project, the engineer should provide a letter from the Project Structural Engineer certifying that the building does not require it.

0Follow WSSC Demolition/Abandonment procedures to obtain a County Raze Permit. Note: Failure to obtain an SDC fixture credit permit inspection prior to the removal of existing fixtures will result in the issuance of Basic Credit Only. To obtain System Development Charge (SDC) credits for existing plumbing fixtures, an SDC Fixture Count Inspection MUST be completed by a WSSC Regulatory Inspector BEFORE REMOVAL OF FIXTURES OR DEMOLITION of the structure. The inspection requires a permit which can only be obtained through a WSSC Registered Master Plumber. SDC Fixture Credit Procedures are available at the WSSC Permit Services website.

0A proposed site development project was previously submitted to WSSC (DA7048Z21) and is a conceptually approved project.

0Any grading change in pipe loading (including but not limited to proposed fill or excavation), adjustment to manhole rims, fire hydrant relocations, placement of access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC right-of-way requires advance approval by WSSC. Any proposed public street grade establishment plan (GEP) with an existing WSSC water or sewer main of any size located within the existing or proposed public street right-of-way requires WSSC approval directly on the original GEP prior to approval of the GEP by the County Department of Public Works and Transportation. Any work (design, inspection, repair, adjustment, relocation or abandonment of existing WSSC facilities) is done at the sole expense of the applicant/builder/developer. Contact

WSSC Relocations Unit at (301) 206-8672 for review procedures and fee requirements. See WSSC 2017 Pipeline Design Manual, Part Three, Section 5 & Section 11.

Show and label all existing nearby water and/or sewer service connections that may be impacted by the proposed development.

WSSC facilities/structures cannot be located with a public utility easement (PUE) however WSSC pipelines may cross over a PUE. Revise the plan to relocate any pipeline, valve, fire hydrant, meter vault and any other WSSC facilities/structures outside of the PUE.

HYDRAULICS COMMENTS:

GENERAL

See the attached Letter of Findings for existing WSSC project number DA7048Z21.

Site Utility System reviews are required for projects with proposed water connections greater than 2-inch or sewer connections greater than 4-inch. Contact the WSSC Permit Services Unit on (301) 206-8650 for submittal requirements or view our website.

WATER

A 8-inch water main is available to serve the proposed site. Contact the Permit Services Unit at (301) 206-8650 for details regarding applying for service connections or visit our website.

SEWER

A 8-inch gravity sewer main is available to serve the proposed site. Contact the Permit Services Unit at (301) 206-8650 for details regarding applying for service connections or visit our website.

----- 0 Replies -----

2 - Existing Sewer

Created by: Rufus Leeth  
On: 02/17/2021 08:40 AM

The existing sanitary sewer main fronting Lot 57, Block H is located less than 10 feet from the property line. WSSC can not properly maintain this sewer without encroaching onto this property. The proposed improvements also pose potential impacts to this existing sewer main. To avoid these issues WSSC is requiring this main to be relocated.

The cost for this work will be borne by the applicant. The Applicant has the option to provide additional on-property (Lot 57, Block H) easement to WSSC for the maintenance of this existing sanitary sewer main.

----- 0 Replies -----





*Division of Environmental Health/Disease Control*

Date: March 5, 2021

To: Andrew Bishop, Urban Design, M-NCPPC

From: Adebola Adepoju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: DSP-2003, ASPEN- MARYLAND

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for ASPEN-Maryland located off 4205 and 4206 Knox Road and has the following comments/recommendations:

1. There are approximately 15 existing carry-out/convenience stores food facilities and three grocery store/markets within a ½ mile radius of this site. A 2008 report by the UCLA Center for Health Policy Research found that the presence of a supermarket in a neighborhood predicts higher fruit and vegetable consumption and a reduced prevalence of overweight and obesity.
2. The applicant should submit an application for a raze permit from the Department of Permit Inspection Enforcement (DPIE) located at 9400 Peppercorn Place in Largo, Maryland or call (301) 636-2000.
3. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
4. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction



Environmental Engineering/Policy Program  
Largo Government Center  
9201 Basil Court, Suite 318, Largo, MD 20774  
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711  
[www.princegeorgescountymd.gov/health](http://www.princegeorgescountymd.gov/health)



*Division of Environmental Health/Disease Control*

activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

If you have any questions or need additional information, please contact me at 301-883-7677 or [aoadepoju@co.pg.md.us](mailto:aoadepoju@co.pg.md.us).



Environmental Engineering/Policy Program  
Largo Government Center  
9201 Basil Court, Suite 318, Largo, MD 20774  
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711  
[www.princegeorgescountymd.gov/health](http://www.princegeorgescountymd.gov/health)



# CITY OF COLLEGE PARK

## DEPARTMENT OF PLANNING, COMMUNITY & ECONOMIC DEVELOPMENT

8400 BALTIMORE AVENUE SUITE 375 COLLEGE PARK, MD 20740 | 240.487.3538 | COLLEGEPARKMD.GOV

March 24, 2021

Elizabeth M. Hewlett  
Chair, Prince George's County Planning Board  
M-NCPPC Prince George's County Planning Board  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772

RE: DSP-20031, Aspen-Maryland

Dear Chair Hewlett,

The City of College Park City Council, at their meeting on March 23, 2021, voted 7-0 with 1 abstention to recommend approval of Detailed Site Plan, DSP-20031 with conditions:

1. SUPPORT the following alternative development district standards, for Building 1:  
(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.
- b. **Building Form, Character Area 5a, Walkable Nodes** (page 234) - To allow covered parking to be provided in the second layer.
- c. **\*Building Form, Massing** (page 237) – To not provide a continuous expression line above the second story.
- d. **Building Form, Parking** (page 239) – To decrease number of parking spaces by 15 spaces.
- e. **Sustainability and the Environment** (p. 256) – To obtain NGBS-Silver certification instead of LEED- Silver Certification.

2. SUPPORT the following alternative development district standards, for Building 2, as noted below:

\*Not requested by Applicant but needed.

- a. **\* Building Form, Character Area 5a, Walkable Nodes (University)** (page 235)-To provide a rear setback of 4 feet rather than 10 feet.
- b. **\*Building Form, Massing** (page 237) – To not provide a continuous expression line above the second story.
- c. **Sustainability and the Environment** (p. 256) – To obtain NGBS-Silver certification instead of LEED- Silver certification.



# CITY OF COLLEGE PARK

## DEPARTMENT OF PLANNING, COMMUNITY & ECONOMIC DEVELOPMENT

8400 BALTIMORE AVENUE SUITE 375 COLLEGE PARK, MD 20740 | 240.487.3538 | COLLEGEPARKMD.GOV

3. 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 in the parking garage.
  - c. Provide at least 1 electric car-charging station.
  - d. Show the center line of Knox Road and all distances to the property line.
4. Prior to certification of the Detailed Site Plan, the Applicant shall revise the Landscape Plan to:
  - a. Correct landscape Schedule 4.1-4 and the landscape plan to indicate which ornamental trees will meet this requirement and indicate that 10 shade trees, not 9.1 shade trees are required.
  - b. Provide decorative screening for the Building 2 ground transformer and for the Building 1 ground transformer, if visible from Lehigh Road. Submit details to City staff for review and comment prior to installation.
  - c. Identify the existing tree that will be used to meet Section 4.10.
5. Prior to approval of the issuance of a demolition permit, all standing structures on the subject property shall be documented on a Maryland Inventory of Historic Properties form to be reviewed and approved by Historic Preservation staff. The form shall include floor plans, representative interior and exterior photos of the dwellings, and exterior photographs of the outbuildings and signage.
6. Prior to building permit approval, the Applicant shall demonstrate that the following adequate pedestrian and bikeway facilities, up to a cost cap of \$44,000, have been permitted for construction through the proper authority including an agreed-upon timetable for construction and completion:
  - a. Install a raised crosswalk on Knox Road to connect Building 1 at 4205 Knox Road to Building 2 at 4206 Knox Road, subject to permitting and approval of the City of College Park.
  - b. Widen the existing 4-foot sidewalk segment to 5 feet and upgrade existing ramp perpendicular to the northeast corner of Knox Road and Mowatt Lane/Guilford Drive, subject to permitting and approval of the City of College Park.
  - c. Install sharrow markings and "Bicycles May Use Full Lane" signs on Mowatt Lane northbound within the one-half-mile radius of the Applicant's property and install bicycle lanes on Mowatt Lane southbound where it will fit, subject to permitting and/or approval of the University of Maryland and/or any other applicable regulatory authority.
  - d. Install two perpendicular ADA ramps on the east side of Mowatt Lane to connect the sidewalks opposite the driveway adjacent to the Mowatt Lane garage, subject to permitting and/or approval of the University of Maryland.



# CITY OF COLLEGE PARK

---

## DEPARTMENT OF PLANNING, COMMUNITY & ECONOMIC DEVELOPMENT

8400 BALTIMORE AVENUE SUITE 375 COLLEGE PARK, MD 20740 | 240.487.3538 | COLLEGEPARKMD.GOV

7. Execute a Declaration of Covenants Agreement between the Applicant and the City of College Park.

Sincerely,

A handwritten signature in black ink that reads "Terry Schum". The signature is written in a cursive, flowing style.

Terry Schum, AICP  
Director of Planning, Community and Economic Development



Angela D. Alsobrooks  
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT  
Department of Permitting, Inspections and Enforcement  
Site/Road Plan Review Division



Melinda Bolling  
Director

**MEMORANDUM**

March 1, 2021

**TO:** Andrew Bishop, Urban Design Section  
Development Review Division, M-NCPPC

**FROM:** Mary C. Giles, P.E., Associate Director *Mary Giles 03/04/2021*  
Site/Road Plan Review Division, DPIE

**Re:** Aspen- Maryland Student Housing  
Detailed Site Plan No. DSP-20031

**CR:** Knox Road  
**CR:** Guilford Road  
**CR:** LeHigh Road

In response to the Detailed Site Plan No. DSP-20031 referral, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The property is located at 4206 Knox Road, on the north and south sides of Knox Road at the intersection of Guilford Road. These roads are publicly maintained by the City of College Park.
- The applicant is proposing construction of 129 multifamily dwelling units for student housing with commercial/retail space of approximately 2,080 square feet in two buildings for student housing.
- DSP-20031 is consistent with Site Development Concept Plan No. 22870-2020 approved on January 21, 2021.
- DPIE has no objection to the proposed Detailed Site Plan.
- This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:

9400 Peppercorn Place, Suite 230, Largo, Maryland 20774  
Phone: 301.636.2060 ♦ <http://dpi.e.mypgc.us> ♦ FAX: 301.925.8510

- a) Final site layout, exact impervious area locations are shown on plans.
- b) Exact acreage of impervious areas has not been provided.
- c) Proposed grading is shown on plans.
- d) Stormwater volume computations have not been provided.
- e) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth.
- f) Disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in the submittal.
- g) A narrative in accordance with the code has not been provided.
- h) The applicant shall provide items (a-g) at the time of filing final site permits.

MCG:DJK:ag

cc: Steve Snyder, P.E., District Engineer, S/RPRD, DPIE  
Dana Karzoun, Engineer, S/RPRD, DPIE  
York Acquisitions, Inc. 8008 Corporate Center Drive, Suite 300, Charlotte, NC 28226  
McNamee & Hosea, 6411 Ivy Lane, Suite 200, Greenbelt, MD 20770  
Nicholas Speech, PE, Bohler Engineering, 16701 Melford Ave., Bowie, MD 20715

**Additional Back-up**

**For**

**Detailed Site Plan DSP-20031**  
**Aspen - Maryland**



# ASPEN - MARYLAND DSP-20031

## RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and recommends approval of the application, as follows:

\* \* \* \* \*

B. APPROVAL of Detailed Site Plan DSP-20031 for Aspen Maryland, subject to the following conditions:

1. Prior to certification, the applicant shall revise the plans as follows, or provide the specified documentation:

a. Provide a ~~continuously striped~~ crosswalk across the driveway entrance to the parking garage at a consistent grade with the sidewalk. ~~that provides positive drainage and does not slope down into the driveway.~~

\* \* \* \* \*

g. Provide Americans with Disabilities Act-compliant curb cuts and crosswalks, where needed, and provide other decorative paving (e.g., scored or stamped concrete) to distinguish the crosswalk in front of the garage.

h. Except across the actual garage entrance, ~~P~~provide a proper architectural screening treatment to block the view of cars and lighting in the parking garage from Knox Road.

\* \* \* \* \*

2. Prior to approval of a ~~grading permit~~ demolition permit, all standing structures on the subject property shall be documented on a Maryland Inventory of Historic Properties form to be reviewed ~~and approved~~ by Historic Preservation staff. The form shall include floor plans, representative interior and exterior photos of the dwellings, and exterior photographs of the outbuildings and signage. A copy of the form shall be provided to the staff of the City of College Park.

\* \* \* \* \*

### KEY:

Underline indicates language added to findings/conditions;

~~Strikethrough~~ indicates language deleted from findings/conditions;

Asterisks \*\*\* indicate intervening existing findings/conditions that remain unchanged.