

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 www.mncppc.org/pgco/planning/plan.htm.

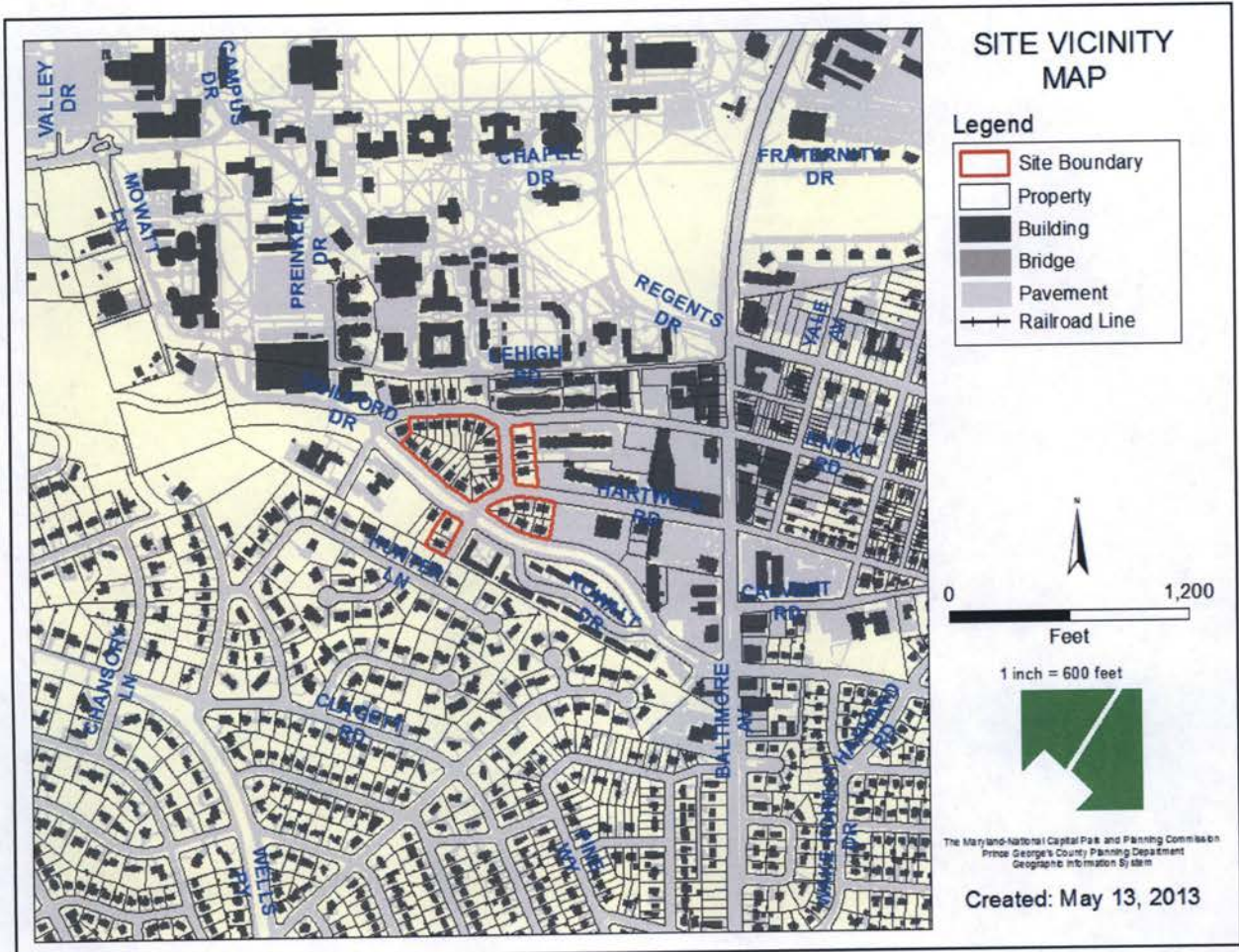
Detailed Site Plan

DSP-13025

Application	General Data	
Project Name: University of Maryland Student Housing at Knox Road Location: Located on the south side of Knox Road, approximately 1,000 feet west of its intersection with Baltimore Avenue (US 1). Applicant/Address: Toll Brothers, LLC 250 Gibraltar Road Horsham, PA 19044	Planning Board Hearing Date:	11/14/13
	Staff Report Date:	10/30/13
	Date Accepted:	08/08/13
	Planning Board Action Limit:	Waived
	Plan Acreage:	6.208
	Zone:	M-U-I/D-D-O
	Dwelling Units:	445
	Gross Floor Area:	655,139 sq. ft.
	Planning Area:	66
	Tier:	Developed
	Council District:	03
	Election District:	21
	Municipality:	College Park
200-Scale Base Map:	209NE04	

Purpose of Application	Notice Dates	
This case was continued from the Planning Board agenda date of November 7, 2013 to November 14, 2013. A mixed-use project with 11,909 square feet of retail development and 445 student housing units, for a total gross floor area of 655,139 square feet.	Informational Mailing:	05/21/13
	Acceptance Mailing:	08/08/13
	Sign Posting Deadline:	10/08/13

Staff Recommendation			Staff Reviewer: Meika Fields Phone Number: 301-780-2458 E-mail: Meika.Fields@ppd.mncppc.org
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-13025
University of Maryland Student Housing at Knox Road

The Urban Design staff has reviewed the detailed site plan for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions.

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

- A. Compliance with the requirements of the Mixed Use-Infill (M-U-I) Zone.
- B. Compliance with the requirements of the Development District Overlay (D-D-O) Zone.
- C. Compliance with the requirements of the 2010 *Approved Central US 1 Corridor Sector Plan and Adopted Sectional Map Amendment*.
- D. The 2010 *Prince George's County Landscape Manual*.
- E. The Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.
- F. The Prince George's County Tree Canopy Coverage Ordinance.
- G. Referral comments.

FINDINGS

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

1. **Request:** With the subject detailed site plan (DSP), the applicant proposes to raze 50 existing duplex units and construct modern student housing development consisting of 445 multifamily units and 11,909 square feet of retail development.
2. **Location:** The subject property, which consists of 50 separate lots, is located on the south side of Knox Road, approximately 1,000 feet west of its intersection with Baltimore Avenue (US 1), with frontage on Knox Road, Guilford Drive, Rossburg Drive, and Hartwick Road in the City of College Park. The site is in Planning Area 66, Council District 3, and is in the Developed Tier. The site is zoned Mixed Use-Infill (M-U-I) 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 Adopted Sectional Map Amendment* (Central US 1 Corridor Sector Plan and SMA).

3. **Surrounding Uses:** North of the subject property are multifamily and fraternity buildings in the M-U-I and Rural Residential (R-R) Zones, beyond which are properties in the R-R Zone owned by the University of Maryland. To the west, the subject site adjoins M-U-I-zoned property. To the east the site adjoins commercial/office property in the M-U-I Zone and multifamily property in the Multifamily High Density Residential (R-10) Zone. To the south and southwest across Guilford Drive are multifamily buildings and religious institutions in the One-Family Detached Residential (R-55), Multifamily Medium Density Residential (R-18), and M-U-I Zones. All of the above-described properties are also located within the D-D-O Zone of the Central US 1 Corridor Sector Plan and SMA. The southern portion of the site located south of Guilford Drive abuts properties in the R-55 Zone that are not located within the D-D-O Zone.

4. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	M-U-I/ D-D-O	M-U-I/D-D-O
Use(s)	Residential	Multifamily/Residential/ Commercial/Retail
Acreage	5.77	6.20 (including Rossburg Drive once vacated)
Lots	50	--
Parcels	--	3
Total Square Footage/GFA	84,000 (to be razed)	655,139
Retail Square Footage/GFA	--	11,909
Multifamily Dwelling Units:	50 (to be razed)	445

OTHER DEVELOPMENT DATA

Parking Requirements per the Sector Plan

The following table outlines the parking that is required by-right within the Central US 1 Corridor D-D-O Zone for the proposed development program:

Use	Walkable Node Requirement	Total	Corridor Infill Requirement	Total
429 dwelling units (Walkable Node)	1 space/dwelling	429	N/A	N/A
16 dwelling units (Corridor Infill)	N/A	N/A	1.5 spaces/dwelling	24
11,909 sq. ft. retail space	3 spaces/1,000 sq. ft.	36	N/A	N/A
SUBTOTAL	N/A	465	N/A	24
TOTAL required without shared parking				489
Shared Parking Factor				Divide by 1.3
TOTAL required with shared parking				377

Total Parking Provided

507
(496 standard; 9 handicapped;
2 van-accessible handicapped)

Bicycle Spaces per the Sector Plan

Required = 1 space per 3 parking spaces **169**
Provided **314**

Loading Spaces

Required (per Section 27-582*) **4 spaces**
Retail – 11,909 sq. ft. 2 spaces
(2 stores 2,000 to 10,000 sq. ft.)
Residential 2 spaces

Provided **4 spaces**
Retail 2 spaces
Residential 2 spaces

***Note:** The Central US 1 Corridor Sector Plan and SMA does not have specific requirements for the number of loading spaces; therefore, the applicable section of the Zoning Ordinance should serve as the requirement per the sector plan (page 226). Additionally, the provided loading spaces need to meet the size requirements of Section 27-578 of the Zoning Ordinance; however, no heights for the loading space access doors were provided. Therefore, any future approval of this DSP should label the height of all loading space access doors as at least 15 feet.

The DSP should be revised to show each level of the proposed parking garage, and dimension parking space sizes and drive aisle widths, so conformance with the requirements of the Zoning Ordinance may be determined.

5. **Prior approvals:** The property is known as Lots 1–10, Block E; Lots 9–14, Block F; Lots 29–56, Block H; Lots 9–12, Block I; and Rossburg Drive, located on Tax Map 33 in Grid C-4. Lots 1-10, Block E, were recorded in Plat Book WWW 20-94 and approved on March 6, 1952. Lots 9–14, Block F; Lots 29–56, Block H; and Lots 9–12, Block I, were recorded in Plat Book WWW 21-96 and approved on November 13, 1952. The applicant is not required to file a preliminary plan of subdivision for this property as discussed in Finding 12d below. The subject property has an approved Stormwater Management Concept Plan, 14618-2013, dated August 2, 2013.
6. **Design Features:** With the subject DSP, the applicant proposes to raze 50 existing duplex units and construct modern student housing development consisting of 445 multifamily units and 11,909 square feet of retail development. The development is proposed to occupy three proposed parcels. Proposed Parcel 1 fronts Knox Road, Guilford Road, and Hartwick Road, with the primary frontage on Knox Road, and contains Buildings A and B, which are two six-story multifamily buildings. Building A is 329,947 square feet and contains 233 multifamily units and 8,347 square feet of retail in two locations. Building B is 185,282 square feet and contains one parking garage and 123 multifamily units, including 14 townhouse-style multifamily units, and 3,562 square feet of retail in two locations. Proposed Parcel 2 fronts Hartwick Road and Guilford Drive, and contains one five-story multifamily building and 16 townhouse-style multifamily

units. Proposed Parcel 3 is located on the south side of Guilford Drive, fronting Guilford Drive and Rossburg Drive near its terminus, and contains 16 townhouse-style multifamily units in two blocks.

The proposed design creates a green space at the intersection of Guilford Drive and Hartwick Road and connects that green space to the campus of the University of Maryland through a 65-foot-wide, pedestrian-only corridor between Buildings A and B. This corridor includes a 30-foot-wide walkway with landscaping and seating along the sides, and expands to a wider plaza area along Knox Road. This corridor is referred to by the applicant as a “mews,” which is typically a small street or alley. Due to a 20-foot grade change that exists between Knox Road and Guilford Drive, a wide staircase has been incorporated into the mews, and has been designed as a place of gathering that includes amphitheater-style seating. This staircase should be designed to accommodate pushing a bicycle, and staff recommends, prior to signature approval of the plans, that the applicant provide final details of the staircase design.

Parking for the majority of the development will be housed within the proposed parking garage located within Building B. Building B and its parking garage are located within the existing right-of-way of Rossburg Drive. The applicant has requested that this existing right-of-way within the City of College Park be closed and abandoned. Staff recommends that the abandonment, the vacation procedures, and a minor plat be completed prior to signature approval of the subject DSP, so the DSP will ultimately match the final plat.

The parking garage will be accessed from Hartwick Road only. A proposed second access from Knox Road has been removed from the plan to reflect that Knox Road is the primary frontage street serving the development. The garage front on Knox Road will be faced with townhouse-style units which will not be connected to the multifamily units and will be separately accessed from Knox Road. These units, like the townhouse-style units proposed along Guilford Drive, are intended to provide a mix of housing options for those students who prefer a more independent non-multifamily living arrangement. While most of the parking in the garage will be dedicated to residents, a portion of the first floor of the garage will be set aside for the commercial component of the project.

Recreational Facilities—Appropriate on-site usable green space and recreational facilities are proposed for future residents. On-site private recreational facilities with a value of at least \$395,589.90 are the minimum required for the proposed development in accordance with Prince George’s County Planning Department’s guidelines for the proposed population. The recreational facilities shown on the plan are as follows:

- **Building A:** Building A has been designed to include a courtyard with amenity spaces. The courtyard will include a swimming pool, an open lawn area/volleyball court, an outdoor TV, a fire pit, a large screen for movie projection, and an outdoor club room expansion area with seating, dining, and built-in grills and bar area. This courtyard is also being proposed for bioretention purposes and will have an educational panel describing its purpose and function.
- **Building B:** The courtyard incorporated into this building is intended to provide more passive activities. It will contain an open lawn area, seating areas with dining, built-in grills and bar area, a water feature, an outdoor TV, a fire pit, and a library extension area with seating. The courtyard is also designed to provide bioretention, and an educational panel describing their function will be included.

- **Building C, Sites C and D:** These areas include more passive recreational options, such as outdoor seating. Information regarding recreational opportunities internal to these buildings has not been provided for evaluation.

The proposed recreational areas are centrally located on the site and should be accessible to all residents of the project. If the courtyard facilities are not accessible to residents of all of the buildings, then the application should demonstrate that adequate recreational facilities will be provided within each building section prior to approval. Details of the site amenities proposed on Parcels 2 and 3, such as tables, chairs, and grills, should be provided.

Architecture— Buildings A and B mirror each other. Due to the change in grade across the site the buildings are five stories fronting Knox Road, and six stories along Hartwick Road and Guilford Drive. The outward facing elevations are generally clad in red brick. Outward projecting vertical bays with a dark grey panel finish are proposed to extend from the second to the sixth story, and serve as a design element to break up the buildings' mass. The tops of the buildings are further defined by a dark fiber cement panel. Along the base of the building, horizontal bands of brick rustication are proposed to add visual interest. Along both sides of the mews the building material shifts to provide a more modern design gesture with the use of a light colored limestone-like panel. The vertical bay elements remain, except instead of projecting from the building façade they are recessed. The limestone panel is shown to extend up to the sixth story and along the entrances into the mews, as if to fold around the corner. Storefront glass and walls of dark grey masonry are proposed at the ground level of these elevations facing the mews. The interior courtyard elevations have a similar design aesthetic as the mews. The color and material palette is limited to light fiber cement siding, dark panel, and a dark brick base. Staff encourages the applicant to continue to refine these elevations through the use of additional attractive architectural detailing.

Along the eastern elevation of Building B, the parking garage can be viewed. The materials of the parking garage have not been labeled. Samples of the materials should be provided for further review by Urban Design staff. The materials should at least give the appearance of a convincing brick treatment, and the design should blend in with the architecture of the rest of the building. Additional information regarding the mesh treatment for the parking garage openings should be provided. The applicant has indicated that there may be a need to modify the garage openings, so that adequate air flow exists in the garage. Any revisions to the garage openings should be shown on the plan prior to final approval.

Building C is a five-story building with similar design treatments as the outward-facing elevations of Buildings A and B. It is a red brick building with vertical, projecting, dark grey bays from the second story to the fifth story. The west elevation includes an extended window feature that allows views onto the public green. The applicant should evaluate the feasibility of relocating the Building C entrance to better align with the village green.

The proposed four-story townhouse-style units in Parcel 2 and 3 are largely identical in style. Two different tones of red brick are proposed and vertical window wall features visually separate each group of units. The proposed design of these units does not appear completely resolved, particularly in the treatment of the rears. The rears of the proposed townhouse-style units should be of a color more consistent with the front of the building; accent colors may be provided as appropriate. The incorporation of bays on the front of the townhouse-style models may also provide some aesthetic benefit.

Staff believes that additional attention to the architectural façade design of the proposed multifamily buildings, courtyards, and townhouse-style units would greatly benefit the overall project and contribute to its success. Additional façade plane projections, such as additional vertical bays, the introduction of additional accent materials, cornices, and other architectural treatments should be provided to make these façades more interesting, while still allowing for the modern architectural character desired by the applicant. Staff encourages the applicant to refine the proposal to address some of the above-described recommendations prior to certificate approval of the plans.

Signage—The applicant submitted a sign plan that includes freestanding and building-mounted project identification signage and commercial signage. Details of the signage proposal are discussed in Finding 8e below.

Construction and Timing—The applicant’s proposal is to construct student housing. The timing of construction is important because it is necessary for the housing to be ready for occupancy in time for the start of the fall semester 2016. The applicant has indicated that the construction timeframe for the first phase of the development (Buildings A and B) is two years, and that it is important that they be able to begin demolition of the existing structures as soon as possible after the end of the 2014 school year (May 2014) in order to complete construction by the fall semester of 2016. The DSP proposes the vacation of Rossburg Drive and the incorporation of this right-of-way into the adjacent parcels by recordation of a minor final plat. The vacation of Rossburg Drive and the recordation of the minor final plat should occur prior to certification of the DSP. The applicant has requested, and staff recommends, that the Planning Board support the issuance of demolition and grading permits for the limited purpose of removing the slabs and foundations associated with the existing structures prior to certification of the DSP. Upon final approval of the DSP by the Planning Board and/or District Council, the order of approvals set forth in Section 27-270 will be legally satisfied to allow issuance of demolition and grading permits limited to removing the slabs and foundations associated with the existing structures. No other grading or construction work should be permitted to proceed until certification of the DSP. A condition has been recommended to address this finding.

COMPLIANCE WITH EVALUATION CRITERIA

- 7. The 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 2010 *Approved Central US 1 Corridor Sector Plan and Adopted Sectional Map Amendment* (Central US 1 Corridor Sector Plan and SMA) 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 (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 six distinct areas within the sector plan: Downtown College Park, University of Maryland, Midtown, Uptown, Autoville and Cherry Hill Road, and 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 majority of the subject property is located in the Downtown College Park (University) walkable node area. Four lots southwest of Guilford Drive are located in the Corridor Infill character area. Walkable nodes are intended for pedestrian-friendly, transit-oriented, mixed-use development at appropriate locations along the Central US 1 corridor. Development should be medium to high intensity with an emphasis on vertical mixing of uses. Development in walkable nodes designated as "University" are targeted for student housing and should have building heights between four and ten stories, which "should begin to step down as the walkable nodes transition into residential neighborhoods" (see page 67).

The Corridor Infill character area consists of mixed-use, but primarily residential development with park-like landscaping and easy accessibility to goods and services, and is intended to facilitate the redevelopment of existing strip-commercial development along US 1 while serving as a transition from more intensive walkable nodes to existing residential areas adjacent to the corridor.

The proposed land use (south) map on page 60 of the Central US 1 Corridor Sector Plan and SMA recommends mixed-use residential and residential medium land uses on the subject property.

Section 27-548.25(b) of the Zoning Ordinance requires that the Planning Board find that the site plan meets the applicable development district standards in order to approve it. The development district standards are organized into multiple categories: Building Form, Existing Residential, Architectural Elements, Sustainability and the Environment, and Streets and Open Spaces. However, in accordance with the D-D-O Zone review process, modification of the development district standards is permitted. In order to allow the plan to deviate from the development district standards, the Planning Board must find that the alternative development district standards will benefit the development and the development district and will not substantially impair implementation of the sector plan.

If approved with conditions, the subject application will conform to all of the recommendations and requirements, except for those from which the applicant has requested an amendment. In areas where staff is recommending that the amendment be approved, staff believes that granting of the amendment will not substantially impair implementation of the sector plan.

The applicant requests amendments of the following development district standards:

a. **Building Form/Step-Back Transitions and Landscape Buffers** (page 238)

Generally, compatible buildings and uses should be located adjacent to each other. However, along historically commercial strips tall buildings often share rear lot lines with residential buildings.

Where corridor infill and walkable node areas are across the street from or share a rear property line with an existing residential area, a stepback transition and/or a landscape buffer shall be required for all new development within the corridor infill and walkable node areas.

Stepback transitions are appropriate where corridor infill and walkable node areas are across the street from existing residential areas. This scenario is illustrated in the top two diagrams on this page, where a block that fronts US 1 is across the street from an existing residential block. The tallest buildings shall be located fronting

US 1. The development shall step down through the block to a maximum height of two or three stories facing existing residential development. The top image illustrates the use of a mid-block parking garage that is masked by a residential liner building, while the middle image illustrates a surface parking lot that is similarly screened by townhouse liner buildings.

Landscape buffers in combination with step-back transitions are appropriate when corridor infill and walkable node areas share a property line with existing residential areas. This scenario is illustrated in the bottom image on the next page. The buffer area shall be consistent with the standards of the Landscape Manual.

Applicant's Justification: The applicant provided the following justification in response to this requirement:

“A modification of this requirement is requested because the buildings as designed do not provide step back transitions where walkable node areas are across the street from existing residential areas. As noted in the Development District Standard Analysis, there is existing residential areas across Knox Road and Guilford Drive from the proposed development. Much of the existing residential development is similar to the ‘Knox Boxes’ which the proposed development is eliminating. This older residential development is not in conformance with the Sector Plan Standards and should not dictate the design of the proposed development. The proposed development site is unique in that it includes three separate blocks of land separated by roadways. The Applicant proposes to step back the height of the development from block to block, achieving the same type of transition encouraged in the Sector Plan. Thus, while buildings ‘A’ and ‘B’, for example, do not step back, building ‘C’ is lower in height, as are the proposed two-over-two townhouses. These building to building step backs ensure compatibility with surrounding development in a manner which conforms with the Sector Plan. As a result, the applicant submits that the modification of the standard proposed in this instance will benefit the development and the development district and will not substantially impair implementation of the Sector Plan.

“Block D of the proposed development, located south of Guilford Road, is in the Corridor Infill Character Area and shares a property line with an existing residential area. The Sector Plan only requires a 10 foot side and rear yard building setback in the Corridor Infill Residential Area, but the Design Standards addressing transitions and landscape buffers (Page 238) requires that the Landscape Manual buffers be applied where Corridor Infill Areas share a property line with existing residential development. In this case, the proposed two over two units are attached units which would require a 20 foot building setback and a 10 foot buffer, rather than just a 10 foot building setback. The proposed units on Block D are 20 feet wide. Thus, to provide the required buffer, one building with two units have been removed. This results in a building setback of 30 feet and a landscaped buffer of 20 feet, which would exceed the Landscape Manual requirement, and is the equivalent of the buffer normally required where multifamily development abuts single family detached development.

“The Sector Plan also indicates that step back transitions are appropriate in conjunction with the buffer. The two family dwellings are four stories in height, which conforms to the height recommendations of the Sector Plan. The graduate student housing complex across Rossburg Drive is also four stories in height where it abuts the adjacent residential community. Further, the abutting residences, which front on Hunter Lane in the adjacent community, are topographically higher than the subject property. The first floor elevation of the proposed two over two unit on the subject property is 96’ while the two closest abutting homes have a first floor elevation of approximately 106’ and 110’, and their existing roof line is currently higher than the existing two and one half story apartment building proposed to be razed. The combination of the additional setback, additional buffer width and existing landscaping will provide an adequate transition between the proposed development and the existing residential community without having to also reduce the height of the proposed buildings.”

Comment: Unlike other development proposals that have been reviewed subsequent to approval of the Central US 1 Corridor Sector Plan and SMA, the subject property is immediately adjacent to the University of Maryland, College Park main campus. Therefore, while the buildings to the northeast of the subject property across Knox Road are residential, staff does not consider this area to be an existing residential area for the purposes of the sector plan and development review. Rather, this area is considered an institutional campus location. Existing development across Guilford Drive is considered by staff to be an existing residential area; however, staff notes that the uses fronting Guilford Drive in this area are institutional (religious and youth activity) uses serving the campus student body and are not occupied by residents.

Along the southwestern property lines of Lots 9 and 13, adjacent to existing single-family residential development, a landscape buffer and a 30-foot-wide building setback have been provided to meet the intent of the transition requirements. The transition in heights and massing across the site are sufficient in terms of ensuring appropriate transitions, in general, to adjacent properties in the walkable node and corridor infill areas, the University of Maryland, College Park campus, and the institutional uses along Guilford Drive, and staff supports the requested amendment.

b. **Building Form/Character Area 5a: Walkable Nodes** (page 234)

Applicant’s Justification: The applicant provided the following justification in response to this requirement:

“This Standard establishes ‘build-to’ lines to encourage the buildings to be constructed closer to the streets and create a more pedestrian friendly, urban environment. As noted in the attached Analysis, Buildings A and B comply with the 0-12 foot setback requirement along Knox Road and Guilford Drive. Hartwick Road and Guilford Drive curve around Site C (the triangular area between Hartwick Road and Guilford Drive). Portions of Building B do not meet the 0-12 foot setback because a public greenspace is provided where Guilford Drive and Hartwick Road intersect. As noted above, this is the lowest and point of the site and the only appropriate space for such a public green area. The curvature of the roads also prevents some of the buildings on Site C to meet the 0-12 foot setback.

“In this instance the modification to the build-to-lines proposed by the applicant will benefit the development and the development district and will not substantially impair implementation of the Sector Plan. The creation of a public green space at the end of the pedestrian mews will enhance the development and the surrounding community. This area will be framed by commercial space which will draw people to the area. The stadium seating leading to this civic green will also allow the space to be programmed for student and community events appropriate for the area. The curvature of the roads makes strict compliance of the build-to lines difficult to comply with. However, the building placement conforms with the intent of the Sector Plan and will form an attractive streetscape.”

Comment: In general terms, staff finds that the proposed public open space at the corner of these streets is a beneficial element to the project and the community, and is in keeping with the policies and strategies of the sector plan to provide opportunities for urban plazas and park spaces. Staff supports the requested amendment.

- c. **Building Form/Parking Lots, Loading and Service Areas** (page 242)
Buildings A and B provide loading and service areas which are accessed directly from Guilford Drive and Hartwick Road, respectively. The loading and service areas are concealed behind garage doors. The development district standards provide that:

Loading and Service Areas

- **Loading and service areas shall not be visible from streets, except alleys. These areas shall be located a minimum of 30 feet away from public sidewalks.**

Applicant’s Justification: The applicant provided the following justification in response to this requirement:

“The Walkable Node (University) building placement standards require the buildings to be located 0-12 feet from the property line. Thus, an urban form of development is required. The Applicant’s design conforms with this standard. The standard for loading and service areas, however, reflects a more suburban standard with an off street driveway accessing a loading area. Given the topography of the site and the design of the proposed buildings, a separate driveway to provide access to a loading area 30 feet from the public sidewalk is not possible. The only building setback provided which is further back from the street than that required by the DDOZ standards is that required to create the civic green, where the building is lined with commercial uses to activate the space and a loading space would not be appropriate.

“Locating the loading service areas inside the building as proposed by the applicant will benefit the development and the development district and will not substantially impair implementation of the Sector Plan. As noted above, the Sector Plan encourages an urban form of development in the Walkable Node (University), with buildings as close to the street as possible. The Applicant’s design conforms with the plan in this regard. In urban settings, loading spaces located within the building are common. Generally, the requirement to locate the

loading space 30 feet off of the sidewalk is intended to provide room for delivery vehicles to turn around out of the right of way rather than to back up into a roadway with two way traffic. In this case, Guilford Drive is a divided roadway and Hartwick Road is a less traveled roadway. Most traffic utilizing Hartwick Road now is traveling to Rossburg Drive to get to Knox Road. With Knox Road becoming two way, much of this traffic will be eliminated. Finally, the options for providing a loading service area convenient to the main commercial space are limited without jeopardizing the overall design, which conforms to the Sector Plan. The topography of the site limits possible loading spaces access points to Guilford Drive or Hartwick Road. Given the limitations of the site presented by the topography, the requirement to provide a more urban environment, and the one way traffic on Guilford Drive and the reduced traffic on Hartwick Road, the modification to the DDOZ standard (to provide less than a 30 foot setback from the sidewalk) is appropriate.”

Comment: Staff supports the amendment request. The loading will be internal to the building, separated from the public right-of-way and pedestrians by roll-up style screen doors. Staff does not believe this represents a direct nuisance to the public realm. The roll-up doors should be attractive ornamental-style doors, not standard metal roll-up doors. Details of the doors should be shown on the plans prior to certificate of approval.

d. **Building Form/Structured Parking** (page 243)

Structured Parking

- **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.**

Applicant’s Justification: The applicant provided the following summarized justification in response to this requirement:

A single parking garage is proposed on the DSP. The closest point of the structure is located 38.6 feet from the Knox Road property line and 58 feet from the Hartwick Road property line. An amendment is requested to allow the parking garage to be within 50 feet of the Knox Road property line. As required by the sector plan, the proposed DSP does provide liner buildings between the parking structure and the property line. However, townhouse-style units are proposed in order to provide more diversity in housing options. These townhouse-style units will be accessed directly from Knox Road and not from multifamily Building B. These units are not 50 feet deep, and thus the garage is not set back 50 feet. Since the garage is screened from the right-of-way as required by the sector plan through the use of liner buildings, the intent of the sector plan requirement is satisfied and an amendment is requested for this slight variation.

Comment: Staff supports the amendment from the standard along the Knox Road property line. Although not 50 feet deep, liner buildings are provided along Knox Road which create an attractive view of the project from this thoroughfare and meet the intent of this standard in this location.

e. **Architectural Elements/Signage** (page 254)

Commercial Signs

- **All signs shall be attached to the façade. Signs may be flat against the façade or mounted projecting or hanging from the façade. Signs may also be mounted on the roof of landmark or civic buildings in certain cases. Free standing signs shall not be permitted.**
- **The maximum gross area of signs on a given façade shall not exceed ten percent of the façade area of the commercial portion of the building. Architectural signs or signage painted on a building façade or mounted on the roof may exceed this limit in certain cases, to be determined at the time of site plan review.**

Applicant's Justification: The applicant provided the following justification in response to these requirements:

“The DSP proposes to include two freestanding monument signs and signs attached to Buildings A and B identifying the project. One freestanding sign is located on Knox Road and one is located on Hartwick Drive. The Sector Plan does not provide for freestanding signs of any type, thus an amendment to allow the two monument signs is requested. Each of the monument signs proposed measures 18.5’ wide and 4.5’ tall (83.25 square feet). They are intended to identify the project and are intended to be an integral part of the project design. An amendment to allow two modest free standing monument signs to identify the project will benefit the development and the development district and will not substantially impair implementation of the Sector Plan. The proposed project will add additional student housing to this area south of campus. Identifying the project at street level will allow visitors and parents to easily locate the project. With the commercial component intended to attract visitors to the site, some identification is needed. The proposed signage is appropriate in scale and will not detract from the streetscape along Knox Road or Hartwick Drive in any way.

“The area of the building mounted signs is limited to 10% of the façade area of the commercial portion of a building façade. The commercial portion of the building façade of Building A is 5408 square feet, which allows a total signage area of 540 square feet. The commercial portion of the building façade of Building B is 3403 square feet, allowing a total signage area of 340 square feet. The proposed on building signage is as follows:

“Building A:

- A1 - Project ID sign on Building - 70 SF (qty: 2)= 140 sf
- A2 - Retail/Restaurant Tenant ID - 150 SF (qty: 2)= 300 sf

“Building B:

- B1 - Building Entrance ID - 30 SF (qty: 3)= 90 sf
- B2 - Retail/Restaurant Tenant ID - 60 SF (qty:7)= 420
- B3 - Project Site Directional - 10 SF (qty: 5)= 50 sf
- B4 - Leasing Office - 35 SF (qty: 1)

- P1 - Parking Garage Entrance Blade Sign - 30 SF (qty: 1)
- P2 - Parking Entrance sign on Wall - 60 SF (qty: 1)

“Building C

- C1 - Building Entrance ID - 25 SF (qty: 1)

“Thus the total signage on Building A is 440 square feet and the total building mounted signage on Building B is 625 square feet. The building signage on Building A is within the allowable size range specified by the Sector Plan. The sign area on Buildings B and C exceed the allowable sign areas.

“The signage proposed for Building B, while it exceeds the allowable sign area, mostly contains directional signage. The signage proposed is necessary to identify the building and the various commercial tenant spaces. The signage proposed for Building C also requires an amendment because Building C does not contain any retail commercial façade. The only signage proposed for Building C is an entrance identification sign. The amendments necessary to allow the proposed signage will not impair the integrity of the Sector Plan because the signage has been designed in a coordinated manner and will enhance visitors’ ability to locate and enter the appropriate spaces within the building.”

Comment: An amendment to permit two freestanding, monument-style signs is supported. One sign is proposed near Knox Road at the entrance into the mews, and the other sign is proposed in the north of the intersection of Guilford and Hartwick Drive. Each sign should not exceed 15 feet in width and 5 feet in height, as described on the sign plan, for a total maximum sign area of 75 feet for each sign. The monument signs should be constructed of materials compatible with the architecture. Additional information regarding the sign materials should be provided with the sign plan prior to signature approval.

Staff believes that the signage area as proposed is generally appropriate for the proposed project. Buildings should be identified and clearly marked. The amendment is necessary, in part, to provide adequate wayfinding for the proposed project. On the other hand, the sector plan’s signage standards are for commercial signage. In a primarily residential project, large signage areas and sign lighting should be limited. Staff suggests that while the larger building-mounted sign areas should be approved, the lighting of the signs should be limited. Internally-illuminated channel letters may be necessary for a commercial establishment, but they are less appropriate for a residential project. The sign standards for the building-mounted project identification signs should include lighting from an external source only.

- f. **Streets and Open Spaces/Streetscape** (page 263)
The D-D-O Zone standards establish guidelines for streetscape within the various character areas.

Required Streetscape Elements by Character Area

Walkway: The pavement dedicated exclusively to pedestrian activity. Sidewalk widths may vary where necessary to fulfill the vision of the sector plan.

Walkable Node and Walkable Node University Area
Required Sidewalk = 12–20 feet

Applicant's Justification: The applicant provided the following justification in response to this requirement:

“As the first redevelopment project on the south side of the University of Maryland Campus, the Applicant intends to create a pedestrian oriented and bicycle friendly environment. The Applicant has submitted a proposed streetscape design that fulfills the vision of the Sector Plan. Some of the features of this plan include a strong pedestrian connection in a north-south direction through the site linking Knox Road to Hartwick Road and Guilford Road. The grand stairs have been redesigned to incorporate a bicycle lane to make it easy for students to walk their bicycles up and down the stairs. There is sufficient right of way to accommodate wider sidewalks, bicycles and possibly on-street parking. At the pedestrian entrance to the project, there is an extremely wide and inviting pedestrian space where some of the proposed commercial is located. Outdoor seating is planned in this location in conjunction with the anticipated tenants. This pedestrian area will then transition into the existing streetscape leading to Knox Road. Raised crosswalks will be provided with special paving to mark the main pedestrian links. The ultimate determination as to the streetscape, and whether on street parking is provided will be made by the City of College Park, as the right of way is within its jurisdictions. As a result, to the extent that the final streetscape design differs from strict conformance with the Sector Plan, the Applicant requests an amendment to the design standards. As noted above, the site is on a north-south pedestrian axis which connects students to McKeldin Mall. McKeldin Mall is a nine acre academic mall which is the largest in the United States and is the center of campus. This north-south axis is extended through the site along the central mews to the civic green. This will be the predominant pedestrian path and ample sidewalk width is being provided. As designed, with the modifications to the DDOZ standards proposed, the site will benefit the development and the development district and will not substantially impair implementation of the Sector Plan.”

Comment: The applicant requests amendments to the streetscape standards on page 263 of the sector plan, particularly the walkway (sidewalk) width, citing a conflict with the front build-to line. The sector plan recognizes that conflicts will exist along the Central US 1 corridor, and establishes a hierarchy of streetscape improvements when space is limited on page 125:

1. **Pedestrians**
2. **Transit and transit-related services**
3. **Trees**
4. **Bikeways and trails**
5. **Vehicles**

Staff recognizes that the site is constrained by several environmental factors, such as steep slopes, and that providing a full streetscape arrangement on the entirety of the site may be difficult. However, the applicant should be encouraged to provide a more urban and pedestrian- and bicyclist-friendly streetscape arrangement along Knox Road, which is desired as the primary frontage street for the subject development. Staff does not

support an amendment request which allows all sidewalks pertaining to the proposed development to be five feet or less in width.

The applicant's notation on page 24 of the analysis of development district standards that "The suggested WNU 12' to 20' wide sidewalk is not consistent with the surrounding properties" is not germane to the intent and point of the standards on streetscapes and sidewalks. Change is often incremental—coordination and collaboration over time as individual properties redevelop will be essential to realizing the full streetscape treatment along US 1 and in nearby areas such as along Knox Road. As the first major property to redevelop in this area, the subject application is the first chance to begin to implement the development district standards and the vision, policies, and strategies of the sector plan to emphasize pedestrian- and bicycle-friendly, transit-oriented, mixed-use development.

The site plan shows six-foot-wide sidewalks along Knox Road and five-foot-wide sidewalks along all other frontages. Staff recommends that all sidewalks fronted by the subject site be no less than six feet in width, and the sidewalk along Knox Road be widened further as feasible, subject to approval by and further coordination with the City of College Park.

g. **Streets and Open Spaces/Street Lighting** (page 266)

General Standards

- **The height of light fixtures shall be kept low (generally not taller than 15 feet) to promote a pedestrian scale to the public realm and to minimize light spill to adjoining properties. Light fixtures in the walkable node and corridor infill areas shall be closely spaced (generally not more than 30 feet on center) to provide appropriate levels of illumination.**

Applicant's Justification: The applicant provided the following justification in response to this requirement:

"The streetscape design for the project provides adequate lighting, but the lights are not 30 feet on center. Adding more street lighting will result in removing landscaping, which is not in the best interest of the project. The Applicant believes that the proper balance has been struck between tree canopy and lighting. To the extent that the plan is not in strict conformance with the Sector Plan regarding spacing, an amendment is requested. The amendment requested will benefit the development and the development district and will not substantially impair implementation of the Sector Plan. The goal of the Sector Plan is to provide appropriate levels of illumination. The Applicant has provided that. Thus an amendment to strike the proper balance between lighting and landscaping implements the Sector Plan vision."

Comment: The spacing of the light fixtures varies on the plan, but generally the street lighting is spaced 60–70 feet on center. While sufficient lighting can be demonstrated with lights spaced farther apart, a sense of place is improved by having attractive light fixtures spaced more closely together. For this reason, staff does not support the amendment and requests that lamp posts be provided 30 feet on center, on average.

h. **Streets and Open Spaces/Street Lighting** (page 267)

Lighting Types and Configurations

The diagram on page 267 of the sector plan shows a “double-column” light fixture for the Walkable Node University character area. This light fixture has two lamps on a single post.

Applicant’s Justification: The applicant provided the following justification in response to this requirement:

“The Applicant has chosen lighting fixtures which are consistent which match the adjacent site. Since the purpose of the standard is to provide consistent, high quality lighting, any modification of the lighting specified in the Sector Plan serves to enhance the area and be consistent with the intent of the Sector Plan. As a result, the lighting styles specified by the Applicant will benefit the development and the development district.”

Comment: Staff believes that the applicant’s request is appropriate and supportable in light of the selected freestanding fixture, its standardization within the project, and its permissibility in the Walkable Node (non-University) areas within the Central US 1 corridor.

The applicant is not requesting amendments from the following design standards, and staff believes the following standards are met, or can be met in full with design modifications, through the submission of additional information, or as otherwise discussed below:

i. **Sustainability and the Environment** (page 256)

Leadership in Energy and Environmental Design (LEED®) Certification

- **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, existing buildings, commercial interiors, core and shell, schools, retail, healthcare, and homes.**

Applicant’s Justification: The applicant provided the following justification in response to this requirement:

“The DDOZ sets forth several guidelines or standards related to sustainability and the environment. Some of these guidelines or standards are mandatory, while some are recommendations. For example, one mandatory standard is that the development within the walkable nodes obtain a silver LEED certification. The Applicant proposes to comply with this requirement by obtaining a LEED for Neighborhood Development Certification. The initial DSP submission included a LEED scorecard utilizing the new construction rating system. However, the Sector Plan states that ‘Development comprised of several buildings should pursue LEED for Neighborhood Development Certification.’ Although not a requirement, the applicant has now refined the plans to the point where it is confident that it can achieve a Silver LEED Certification in Neighborhood Development. A revised scorecard under the Neighborhood Development rating system is included with the revised submission. It is noted, however, that the

eight buildings (16 units) on the south side of Guilford Drive are only being entitled by the applicant but will be constructed by the existing property owner. Thus, the Applicant cannot be responsible for achieving LEEDs Certification for these units. As a result, a separate scorecard is being submitted showing that these units will achieve a Silver certification under the new construction rating system.”

Comment: Mandatory LEED Silver certification is only required for development within walkable nodes per the sector plan. The buildings south of Guilford Avenue are within the Corridor Infill area. LEED Silver certification is not required for these 16 units.

8. **Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the Mixed Use-Infill (M-U-I) Zone, Airport Compatibility (Part 10B), and the requirements of the Development District Overlay (D-D-O) Zone of the Zoning Ordinance:
- a. The general purpose of the M-U-I Zone is to encourage a mix of residential and commercial uses as infill development in areas which are already substantially developed, where recommended in an applicable plan, as in the 2010 Central US 1 Corridor Sector Plan and SMA.

Section 27-546.19(c), Site Plans for Mixed Uses, 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;**

Comment: The site plan conforms to the required findings of Part 3, Division 9, as discussed in Findings 13 and 14 of this report.

2. **All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;**

Comment: The site plan does not meet all of the site design guidelines and development district standards of the Central US 1 Corridor Sector Plan and SMA as discussed in Finding 8 above; however, as the Zoning Ordinance allows, the applicant has requested some alternative standards for the subject site. Where alternative development district standards have been supported for approval, staff believes that the alternate standards will not impair the sector plan’s vision or implementation.

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 application proposes a mixture of multifamily residential and commercial/retail uses in a vertical mixed-use format. The proposed uses on the subject property will be compatible with each other and with existing or approved future development on adjacent properties within the walkable node

and corridor infill areas of the Central US 1 Corridor Sector Plan, which includes mixed-use, commercial, and residential uses.

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 proposed buildings are compatible in size, height, and massing to buildings on adjacent properties. Six buildings are proposed on the DSP. The buildings transition in height and mass from those with the greatest mass and height provided closest to the University of Maryland campus, and those with less density and height closest to existing residential areas.

(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;

Comment: Primary facades are connected to the street, which conforms to the above standard. The applicant is also incorporating pedestrians at the core of the design concept through the proposal of the mews, which is a wide walkway designed as an amenity space. As the project is a large development located on three proposed parcels separated by public streets, street crossings cannot be avoided. In locations where crosswalks are needed they are provided on the DSP.

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

Comment: The site plan includes a photometric plan for the lighting on-site. In general, the proposal conforms to the above requirement; however, the photometric plan does not indicate lighting levels beyond the property line. Staff recommends that the photometric plan be revised to show minimal or no lighting spillover at the southern property line adjacent to existing single-family development. Lighting at all other property lines appears appropriate.

(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;

Comment: The proposed architectural concept incorporates building materials, colors, and architectural detailing that are used on University of Maryland's College Park campus. The University of Maryland has a variety of architectural styles on its campus, but is particularly known for the traditional and Georgian architectural styles with a prevalence of red

brick. Use of red brick with rustication is included within the subject proposal. In the area of the mews, more modern design gestures can be seen, which also reflect some architectural styles on the University of Maryland campus. Staff believes the proposal is compatible with adjacent properties.

- (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 any outdoor storage areas and all of the proposed mechanical equipment will be internal or located on the roof. Therefore, these areas will have minimum visibility from adjacent properties and public streets.

- (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**

Comment: A sign plan has been provided and it has been evaluated for conformance with the applicable development district standards. An amendment of these standards is recommended for approval.

- (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 provided no additional information regarding this requirement. The DSP should be revised to note limits to the hours of operation and deliveries in order to ensure minimal impacts on adjacent properties.

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

Comment: No activities with potential adverse impacts are proposed on-site, except for the loading and trash facilities, which are discussed below.

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

Comment: Within Buildings A and B, proposed trash receptacles are located internal to the building; therefore, this area should have no adverse impact on adjacent properties. Parcels 2 and 3 include service drives, which lead to dumpster locations. Details of all screen walls for the proposed dumpster should be provided on the DSP.

(iv) Location of loading and delivery spaces;

Comment: Four loading and delivery spaces are provided internal to the building, screened by vehicle access doors. As long as these doors remain closed when the loading spaces are not being accessed, this area should have no adverse impact on adjacent properties. To ensure this, a note should be added to the DSP to state that all vehicular access doors shall remain closed except during times of entrance and exiting of vehicles.

(v) Light intensity and hours of illumination; and

Comment: The site plan includes a photometric plan for the lighting on-site. The light intensity appears appropriate for the project.

(vi) Location and use of outdoor vending machines.

Comment: The subject DSP does not propose any outdoor vending machines.

- b. The subject application is located within Aviation Policy Area (APA) 6 under the traffic pattern for the small general aviation College Park Airport. The applicable regulations regarding APA-6 are discussed as follows:

Section 27-548.42. Height requirements.

- (a) **Except as necessary and incidental to airport operations, no building, structure, or natural feature shall be constructed, altered, maintained, or allowed to grow so as to project or otherwise penetrate the airspace surfaces defined by Federal Aviation Regulation Part 77 or the Code of Maryland, COMAR 11.03.05, Obstruction of Air Navigation.**
- (b) **In APA-4 and APA-6, no building permit may be approved for a structure higher than fifty (50) feet unless the applicant demonstrates compliance with FAR Part 77.**

Comment: The DSP was referred to the Maryland Aviation Administration and, in a memorandum received on August 27, 2013, that agency stated that the proposal lies beneath the horizontal surface for the College Park Airport, and does not lie under any of the transitional or approach surfaces for the airport. So long as structures (including all accessories such as antennae, air conditioning units, lightning rods, etc.) or vegetation do not exceed 198 feet above mean sea level for this location (the site elevation plus the structure height), there is no impact to College Park Airport and thus no hazard to air navigation.

Section 27-548.43. Notification of airport environment

(b) Every zoning, subdivision, and site plan application that requires approval by the Planning Board, Zoning Hearing Examiner, or District Council for a property located partially or completely within an Aviation Policy Area shall be subject to the following conditions:

(2) **Development without a homeowners' association: A disclosure clause shall be placed on final plats and deeds for all properties that notifies prospective purchasers that the property has been identified as within approximately one mile of a general aviation airport. The disclosure clause shall include the cautionary language from the General Aviation Airport Environment Disclosure Notice.**

Comment: The above conditions regarding general aviation airport environment disclosure are applicable to this DSP because the proposed mixed-use development includes a residential component. The applicant has provided a site plan note indicating that the subject site is within Aviation Policy Area APA-6 of the College Park Airport. An airport disclosure clause should be placed on the DSP and future plats.

9. **Prince George's County Landscape Manual:** Per page 226 of the Central US 1 Corridor Sector Plan and SMA, 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, per 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 subject to Sections 4.1 and 4.9 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. The provided landscape plan conforms to the requirements of Section 4.1 although a few revisions should be provided on the schedules, as indicated within the Recommendation section of this report.
- b. The site is subject to Section 4.9 which requires that a percentage of the proposed plant materials be native plants. A Section 4.9 chart demonstrating conformance with the requirement has been provided. Staff requests that the applicant provide one consolidated master plant list on the landscape plan.
- c. While the Landscape Manual does not require opaque screening of public utility transformers on the subject site, Urban Design staff does suggest that views of public utility transformers from public rights-of-way be softened through the planting of attractive evergreen shrubs to the extent feasible, while maintaining necessary access to the transformers.

10. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is exempt from the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the site has less than 10,000 square feet of woodland and no previously approved tree conservation plans. The site has a WCO Exemption Letter (S-10-13) and a Natural Resources Inventory Equivalence Letter (NRI-011-13) to meet the WCO requirements.

11. **The Prince George's County Tree Canopy Coverage Ordinance:** The DSP proposes to redevelop an existing commercial site with a mixed-use project consisting of residential and retail uses. The DSP is subject to the requirements of the Tree Canopy Coverage Ordinance. Section 25-128 of the Prince George's County Code requires a minimum percentage of tree canopy coverage (TCC) on properties that require a grading permit. Properties zoned M-U-I are required to provide a minimum of ten percent of the gross tract area in tree canopy.

	REQUIRED	PROPOSED
Tree Canopy	27,047 sq. ft.	47,950 sq. ft.

The overall development has a gross tract area of 6.21 acres and, as such, a TCC of 0.621 acre, or 27,047 square feet, is required. The submitted landscape plan provides a worksheet indicating that this requirement will be addressed through the proposed planting of 134 ornamental trees, 59 evergreen trees, 38 minor shade trees, and 88 major shade trees on-site, for a total of 47,950 square feet of provided TCC.

12. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. **Community Planning Division**—In a memorandum dated October 10, 2011, the Community Planning Division offered the following comments:

- (1) This application is consistent with the 2002 *Prince George's County Approved General Plan* Development Pattern policies for corridor nodes in the Developed Tier.
- (2) This application conforms to the land use recommendations of the 2010 *Approved Central US 1 Corridor Sector Plan and Adopted Sectional Map Amendment* for mixed-use residential land uses in the Walkable Node (university) character area.

While this application does not conform to the residential medium land use identified on Map 8 of the sector plan (page 60) for Lots 9–12, staff finds that this application does conform to the land use policies and strategies of the sector plan for development within the Walkable Node and Corridor Infill character areas.

- (3) Staff believes that additional attention to the architectural façade design of the courtyards and central pedestrian spine would greatly benefit the overall project and contribute to its success. Additional façade plane projections, the introduction of additional accent materials, cornices, and other architectural treatments should be recommended to make these façades more interesting, while still allowing for the modern architectural character desired by the applicant.

- b. **Transportation Planning Section**—In a memorandum dated October 17, 2013, the Transportation Planning Section offered the following comments:

With the proposed site plan, the applicant submitted for review a comprehensive traffic analysis, which was subsequently revised and resubmitted along with additional analysis

on October 1, 2013. In the submitted traffic analysis, it is reported that the proposed development of 445 multifamily dwelling units (or 1,582 student bed) and approximately 12,000 square feet of commercial retail will generate 182 new AM and 283 new PM (or 227 and 341) total vehicle trips during the AM and PM peak hours, respectively. The AM and PM peak-hour trip totals include the recommended reduction for pass-by trips for the proposed commercial uses (50 percent).

In addition to the site's generated traffic, the traffic impact study includes the calculated annual growth of one percent per year for through traffic for Baltimore Avenue (US 1) through the projected build-out year, 2019, and the traffic that would be generated by 15 approved but not yet built or occupied development applications within the study area. The analysis also includes the redistribution of existing background traffic due to the planned closure of Rossburg Road and the two-way conversion of the western segment of Knox Road.

This study was referred to the Maryland State Highway Administration (SHA), the Department of Public Works and Transportation (DPW&T), and the City of College Park for their review and comments.

The calculated weighted average of the critical lane volume (CLV) and level of service (LOS) under existing, background, and total traffic for the AM and PM peak periods for all signalized intersections along the US 1 corridor between Campus Way/Paint Branch Parkway and Guilford Road are reported below:

Study Period	Existing Traffic CLV / LOS	Background Traffic	Total Traffic CLV / LOS
AM peak Period	756 / A	915 / A	941 / A
PM peak Period	910 / A	1134 / BD	1182 / C

The minimum acceptable average CLV/LOS for any of the three corridor segments per the adequacy standards of the 2010 Central US 1 Corridor Sector Plan and SMA is 1600/E.

In addition to the above required analysis, and per the request from the City of College Park and Transportation Planning staff, the submitted report included additional analysis in accordance with procedures outlined by the "Transportation Review Guidelines, Part 1" (Guidelines) for the unsignalized intersections of Guilford Road with Knox Road/Mowatt Lane; Guilford Road with Hartwick Road and Knox Road; and US 1 with Hartwick Road. Per the requirements of the Guidelines and by using the two-way (or all-way) stop-controlled procedure for unsignalized intersections in *The Highway Capacity Manual*, these intersections are deemed to operate acceptably if no movement maximum delays in any peak exceed 50 seconds of delay.

Staff concurs with the reported summary that all of the reviewed unsignalized intersections, except for the US 1 and Hartwick Road intersection, as well as all three proposed site access points operate adequately with less than 50 seconds of delay for all movements under existing, background, and projected total traffic.

For the unsignalized intersection of Hartwick Road and US 1, the Hartwick Road approach was found to operate with more than 50 seconds of delay under background and

total traffic. Per the Guidelines, and because the projected total approach volume exceeds 100 vehicles in the PM peak hour, additional analysis was performed. The resulting CLV for total traffic, assuming a simple two-phase operation, was found to be less than 1,150. Therefore, and per the requirements of the Guidelines, this intersection is also deemed to be operating adequately.

The Central US 1 Corridor Sector Plan contains a number of recommendations and policies for exploring the diversion of shorter vehicle trips to walking or biking trips. The walkability, complete streets, and urban design discussions of the sector plan include and identify the need for provision of safe and adequate street crossings and pedestrian and bicycle accommodations at intersections throughout the study area and especially in the downtown areas, all of which are being incorporated or proposed by the submitted plan.

The maximum allowed parking for the proposed uses, using the maximum recommended parking ratios of the Central US 1 Corridor Sector Plan area is 489 parking spaces. The plan shows a total of 489 spaces provided as structured parking without any on-site surface parking. The sector plan allows mixed-use development to use shared parking factors to determine an appropriate reduction in the maximum parking requirements. The application does not seek or propose any parking reductions through the use of shared parking reduction factors.

It is important to note that the sector plan recommends the establishment of a corridor-wide transportation demand management (TDM) district and a self-sustaining transportation management association (TMA) to manage it. As of this writing, the US 1 TDM district has not been established.

Transportation Conclusions

Based on the preceding findings, the Transportation Planning Section concludes that existing transportation facilities will be adequate, as required by the 2010 Central US 1 Corridor Sector Plan and SMA, to serve the proposed redevelopment of the site as shown on the submitted DSP if the approval is conditioned on the following:

- (1) Total development within the subject property shall be limited to development which generates no more than 227 AM peak hour and 341 PM peak-hour vehicle trips.

c. **Trails**—In a referral dated August 30, 2013, the trails coordinator offered the following summarized comments:

- (1) **Bicycle Parking:** The D-D-O Zone requires that one bicycle parking space be provided for every three vehicle parking spaces provided as part of a development application. The subject DSP does not conflict with the D-D-O Zone as it includes 490 vehicle parking spaces and 314 bicycle parking spaces. The proposed bicycle parking space locations are not shown on the plan. The bicycle parking space locations and groupings would be adequate if they were dispersed along the street frontages and grouped within the parking garage. Each level of the parking garage should be shown on the DSP with parking aisle widths shown.

It is recommended that bicycle parking guide signs be provided in accordance with the Maryland Manual on Uniform Traffic Control Devices (MUTCD)

2011 Edition at all bicycle parking locations within the parking garage and on local roadways. The final bicycle parking locations and signage should be approved by the City of College Park if it is within their road rights-of-way.

The total number of bicycle parking spaces and their locations within the main parking garage and the townhouses should be indicated on the DSP with a symbol.

It is recommended that bicycle parking guide signs be provided in the main parking garage for all bicycle parking spaces and/or groups of bicycle parking spaces in accordance with the Maryland MUTCD 2011 Edition. Bicycle parking signage is not recommended for the internal garages of townhouses.

It is appropriate to summarize the overall bicycle parking spaces as including spaces within townhouse garages towards the overall bicycle parking requirement of the overlay zone.

- (2) **Bikeways:** The subject application does not conflict with the bikeway recommendations of the functional and area master plan. The functional master plan recommends that Guilford Drive contain bicycle lanes. The road is recommended for 80 to 100 feet of right-of-way. The road is locally owned and maintained. Sufficient rights-of-way exist for bicycle lanes to be constructed on Guilford Drive. Bicycle lanes are also recommended for Knox Road and Hartwick Road. Bicycle lanes may be implemented in the future by local authorities. Knox Road contains on-road vehicular parking, which presents challenges to designing a bikeway on the road. Hartwick Road also contains on-road vehicular parking. Any proposed traffic control signage will need to be approved by local authorities. Section 1A.08 of the Maryland MUTCD contains information regarding placement authority for traffic control devices.
- (3) **ADA Accessibility:** The proposal includes the formal vacation of Rosburg Drive to improve vehicular circulation and allow for the development concept new block pattern. Once the vacation is complete, pedestrian and bicycle access will shift to the west between Buildings A and B. A north/south walkway and pedestrian plaza is proposed between the buildings. The walkway will be lined with commercial uses. Proper ADA (Americans with Disabilities Act) accessibility accommodation should be provided between the Knox Road and Guilford Drive elevations. This can be achieved by either providing it outside of the building with an elevator, or within the building via an elevator, to move people.
- (4) **Sidewalks:** The proposal includes wide internal walkways and plazas that are appropriate for the overlay zone. Sidewalks are currently proposed to be five feet wide along the local roadways. However, the five-foot-wide sidewalks that are proposed may be too narrow for the intensity of the proposed uses. It is recommended that wider sidewalks (12 to 30 feet) be provided on this plan with the approval of the City of College Park. This will ensure that the plan is in conformance with the development district overlay zone standard (page 263 of the sector plan). These widths provide an adequate distance between the building frontages and the streets. It may be appropriate to move the buildings back to accommodate wider sidewalks.

- d. **Subdivision Review Section**—In a memorandum dated September 25, 2013, the Subdivision Review Section offered the following comments:
- (1) Section 24-111 of the Subdivision Regulations provides for exemptions from the requirement of filing a preliminary plan of subdivision for parcels with a record plat. Specifically, in this instance, the property is subject to Section 24-111(c)(4) which provides:
 - (c) **A final plat of subdivision approved prior to October 27, 1970, shall be resubdivided prior to the issuance of a building permit unless:**
 - (4) **The development of more than five thousand (5,000) square feet of gross floor area, which constitutes at least ten percent (10%) of the total area of the site, has been constructed pursuant to a building permit issued on or before December 31, 1991.**
- The lots are the subject of a record plat approved in 1952. Based on a letter dated January 23, 2013 from the Law Offices of Gibbs and Haller (Haller to Chellis) with three exhibits, it was determined that the site met the exemption pursuant to Section 24-111(c)(4) of the Subdivision Regulations. The existing buildings on-site were constructed in 1952 and 1953 as reflected in the tax assessment records based on Exhibit D of the letter. Exhibit C of the letter showed the existing gross floor area of the buildings and demonstrated that the existing development is greater than 10 percent of the total area of site. Therefore, based on the evidence, the development is exempt from the requirement to file a new preliminary plan of subdivision pursuant to Section 24-111(c)(4) of the Subdivision Regulations.
- (2) Rossburg Drive is a dedicated public right-of-way. The DSP proposes to develop a multifamily building over Rossburg Drive. The applicant has filed a Vacation Petition (V-13008) for the entirety of Rossburg Drive. Approval of the vacation and a minor final plat, in accordance with Section 24-112 of the Subdivision Regulations, must be obtained prior to approval of a grading permit for the site.
 - (3) Failure of the site plan and record plat to match will result in permits being placed on hold until the plans are corrected.
- e. **Department of Parks and Recreation (DPR)**—In a memorandum dated October 3, 2013, DPR stated that there were no issues with the submitted plan. Parks and recreation requirements will be met through the provision of private on-site recreational facilities.
- f. **Permit Review Section**—No comments were provided by the Permit Review Section.
- g. **Environmental Planning Section**—In comments received on September 5, 2013, the Environmental Planning Section provided the following analysis of the subject application:

- (1) The site has three specimen trees located on-site. A variance was submitted with this application to remove these three trees. A variance to remove these trees is not required because the site is exempt from Woodland and Wildlife Habitat Conservation Ordinance (WCO) requirements.
 - (2) There is a man-made channel that handles stormwater adjacent to the site. This channel does not have a Federal Emergency Management Agency (FEMA) floodplain, but has an engineered floodplain. This engineered floodplain is located on the site. This development will impact this floodplain and any disturbance to this area must be permitted by Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) and the Maryland Department of the Environment (MDE). The floodplain is not regulated on this site by the Environmental Planning Section.
 - (3) The project has an approved Stormwater Management Concept Plan (14618-2013-00). No fee is required for this project for on-site attenuation. There are five micro-bioretention ponds, permeable pavement, permeable artificial turf, and landscape infiltration shown on both the approved stormwater management plan and the DSP. The site's stormwater will be directed to an existing stormdrain system and outfalls that flow into an adjacent stormwater channel.
- h. **Historic Preservation Section**—In a memorandum dated August 23, 2013, the Historic Preservation Section stated that the subject application will have no effect on identified historic sites, resources, or districts, and requested that the applicant provide documentation of the existing building to be demolished to the Maryland Institute of Historic Places (MIHP) Standards, including representative interior floor plans. This information should be provided prior to issuance of grading permits.
- i. **The Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated September 9, 2013, DPIE offered the following comments:
- (1) The property is located at the intersection of Guilford Road and Knox Road, west of Baltimore Avenue (US 1). This site does not impact any county-maintained roadways. Coordination with the City of College Park is required.
 - (2) The DSP is consistent with approved Stormwater Management Concept Plan 14618-2013, dated August 2, 2013.
- j. **State Highway Administration (SHA)**—In a letter dated October 4, 2013, SHA stated that the methodology for concluding that all of the intersections within the study area will operate within the transportation facility adequacy standard is based on county guidelines, which call for evaluating the corridor weighted average critical lane volume (CLV). However it is SHA's recommendation that mitigation be offered to improve the individual failing intersections of Baltimore Avenue (US 1) and Campus Drive/Paint Branch Parkway to bring the total future CLV down to 1,587 or better.

Comment: The traffic study concludes that all of the intersections within the study area will operate within the transportation facility adequacy standard, which is based on county guidelines.

The District Council approved the 2010 *Approved Central US 1 Corridor Sector Plan and Adopted Sectional Map Amendment* standard (along with its predecessor, 2002 College Park US 1 Corridor Sector Plan and SMA) which identifies and includes several special requirements and provisions related to traffic impact study preparation within the US 1 established Development District Overlay (D-D-O) Zone. Among these special requirements are:

- (1) Traffic counts are to be taken at each signalized intersection within one of three predetermined segments for three hours instead of one hour during each peak period to determine the peak-hour turning movements.
- (2) The AM and PM peak-hour level of service for each signalized intersection is then calculated using the CLV methodology described in Section 3 of the current "Transportation Review Guidelines, Part 1" (2012).
- (3) The average AM and PM peak-hour level of service for all signalized intersections along the segment is then calculated using the weighted average of calculated CLVs for each intersection.
- (4) The segment is deemed to be acceptable if the calculated average CLV is less than 1600 for both AM and PM peak hours with the existing, background, and total projected traffic, which include the proposed development's projected AM and PM peak-hour vehicle traffic.

Given that the submitted study provided by the applicant to the Planning Department is prepared in accordance with the procedures outlined by the sector plan, and is in full compliance with the Planning Board's guidelines, staff has no basis for recommending that an applicant be required to provide additional mitigation measures recommended by SHA.

k. **Prince George's County Police Department**—In a memorandum provided on August 29, 2013, the Police Department provided the following comments related to crime prevention through environmental design (CPTED):

- (1) The lighting for the service driveway at site "D" is nonexistent. Either pole lighting or lights attached to the side of the building need to be added. There is also a dumpster located at the end of the service driveway that does not have any lighting. Second, the service driveway for Building C is insufficient. Either bollard or pole lighting should be added to this driveway. The dumpster located to the rear of Building C also has insufficient lighting.
- (2) The overall concept to change the traffic pattern and structures will have a positive impact for the City of College Park and the University of Maryland, providing excellent living and gathering places for students and patrons.
- (3) If it has not already been done, the Police Department recommends working with the University of Maryland to have emergency call boxes and cameras installed throughout the proposed site to improve the safety and overall security for the future residents and patrons. There is already an existing security network throughout College Park that has proven effective in preventing crime.

Comment: Staff recommends conditions of approval to address the comments provided by the Police Department related to additional lighting and coordination of the security network with the University of Maryland.

1. **Prince George's County Health Department**—In a memorandum dated August 30, 2013, the Environmental Engineering Program of the Health Department offered the following comments and recommendations:

- (1) There is an increasing body of scientific research suggesting that artificial light pollution can have lasting adverse impacts on human health. Indicate that all proposed exterior light fixtures will be shielded and positioned so as to minimize light trespass caused by spill light on planned and existing residential areas.

Comment: This information should be demonstrated on the detailed site plan prior to signature approval.

- (2) The property is located in the recharge area for the Patuxent aquifer, a groundwater supply that serves the Beltsville Agricultural Research Center, Patuxent Wildlife Research Center, and the City of Bowie. Conversion of green space to impervious surface in this recharge area could have long-term impacts on the sustainability of this important groundwater resource. The applicant proposes the use of permeable turf and landscape infiltration techniques as a part of their stormwater management strategy, which will facilitate the return of water into the ground to recharge the aquifer.

Comment: No further action is requested.

- (3) The public health value of access to active recreational facilities and green space has been well documented. The DSP includes a courtyard with a swimming pool, open lawn area/volleyball court, a pedestrian mews, and open spaces that will be a health benefit for residents and community members.

Comment: No further action is requested.

- (4) The applicant is proposing to incorporate bioretention features into the courtyard with educational panels. Bioretention features have the potential to become habitats for mosquitoes and other disease vectors due to the presence of organic matter and shallow water. The applicant should ensure that the bioretention features are properly designed and managed to prevent habitats for disease vectors and reduce the risk of human exposure to disease vectors given the proximity of pedestrian traffic, gathering spaces, and active recreational facilities.

Comment: The design of stormwater management features is under the jurisdiction of DPIE. The applicant should work with DPIE to ensure that the bioretention features do not become a public nuisance.

- (5) There are 12 carry-out/convenience stores within one half-mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors have a significantly higher prevalence of obesity and diabetes. The

applicant should consider engaging a tenant that would provide healthy food options that are attractive to the student population and surrounding community.

Comment: Staff concurs that the applicant should engage future tenants that provide healthy food options, if restaurant or food service is planned.

- (6) The property is located in the College Park Airport, Aviation Policy Area 6. College Park residents have expressed concerns with noise from the take-off and landing of helicopters from the airport. Noise from the airport may be an issue for the future residents of this project. The applicant should consider options to mitigate noise levels greater than 65 dBA Ldn.

Comment: The subject property is 0.9 miles from the College Park Airport's runway. The sector plan does not raise issues with noise generated from College Park Airport. Environmental Planning staff does not request that any additional noise mitigation be provided based upon the proximity of the site to the airport and the current applicable regulations.

- (7) The applicant proposes to build internal loading docks and dumpsters. If approved, the loading docks and dumpsters should be designed to prevent an odor nuisance.

Comment: The loading docks and dumpsters are proposed internal to Buildings A and B. Dumpsters are proposed in trash rooms that have doors that close. Staff believes that the submitted site plan addresses this request.

- m. **Maryland Aviation Administration (MAA)**—In comments received on August 27, 2013, the MAA stated that the proposal lies beneath the horizontal surface for College Park Airport, and does not lie under any of the transitional or approach surfaces for the airport. So long as structures (including all accessories such as antennae, air conditioning units, lightning rods, etc.) or vegetation does not exceed 198 feet above mean sea level for this location (the site elevation plus the structure height), there is no impact to the College Park Airport and thus no hazard to air navigation.
- n. **Washington Suburban Sanitary Commission (WSSC)**—WSSC provided comments received on August 29, 2013, which are summarized as follows:
 - (1) This project has an approved WSSC Letter of Findings, WSSC Project DA5462Z12 Amendment 1, approved July 17, 2013. All conditions of that approval apply.
 - (2) In locations where mains or house connections cross bioswales, provide five feet of separation horizontally to WSSC lines. If bioswales have an under-drain, the under-drain must be nonperforated for ten feet where it crosses the WSSC lines.
 - (3) Minimize the number of sewer connections at the southwest corner of Building B.
 - (4) The minimum horizontal clearance from a building to the outside diameter of a WSSC pipeline is 15 feet. Verify that adequate room has been provided for final design of the townhome units along the south side of Guilford Drive.

Comment: Adequate clearances from WSSC pipelines to proposed building should be provided on the plans prior to signature approval. Additional technical comments should be addressed by WSSC prior to final permitting.

- o. **Washington Gas**—In a memorandum dated May 1, 2013, Washington Gas indicated that they have reviewed the proposal and have determined that a ten-foot-wide public utility easement (PUE) along public rights-of-way will not be required. Gas services are located in the street and there is no need for PUEs on private property for gas service to be supplied.
- p. **Comcast**—A letter signed by Comcast on September 23, 2013 indicates that the communication conduits proposed by the applicant are sufficient for Comcast service. The plan, dated September 7, 2013, does not propose a ten-foot-wide PUE.
- q. **Verizon**—At the time of the writing of this technical staff report, Verizon has not offered written comments on the subject application; however, staff has met with the applicant and a representative from Verizon. Verizon has yet to determine whether its services will be provided to the entire development, as a ten-foot-wide PUE is not proposed on the subject DSP.
- r. **Potomac Electric Power Company (PEPCO)**—The applicant has provided a preliminary PEPCO service plan that has been approved by PEPCO. The plan does not propose a ten-foot-wide PUE. The Subdivision Regulations do not require provision of PUE for the subject development at the time of minor final plat.
- s. **Prince George's County Fire/EMS Department**—The Fire/EMS Department issued standard comments for the proposal dated August 26, 2013. Every portion of the proposed buildings is required to be located within 500 feet of a fire hydrant.
- t. **University of Maryland**—In an e-mail dated September 18, 2013 (Redmiles to Fields), the University of Maryland stated that the University's Architecture and Landscape Review Board reviewed the submission at a May 3, 2013 meeting. The review group provided the following comments for the current DSP submission:
 - (1) The project program should consider a park-like setting suited for the urban context of the site, such as a canopy of trees and loose paving. The current design retains a broad lawn area only, with adjacent bioretention areas subdividing the proposed open space. Consider developing an urban plaza or a park-like setting suited for the urban context of the site, incorporating and integrating artful stormwater management.
 - (2) Improve the north-south axial relationship by incorporating the development's green space inward to the campus, rather than extending the campus into the project. The current design should add identifiable pedestrian crossings/traffic calming to provide access to the university and connect pedestrian pathways at key campus pedestrian nodes/gateways north of the project site.
 - (3) The architecture provided was developed to a conceptual level and needs more work. Develop the brick elevations further. The Board looks forward to further development of articulated massing and the elevations, with material selection

consistent with the University's Design Criteria Facilities Standards (DC/FS). Samples of proposed materials are requested for review.

- (4) A question has been raised for the adequacy of the intersection design at the west end of the site, at the Knox Road, Guilford Drive, Mowatt Lane intersection, as a result of changes to traffic patterns in and around the site.

Similarly (and expanding on 2 above), there is expected to be a significant increase in pedestrian traffic between the project and the campus. As a planned student housing development, adequate and safe connectivity will be very important. It is not clear if the level of pedestrian flow has been estimated or planned. A circulation plan should be provided to show how the proposed pathways into the campus will be constructed, designed, or managed.

Comment: The above comments are preliminary. The University of Maryland indicated the intent to submit further formal comment prior to the Planning Board hearing. However, at the time of this writing, a memorandum from the University has not been received.

- u. **City of College Park**—The subject application is located within the City of College Park. The City of College Park held a work session to consider the proposed plan on October 1, 2013. On October 22, 2013, the City Council moved to approve the DSP with conditions. Those recommended conditions are provided below followed by staff comment.

- “1. Prior to signature approval of the DSP, the applicants shall revise the site plan to:
- “a. Show a possible location for a proposed Bikeshare Station (11 docks and 6 bikes) that measures 31 feet in length and 6 feet in width.
 - “b. Redesign the mews/stairs to accommodate pushing a bike.
 - “c. Show street light fixtures spaced not more than 30 feet on center.
 - “d. Provide a hammerhead turnaround at the terminus of Roszburg Drive as shown on Exhibit 1.
 - “e. Show the installation of street trees and pedestrian light fixtures extended from the project boundary along Knox Road and Guilford Road to the intersection of these two streets.
 - “f. Show sidewalks along the property frontage at a minimum of 6-foot wide, preferably 8- foot wide to the extent possible.
 - “g. Provide a 6-foot wide sidewalk and 5-foot wide planting strip along the north side of Knox Road from the proposed crosswalk east to the driveway of the Delta Sigma Phi fraternity.”

Comment: Staff understands that the applicant has agreed to comply with all of the above recommendations, which include some off-site improvements. The DSP should be revised to show the above revisions.

- “2. Prior to a Use and Occupancy Permit, the applicant (Toll Brothers, Inc.) shall provide a copy of an agreement with the University of Maryland for the installation, maintenance and monitoring of emergency call boxes (Public Emergency Reporting Telephones, PERT) and shall install exterior cameras on Buildings A, B and C that have views of Knox Road, Hartwick Road, Guilford Road, and the Mews.”

Comment: Staff agrees with the intent of the above condition and requests that the applicant work with the University of Maryland to evaluate the feasibility of having emergency call boxes and cameras installed throughout the proposed site to improve the safety and overall security for the future residents and patrons. If agreement is reached on the appropriate measures to be employed, the plan should note the specific security measures that will be implemented. The plan should specify the use of exterior cameras on Buildings A, B, and C that have views of Knox Road, Hartwick Road, Guilford Road, and the mews.

- “3. Prior to a Use and Occupancy Permit, the applicant (Toll Brothers, Inc.) shall:
- “a. Obtain a right-of-way permit from the City of College Park to implement roadway and streetscape improvements as shown in Exhibits 1-4.
 - “b. Stripe Knox Road to provide a 5-foot wide west-bound bike lane, 10-foot wide west-bound drive lane, 11-foot wide east-bound ‘sharrow’ lane and an 8-foot wide parking lane on the south side of Knox Road.”

Comment: The DSP should be revised to indicate the streetscape improvements shown in Exhibits 1–4. These exhibits show: (1) a “hammerhead,” or turnaround area, at the terminus of Roszburg Drive; (2) crosswalk improvements; and (3) additional bicycle rack locations. The DSP should also be revised to indicate the above-described street section for Knox Road. The ultimate street section is subject to approval and modification by the City of College Park.

- “4. The two-over-two buildings on Parcel 3 shall be limited to one- and two-bedroom units.”

Comment: Staff understands that the applicant has agreed to comply with the above recommendation. The DSP should be revised to indicate the final number of units and unit mix on Parcel 3.

- “5. The applicants shall maintain all pedestrian light fixtures in the right-of-way along Knox Road, Hartwick Road, Guilford Drive, and Roszburg Drive with the exception of the pedestrian light fixtures that are installed outside of the project’s property frontage.”

Comment: Staff understands that the applicant has agreed to comply with the above recommendation. The DSP should be revised to show the locations of light fixtures that the applicant proposes to maintain.

- “6. The applicant (Toll Brothers, Inc.) and the applicant’s heirs, successors, and /or assignees shall vacate the existing Roszburg Drive right-of-way (WWW20-94) and obtain approval of a minor final plat pursuant to Section 24-112 of the Subdivision Regulations in accordance with the approved Detailed Site Plan DSP-13025.”

Comment: A condition to this effect is included in the Recommendation section of this report.

- “7. Prior to signature approval of the DSP, the architectural elevations shall be revised for review and approval by the City of College Park and M-NCPPC as follows:

- “a. Label the materials used on the façade of the garage.
- “b. Create a 5-story projecting vertical bay with windows on Building B-south elevation, similar to that found on Building B-north elevation.
- “c. Create a 5-story projecting vertical bay with windows for Building C-west elevation, similar to that found on Building C-north elevation.”

Comment: Urban Design staff will submit final architecture to the City of College Park for comment prior to certification of the plans. Additional information regarding the construction materials on the proposed garage should be provided. Vertical bays should also be incorporated into the proposed architecture for Buildings B and C. Staff also believes that the townhouse-style units on Parcels 2 and 3 might benefit from some additional architectural enhancements, as discussed in the body of this report.

- “8. Prior to approval of building permits, if the Capital Bikeshare Program or similar program is operational in the City of College Park, the applicant shall pay the sum of \$45,000 to the City of College Park for the installation and operation of an 11-dock/6- bike station on or near the subject property.”

Comment: Staff understands that the applicant has agreed to comply with the above recommendation. The applicant should show the location of a possible bikeshare station on the DSP prior to signature approval. The details of the bikeshare agreement between the applicant and the City of College Park are best addressed in a separate agreement between these two parties, as it does not require Planning Board action.

- “9. Prior to the closure of Roszburg Drive, the applicant shall convert Knox Road to a two-way street, in coordination with the City of College Park engineer.”

Comment: Prior to the vacation of Roszburg Drive, the applicant should provide verification to the Subdivision Section that Roszburg Drive is closed, and that Knox Road has been converted to a two-way street, or has otherwise been found satisfactory by the City of College Park.

“10. An access easement shall be provided to Parcel 3 to allow Parcel 3 residents to park in the garage located in Building B.”

Comment: A statement to this effect should be provided on the DSP and plat.

“11. Prior to approval of a building permit, a public use easement shall be provided to allow pedestrian and bicycle access through the Mews on Parcel 1, between Knox Road and Guilford and Hartwick Roads.”

Comment: A public use easement should be delineated on the DSP and described by bearings and distances. This easement should be recorded on the minor final plat.

“12. Toll Brothers, Inc. shall achieve U.S. Green Building Council (USGBC) LEED-Silver certification under an applicable, current LEED rating system as required by the Sector Plan Development Standards. Specifically, the applicant shall follow the process below:

“a. Prior to DSP certification, the applicant shall:

“i. Designate a LEED-accredited professional (‘LEED-AP’) who is also a professional engineer or architect, as a member of their design team. The applicant shall provide the name and contact information for the LEED AP to the City.

“ii. Designate the City’s Planning Director, or designee, as a team member in the USGBC’s LEED Online system. The City’s team member will have privileges to review the project status and monitor the progress of all documents submitted by the project team.

“b. Prior to approval of a building permit, the applicant shall:

“i. Register the project with the U.S. Green Building Council (USGBC) and show results of LEED-ND Stage 2 review. If conditional approval is obtained, the applicant shall employ every effort to obtain full LEED-ND certification and provide documentation of such. If conditional approval is not obtained, the applicant shall make every effort to achieve USGBC LEED-Silver certification under LEED-NC and/or LEED Homes, or if available, equivalent standard.

“c. Prior to issuance of the first Use and Occupancy Permit, the applicant shall:

“i. Submit a report by a LEED AP that demonstrates that the project is anticipated to attain a sufficient number of credits that will ultimately be sufficient to attain the LEED ND Silver certification or LEED-NC and LEED Homes as appropriate.

“ii. Establish an escrow or letter of credit in the amount of \$50,000 with an agent that is acceptable to the City. Said escrow agent shall hold the funds subject to the terms of this Agreement. The escrow (or letter of credit) shall be released to Applicant upon final LEED Silver certification. In the event that the applicant fails to provide, within 1 year of issuance of the use and occupancy permit for the final building within the LEED ND boundary, documentation to the City demonstrating attainment of LEED Silver certification, the entirety of the escrow will be released upon demand to the City and will be posted to a fund within the City budget supporting implementation of environmental initiatives. If LEED certification is obtained but not at the Silver level, 50% of the escrow will be released to the applicant and 50% will be released upon demand to the City to be posted to a fund within the City budget supporting implementation of environmental initiatives.

“d. If the applicant provides documentation from the USGBC demonstrating, to the satisfaction of the City, that USGBC completion of the review of the LEED certification application has been delayed through no fault of the applicant, the applicant’s contractors or subcontractors, the proffered time frame may be extended as determined appropriate by the City, and no release of escrowed funds shall be made to the applicant or to the City during the extension.”

Comment: Although the applicant has apparently agreed to comply with the above recommendation, staff does not believe it is appropriate to recommend that the Planning Board adopt the above recommendation as a condition of approval. The City of College Park should consider a private agreement with the applicant to outline the recommended process and the payment of fees.

“13. Knox Box Realty LLC, Knox Village Partners LLC and AO Enterprises LLC shall achieve U.S. Green Building Council (USGBC) LEED- Silver certification under an applicable, current LEED rating system as required by the Sector Plan Development Standards. The applicant shall pursue LEED Silver certification through the Split Review process. Specifically, the applicant shall follow the process below:

“a. Prior to DSP certification, the applicant shall:

“i. Register the project with the USGBC and provide a copy of the payment receipt.

“ii. Designate a LEED-accredited professional (‘LEED-AP’) who is also a professional engineer or architect, as a member of their design team. The applicant shall provide the name and contact information for the LEED AP to the City.

- “iii. Designate the City’s Planning Director, or designee, as a team member in the USGBC’s LEED Online system. The City’s team member will have privileges to review the project status and monitor the progress of all documents submitted by the project team.

- “b. Prior to the issuance of a building permit, the Applicant shall submit the results of the USGBC’s preliminary review of design-oriented credits in the LEED program. This documentation shall demonstrate that the buildings are anticipated to attain a sufficient number of design-related credits that, along with the anticipated construction-related credits, will be sufficient to attain LEED Silver certification.

- “c. Prior to the issuance of the first use and occupancy permit, the Applicant shall provide documentation that the project has been certified LEED Silver by the USGBC to the City of College Park and to M-NCPPC. If certification has not been completed, the Applicant shall submit certification statements from their LEED-AP that confirms the project list of specific LEED credits will meet at least the minimum number of credits necessary to attain LEED certification.

“The appropriate regulating agency may issue a temporary use and occupancy permit to the Applicant until such time as LEED certification is documented. If it is determined that a temporary use and occupancy permit cannot be issued, a permanent use and occupancy permit may be issued by the appropriate regulating agency once an escrow or letter of credit in the amount of \$20,000 is established with an agent that is acceptable to the City of College Park. Said escrow agent shall hold the funds subject to the terms of this Agreement. The escrow (or letter of credit) shall be released to applicant upon final LEED Silver certification. In the event that the Applicant fails to provide, within 180 days of issuance of the permanent use and occupancy permit for the Project, documentation to the City demonstrating attainment of LEED Silver certification, the entirety of the escrow will be released upon demand to the City and will be posted to a fund within the City budget supporting implementation of environmental initiatives. If LEED certification is obtained but not at the Silver level, 50% of the escrow will be released to the Applicant and 50% will be released upon demand to the City to be posted to a fund within the City budget supporting implementation of environmental initiatives

“If the Applicant provides documentation from the USGBC demonstrating, to the satisfaction of the City, that USGBC completion of the review of the LEED certification application has been delayed through no fault of the Applicant, the Applicant’s contractors or subcontractors, the proffered time frame may be extended as determined appropriate by the City, and no release of escrowed funds shall be made to the Applicant or to the City during the extension.”

Comment: Although the applicant has apparently agreed to comply with the above recommendation, staff does not believe it is appropriate to recommend that the Planning Board adopt the above recommendation as a condition due to legal concerns, which involve payment to a third party. The City of College Park should consider entering into a private agreement with the applicant to address the outlined process and payment of fees. Staff applauds the applicant's commitment to green building techniques.

- v. **Town of University Park**—At the time of the writing of this technical staff report, the Town of University Park has not offered comments on the subject application.
- w. **City of Hyattsville**—At the time of the writing of this technical staff report, the City of Hyattsville has not offered comments on the subject application.
- x. **Town of Riverdale Park**—At the time of the writing of this technical staff report, the Town of Riverdale Park has not offered comments on the subject application.

13. As required by Section 27-285(b)(1) of the Zoning Ordinance, the detailed site plan will, if approved with the conditions recommended below, represent 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.

14. Per Section 27-285(b)(4) of the Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a detailed site plan 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.**

Comment: As there are no regulated environmental features found on the subject property, no preservation or restoration is necessary.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-13025, University of Maryland Student Housing at Knox Road, subject to the following:

- A. Staff recommends APPROVAL of the alternative development district standards for:
 - 1. **Building Form/Step-Back Transitions and Landscape Buffers (page 238):** To eliminate the step-back transition requirement west of Building A and to permit landscape plantings and a buffer area along the southwestern property lines of Lots 9 and 13 to meet the intent of the transition requirements.
 - 2. **Building Form/Character Area 5a: Walkable Nodes (page 234):** To permit greater building setbacks from Guilford Drive and Hartwick Road, as shown on the site plan.
 - 3. **Building Form/Parking Lots, Loading and Service Areas (page 242):** To permit loading spaces internal to the building that are within 30 feet of public sidewalks.

4. **Building Form/Structured Parking (page 243):** To permit a parking garage within 50 feet of the Knox Road frontage.
 5. **Architectural Elements/Signage (page 254):** To permit two freestanding monument signs and signage in excess of ten percent for Buildings B and C.
 6. **Streets and Open Spaces/Streetscape (page 263):** To permit sidewalks less than 12 feet wide.
 7. **Streets and Open Spaces/Street Lighting (page 267):** To permit a column-style street light fixture, instead of double-column.
- B. Staff recommends DISAPPROVAL of the alternative development district standards for:
1. **Streets and Open Spaces/Street Lighting (page 266):** To permit a street light spacing greater than 30 feet on center. Street lighting shall be provided 30 feet on center, on average.
- C. Staff recommends APPROVAL of Detailed Site Plan DSP-13025, University of Maryland Student Housing at Knox Road, with the following conditions:
1. Prior to signature approval, the detailed site plan (DSP) shall be revised, or additional information shall be provided, as follows:
 - a. Provide the exact number of parking spaces required by the 2010 *Approved Central US 1 Corridor Sector Plan and Adopted Sectional Map Amendment*.
 - b. Submit plans that show each level of the proposed parking garage, and dimension parking space sizes and drive aisle widths, so conformance with the requirements of the Zoning Ordinance may be determined.
 - c. If the courtyard facilities within Buildings A and B are not accessible to residents of all of the buildings, then the application shall demonstrate that adequate recreational facilities will be provided within each building section.
 - d. Details of site amenities on proposed Parcels 2 and 3 shall be provided, such as tables, chairs, and grills.
 - e. Each freestanding sign shall not exceed 15 feet in width and 5 feet in height, as described on the sign plan, for a total maximum sign area of 75 feet for each sign. The monument signs shall be constructed of materials compatible with the architecture. Additional information regarding sign materials shall be provided with the sign plan prior to signature approval.
 - f. The sign standards for the building-mounted project identification signs shall include lighting from an external source only.
 - g. Revise the photometric plan to show or note minimal, or no, lighting spillover at the southern property line adjacent to existing single-family development.

- h. Revise the photometric and lighting plan to show sufficient lighting along the service drive locations on proposed Parcels 2 and 3.
 - i. The applicant shall work with the University of Maryland to evaluate the feasibility of having emergency call boxes and cameras installed throughout the proposed site to improve the safety and overall security for the future residents and patrons. If agreement is reached on appropriate measures to be employed, provide notes on the plan to this effect, and reference the final determined security measures that will be implemented. The plan shall specify the use of exterior cameras on Buildings A, B, and C that have views of Knox Road, Hartwick Road, Guilford Road, and the Mews.
 - j. Include a note on the DSP that limits the hours of operation and deliveries for commercial tenants, in order to ensure minimal impacts on adjacent properties.
 - k. Provide details of attractive brick dumpster enclosures for use on the site.
 - l. Add a note to the DSP that all loading area access doors shall remain closed, except during times of entrance and exiting of vehicles.
 - m. Label the height of the access to all loading spaces on the site plan. The loading space access height shall be at least 15 feet.
 - n. Indicate the final number of units and unit mix on Parcel 3.
 - o. Delineate a public use easement within the mews, and describe it by bearings and distances.
2. Prior to signature approval, the detailed site plan (DSP) shall be revised to indicate the following bicycle, pedestrian, and streetscape improvements:
- a. Provide sidewalks along the site frontage that are no less than six feet in width. The sidewalk along Knox Road shall be widened further, as feasible, subject to approval by and further coordination with the City of College Park.
 - b. Revise the Knox Road street section to provide a 5-foot wide westbound bicycle lane, a 10-foot-wide westbound drive lane, an 11-foot-wide eastbound "sharrow" lane, and an 8-foot-wide parking lane on the south side of Knox Road. The ultimate street section is subject to approval and modification by the City of College Park.
 - c. Show a minimum six-foot-wide sidewalk and five-foot-wide planting strip along the north side of Knox Road from the proposed crosswalk east to the driveway of the Delta Sigma Phi fraternity house.
 - d. Indicate the roadway and streetscape improvements as shown in Exhibits 1-4, including:
 - (1) A hammerhead turnaround at the terminus of Rossburg Drive;
 - (2) Crosswalk enhancements; and
 - (3) Additional bicycle rack locations.

- e. Show the installation of street trees and pedestrian light fixtures extended from the project boundary along Knox Road and Guilford Road to the intersection of these two streets.
 - f. Show street light fixtures spaced at 30 feet on center, on average, and indicate the locations of light fixtures that the applicant proposes to maintain.
 - g. Redesign the mews/stairs to accommodate pushing a bike. Provide a detail of the final design.
 - h. Show a possible location for a proposed bikeshare station (11 docks and 6 bikes) that measures 31 feet in length and 6 feet in width. Provide a detail or photograph of the type of bikeshare station proposed. The final location may be adjusted in consultation with the City of College Park and the Urban Design Section.
 - i. Provide signage locations and details for large groupings of bicycle parking spaces along road frontages and within the main parking garage in accordance with the Maryland Manual on Uniform Traffic Control Devices (MUTCD) 2011 Edition and utilize the D4-3 sign guide sign or plaque. Details of the D4-3 sign or plaque shall be shown on the DSP. The final bicycle parking locations and signage are subject to approval and modification by the City of College Park if they are located within their road rights-of-way.
 - j. Provide details for bicycle parking spaces. Bicycle racks shall be anchored in concrete and shown on the plan's detail sheet(s).
 - k. Locate the proposed bicycle parking spaces, including along road frontages, in the main parking garage and near the townhouse-style units on the DSP, and update the DSP coversheet to include the final number of bicycle parking spaces proposed.
3. Prior to signature approval of the detailed site plan (DSP), the following revisions shall be made to the landscape plan:
- a. Revise line three within all Section 4.1 schedules to state, "total number of shade trees required," and provide the correct calculations for the required shade trees for Sites A and B.
 - b. Provide one consolidated master plant list on the landscape plan.
 - c. Soften the views of public utility transformers from public rights-of-way, to the extent feasible, through the planting of attractive evergreen shrubs, while maintaining necessary access to the transformers.
4. Prior to signature approval of the detailed site plan (DSP), the architectural elevations shall be revised as follows, after referral to the City of College Park for review and comment:
- a. Samples of the façade materials proposed for the parking garage shall be provided for further review and approval by Urban Design staff, as designee of

the Planning Board. The materials shall, at a minimum, give the appearance of a convincing brick treatment, and the design of the garage shall blend in with the architecture of the rest of the building.

- b. Label all building façade materials, including the façade of the garage.
 - c. Provide a detail indicating the appearance of the mesh treatment for the parking garage openings. Any modifications to the garage openings to provide adequate air circulation within the garage shall be provided.
 - d. Create a projecting vertical bay with windows on Building B, south elevation, similar to that found on Building B, north elevation.
 - e. Create a projecting vertical bay with windows for Building C, west elevation, similar to that found on Building C, north elevation.
 - f. Evaluate the feasibility of locating the entrance to Building C to better align with the village green.
 - g. Provide details of attractive ornamental-style garage doors, which shall be used to screen the loading areas.
 - h. Modify the color of the rears of the proposed townhouse-style units so they are consistent with the front of the building, with accent colors provided as appropriate.
 - i. Evaluate the appropriateness of additional bays on the front of the proposed townhouse-style units, and revise the townhouse elevations as deemed appropriate.
 - j. Refine the architectural elevations by providing additional attractive architectural detailing and plane projections.
5. Prior to certificate approval of the detailed site plan (DSP), the applicant and the applicant's heirs, successors, and/or assignees shall vacate the dedicated public right-of-way of Rossburg Drive (WWW 20-94) and obtain approval of a minor final plat pursuant to Section 24-112 of the Subdivision Regulations. The minor final plat shall:
- a. Reflect the liber and folio of the public pedestrian access easement to the benefit of the City of College Park in accordance with approved Detailed Site Plan DSP-13025. The easement document shall be approved by the City of College Park and The Maryland-National Capital Park and Planning Commission (M-NCPPC) prior to final plat approval, and the liber and folio shall be reflected on the final plat prior to recordation. The easement shall set forth the rights, responsibilities, and liabilities of the parties.
 - b. Reflect an access easement on Parcel 3 to allow Parcel 3 residents to park in the garage located in Building B.

- c. Include a disclosure clause that notifies prospective purchasers that the property has been identified as being within approximately one mile of a general aviation airport. The disclosure clause shall include the cautionary language from the General Aviation Airport Environment Disclosure Notice.
6. Prior to the vacation of Roszburg Drive, the applicant shall provide verification to the Subdivision Review Section that Roszburg Drive is closed, and that Knox Road has been converted to a two-way street, or has otherwise been modified to the satisfaction of the City of College Park.
7. Prior to approval of demolition permits, the applicant and the applicant's heirs, successors, and/or assignees shall provide to the Planning Department's Historic Preservation Section documentation of the existing buildings to be demolished according to Maryland Historical Trust (MHT), Maryland Inventory of Historic Properties (MIHP) standards, including exterior and interior photographs and representative interior floor plans.
8. Demolition and grading permits needed to remove the slabs and foundations of the existing dwellings may be issued after final approval, but prior to certification of the detailed site plan. No grading or construction beyond these limited activities may occur prior to certification of the detailed site plan.
9. Total development within the subject property shall be limited to development which generates no more than 227 AM peak hour and 341 PM peak-hour vehicle trips.

ITEM:

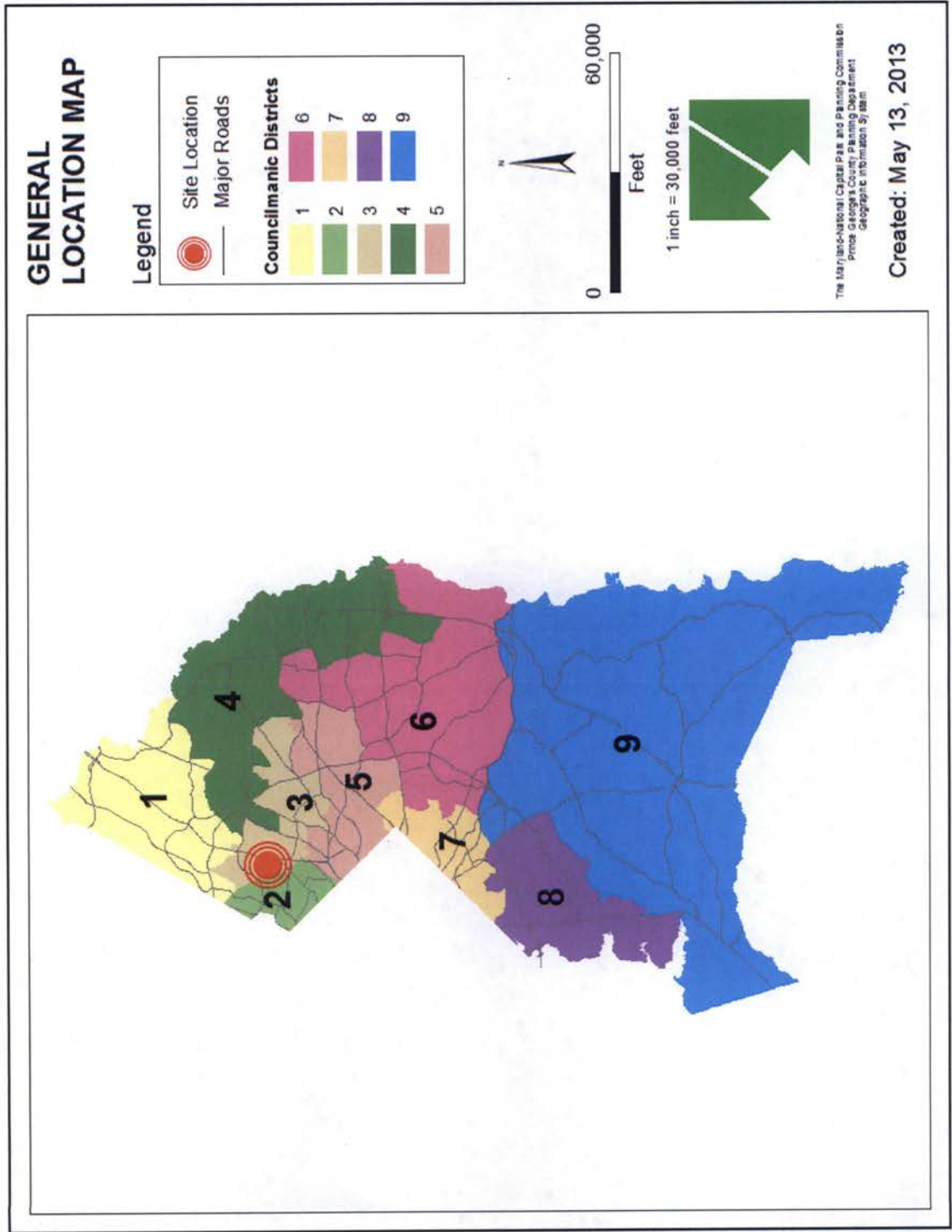
CASE: DSP-13025

**UNIVERSITY OF MARYLAND STUDENT HOUSING
AT KNOX ROAD**

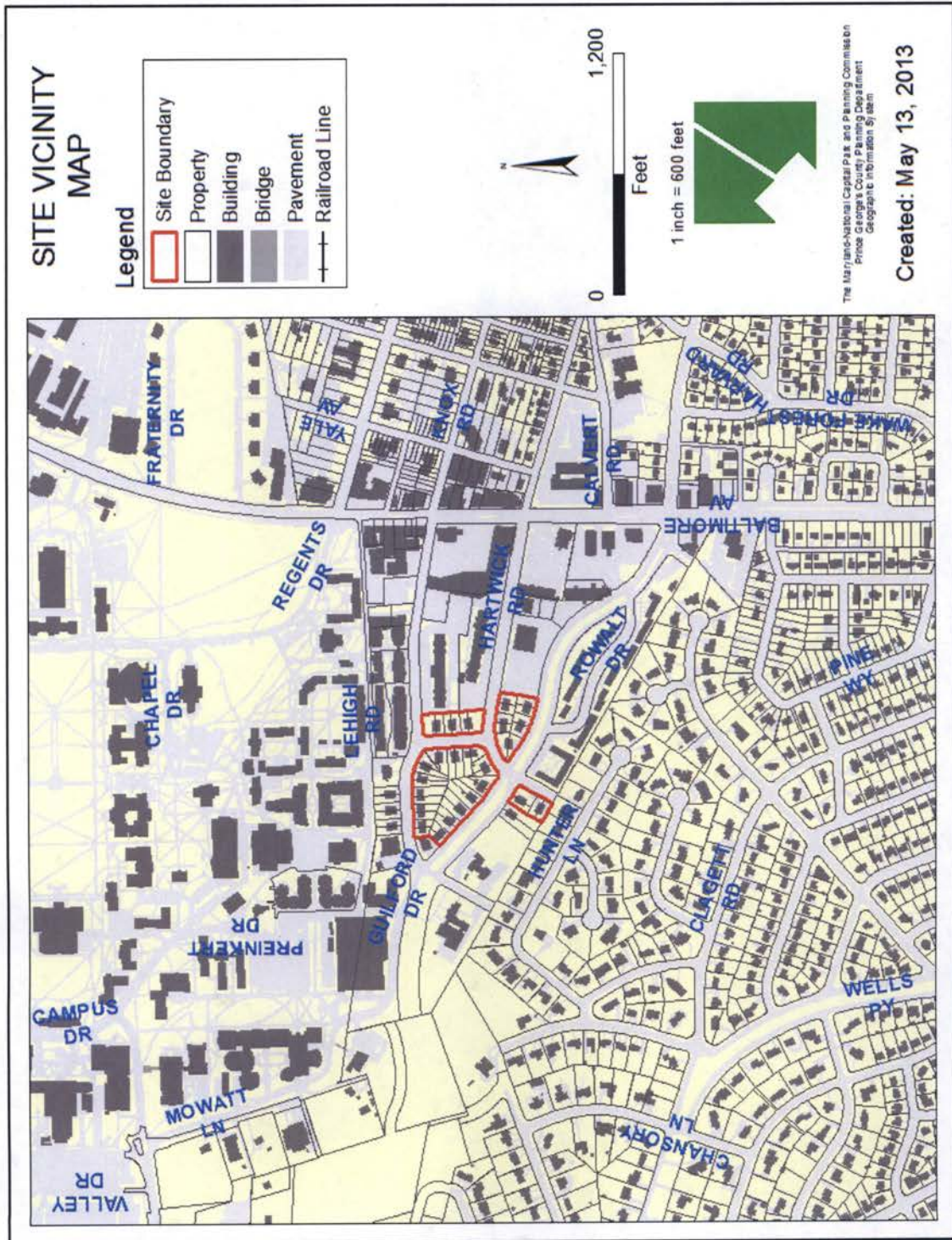
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



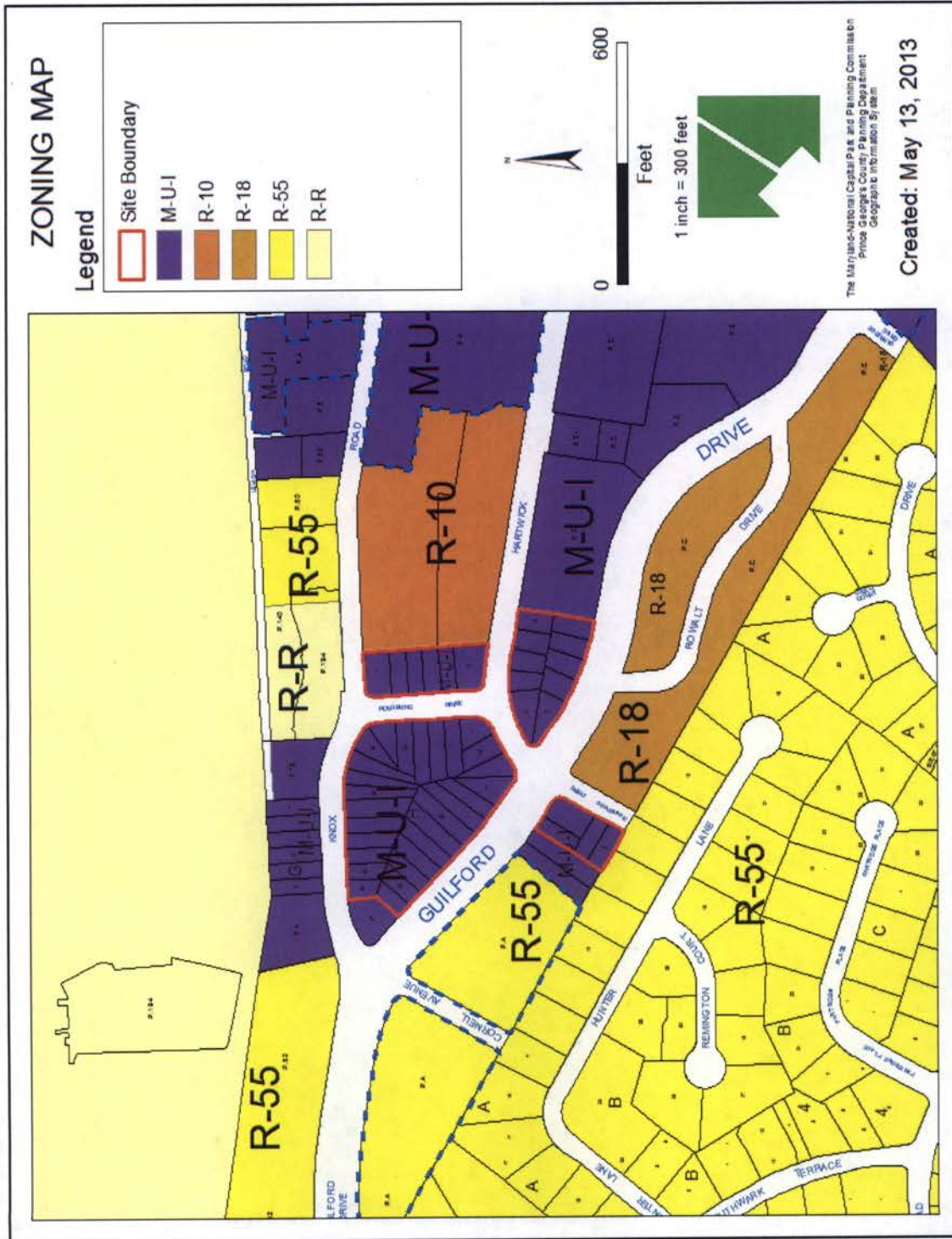
GENERAL LOCATION MAP



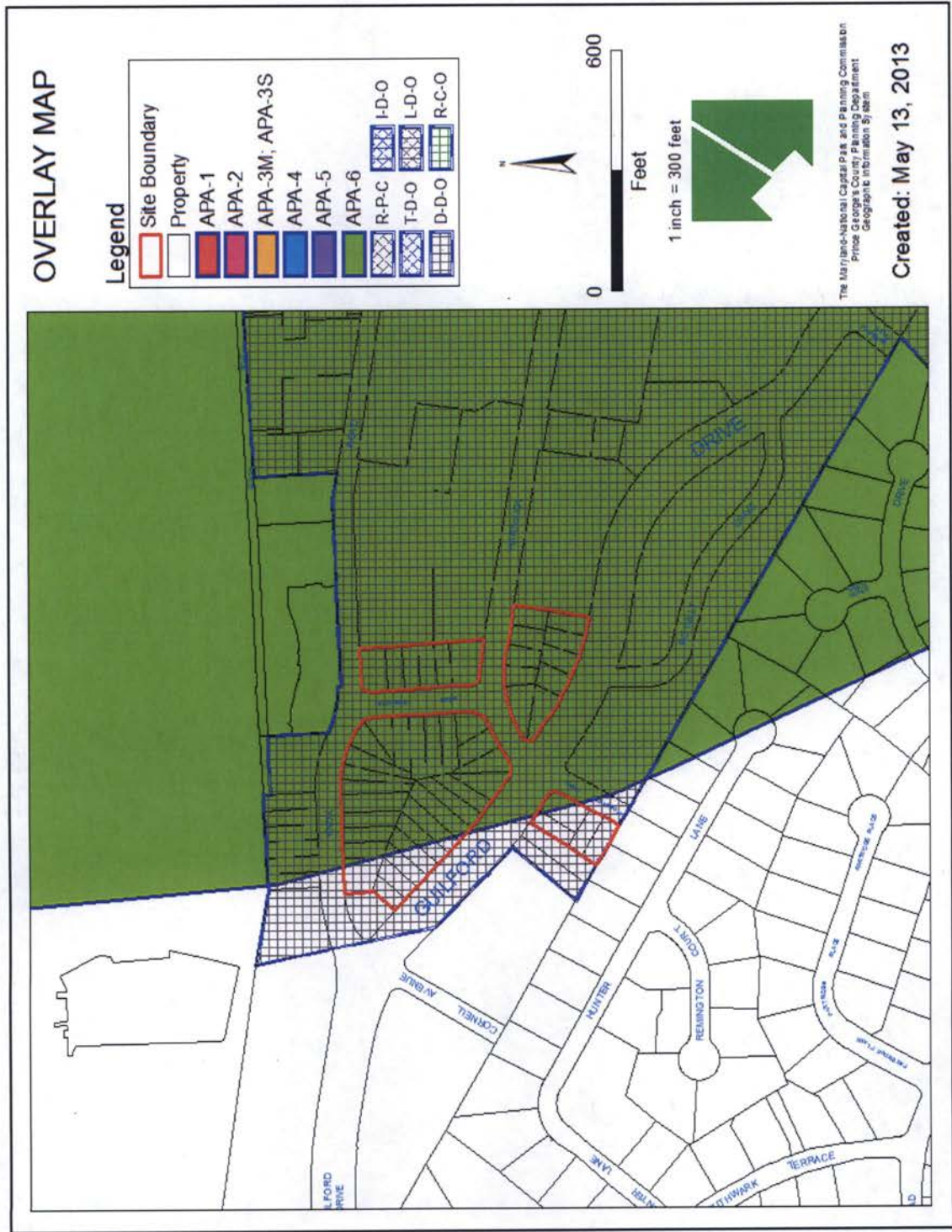
SITE VICINITY



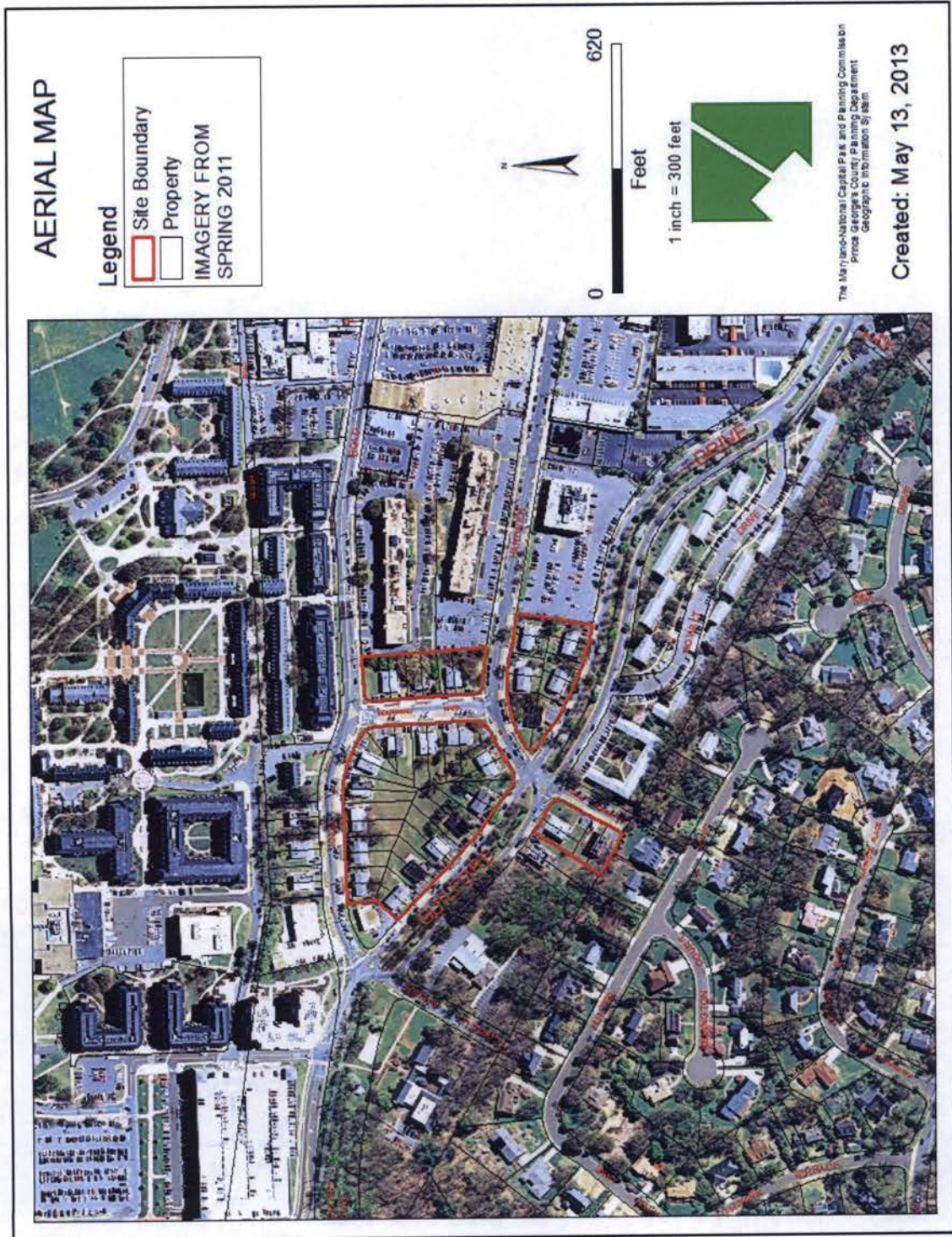
ZONING MAP



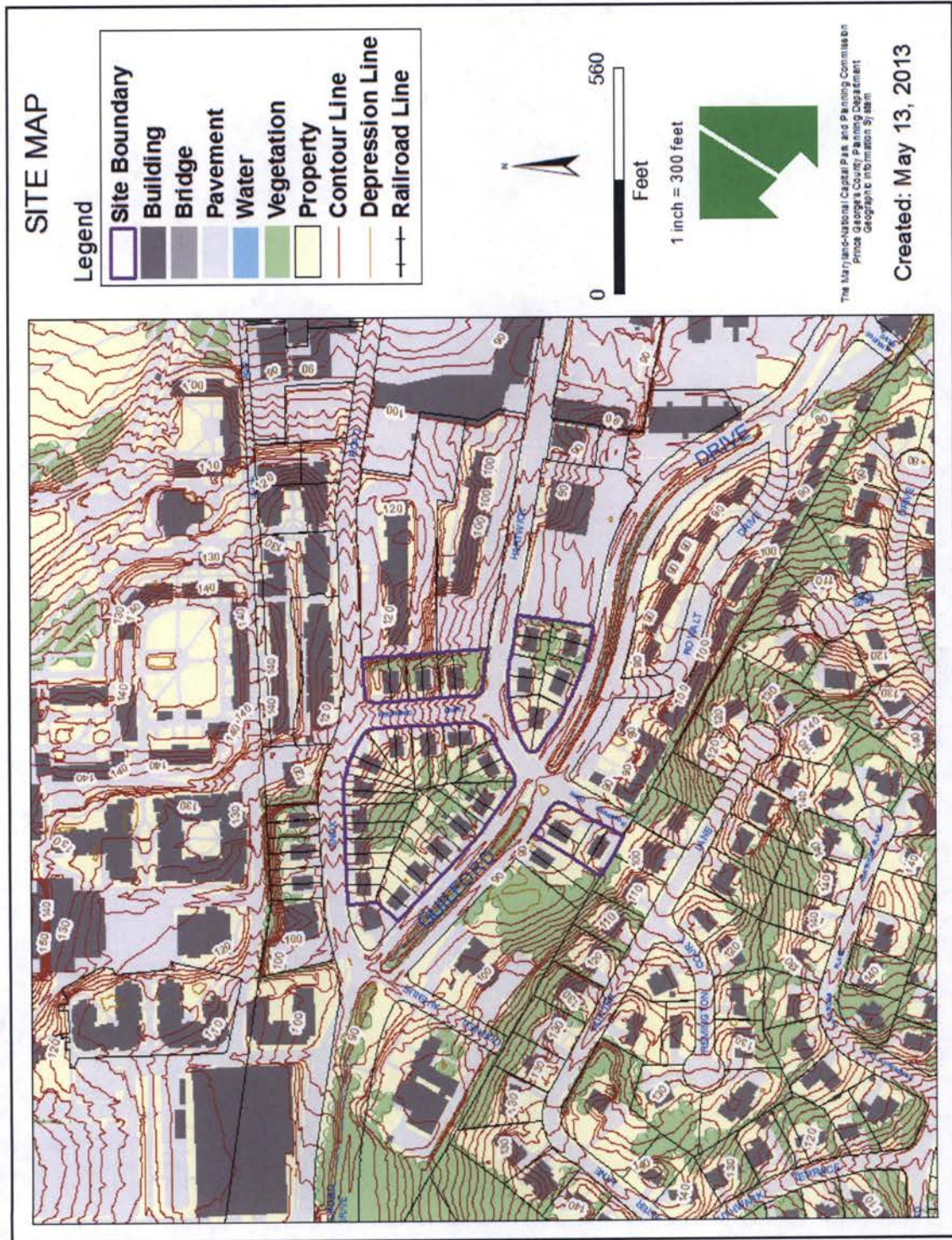
OVERLAY MAP



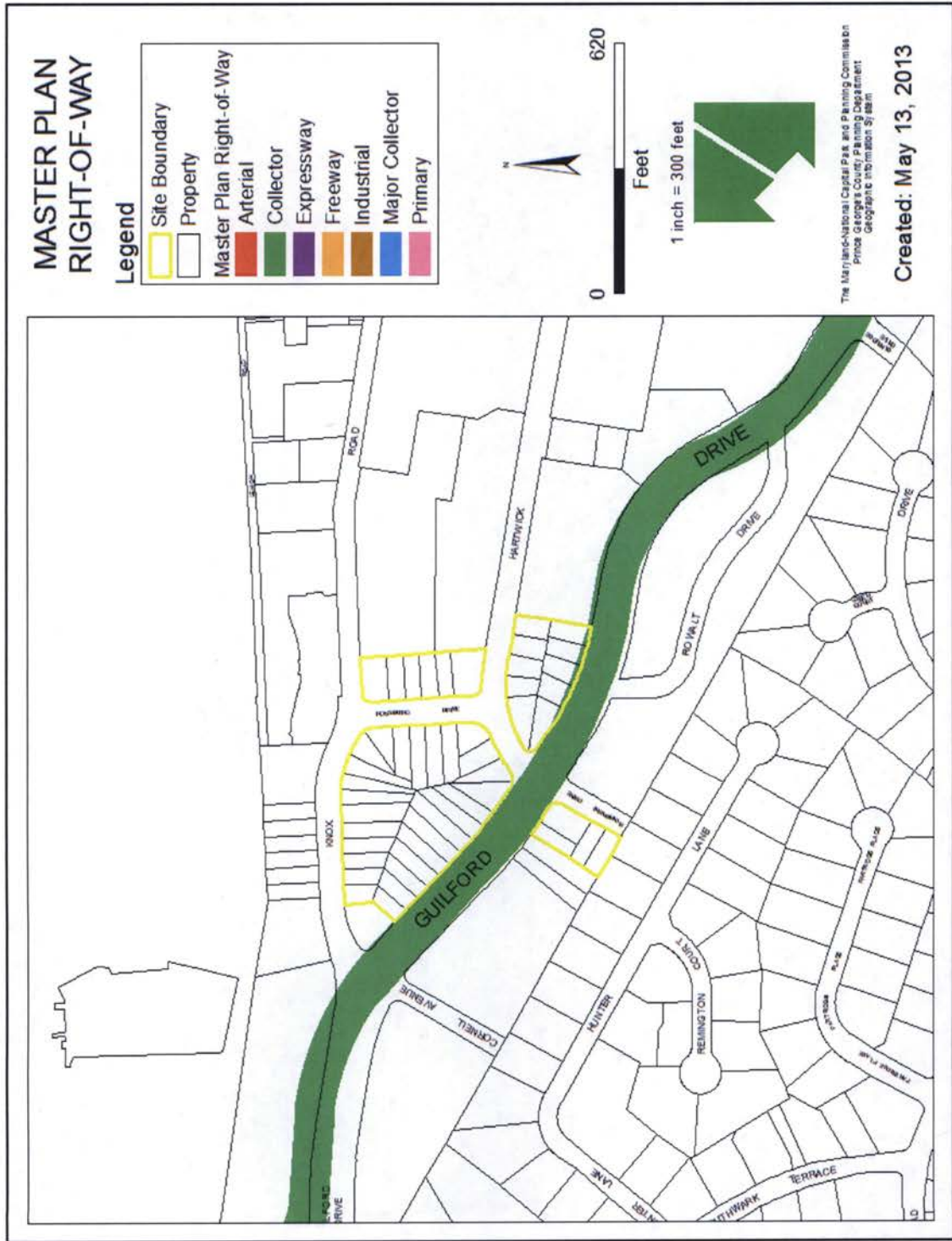
AERIAL MAP



SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



RENDERED LANDSCAPE PLAN



KNOX VILLAGE
COLLEGE PARK, MARYLAND
OVERALL PLAN
PREPARED BY
PARKERRODRIGUEZ, INC.

FOR ILLUSTRATIVE PURPOSES ONLY



SITE AMENITIES PLAN



MODEL: CITRUS TABLE & BANTAM CHAIRS
MANUFACTURER: FORMS + SURFACES
MATERIAL: STAINLESS STEEL TABLE TOP
FINISH/COLOR: DIAMOND FINISH
SIZE: 42" DIA, 30" HT TABLE

NOTE: TABLE AND CHAIRS TO BE PROVIDED BY TENANTS. FINAL SELECTION TO BE APPROVED BY OWNER AND THE CITY.

TABLE AND CHAIRS (STREETSCAPE)



WATER FEATHER - BLDG B COURTYARD

NOTE: WATER FEATURE IMAGES FOR ILLUSTRATIVE PURPOSE ONLY. FINAL DESIGN TO BE DETERMINED.



TRASH BIN (STREETSCAPE)

MODEL: APEX TRASH RECEPTACLE S/APK-360
MANUFACTURER: FORMS + SURFACES
MATERIAL: METAL FRAME W/ HANDBOOD INSERT
**POWDER COAT, COLOR TBD, AND JATOBA
 FINISH/COLOR:** W32" X D15" X H41" (36 GALLONS)
SIZE:

MODEL: QUARTZ SERIES
MANUFACTURER: KORNEGAY
MATERIAL: PRECAST CONCRETE
FINISH/COLOR: SMOOTH CONC FINISH, COLOR TBD
SIZE: Q6-27, 27" L, 26.5 DIA, 23.5 BASE
 Q6-30, 30" L, 26.5 DIA, 23.5 BASE
 Q6-36, 36" L, 26.5 DIA, 23.5 BASE
 Q6-45, 45" L, 26.5 DIA, 23.5 BASE



PLANTER POT (STREETSCAPE)



MODEL: SOOMATES BENCH 96"
MANUFACTURER: LANDSCAPEFORMS
MATERIAL: CONCRETE
FINISH/COLOR: "STONE" FINISH, COLOR TBD
SIZE: W24" X H18" X L56"

BENCH - STREETSCAPE - ALONG THE NEWS

STREETSCAPE - AT VILLAGE GREEN AND PARCEL C



MODEL: DILD BENCH
MANUFACTURER: FORMS + SURFACES
MATERIAL: CONCRETE SEAT W/ STAINLESS STEEL FRAME
FINISH/COLOR: CONCRETE AND POWDER COAT, COLOR TBD
SIZE: W22.8" X H17" X L21"

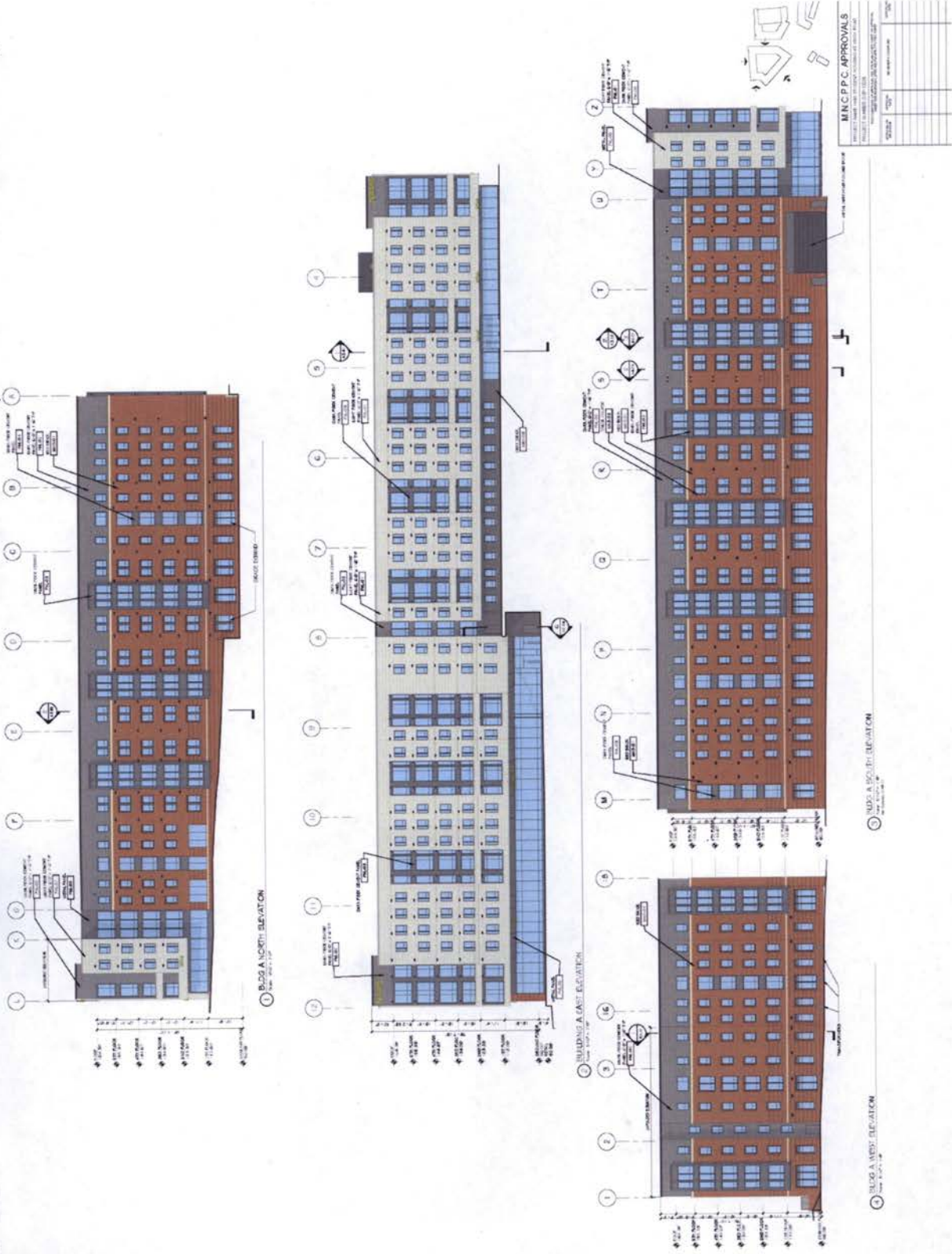
GENERAL SITE FURNITURE NOTE: SITE FURNITURE DETAILS SUBJECT TO CHANGE. MINOR ADJUSTMENTS TO FURNITURE SELECTION MAY BE NEEDED DUE TO AVAILABILITY FOR OTHER CONSTRAINTS.



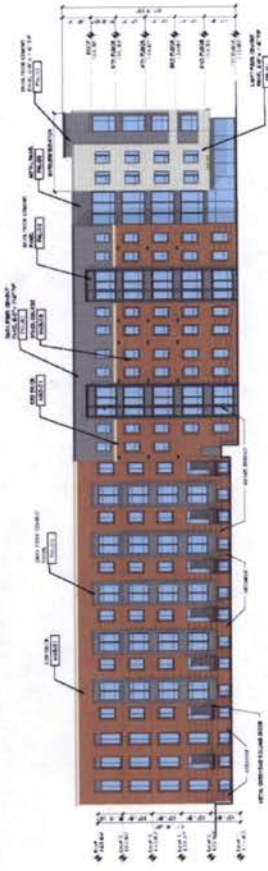
CONCEPTUAL PAVING IMAGES FOR ILLUSTRATIVE PURPOSE ONLY



ARCHITECTURAL ELEVATIONS (BUILDING A)



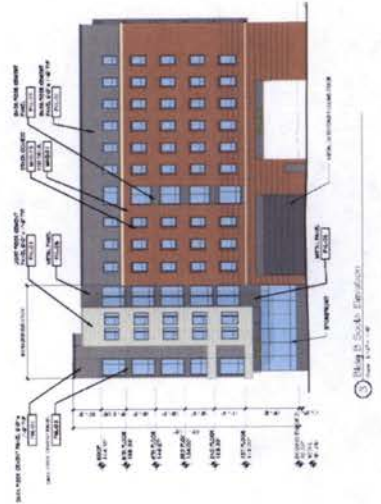
ARCHITECTURAL ELEVATIONS (BUILDING B)



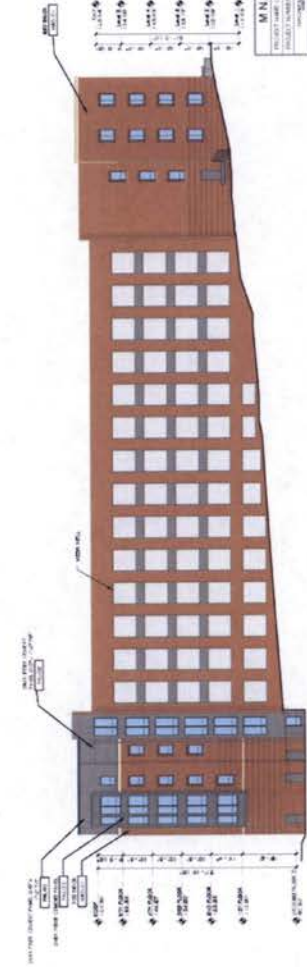
1 BUILDING NORTH ELEVATION



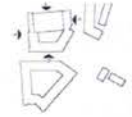
2 BUILDING WEST ELEVATION



3 BUILDING SOUTH ELEVATION



4 BUILDING EAST ELEVATION



MNCPPC APPROVALS

PROJECT NAME: 10000 W. 100TH AVENUE, SUITE 1000

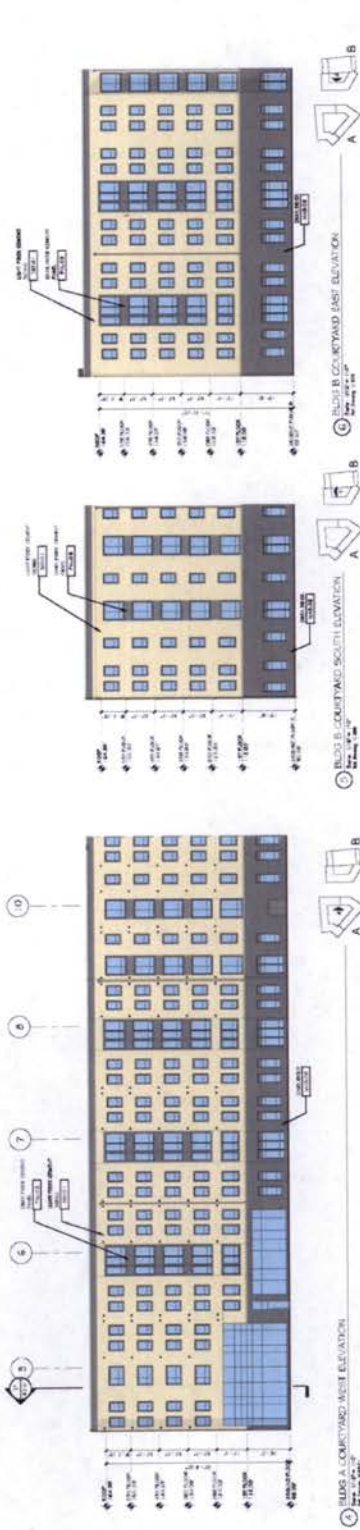
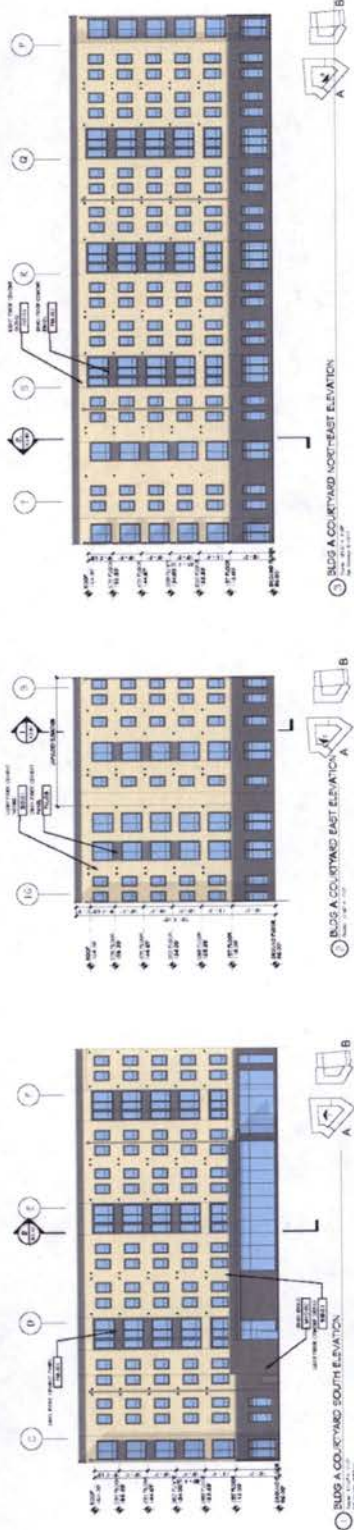
PROJECT NUMBER: 13025

DATE: 11/07/2013

NO.	DATE	DESCRIPTION	BY	CHECKED



ARCHITECTURAL ELEVATIONS (COURTYARDS)



M.A.C.P.C. APPROVALS

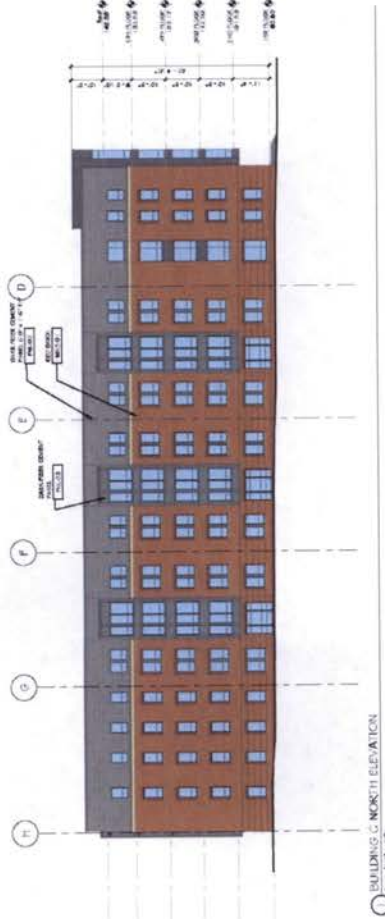
NO.	DATE	APPROVAL



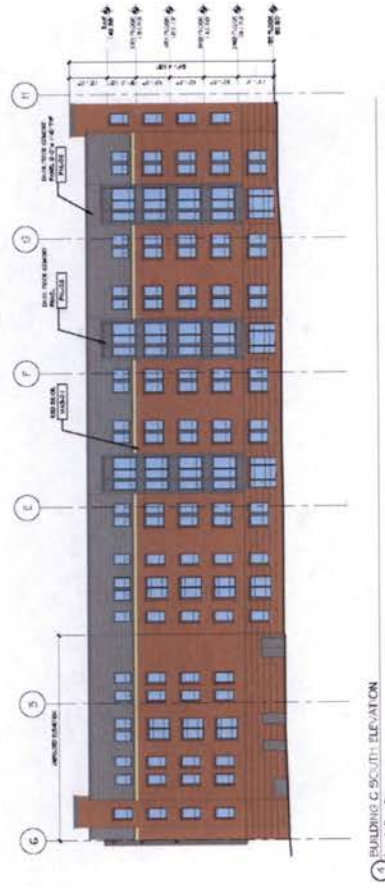
ARCHITECTURAL ELEVATIONS (BUILDING C)



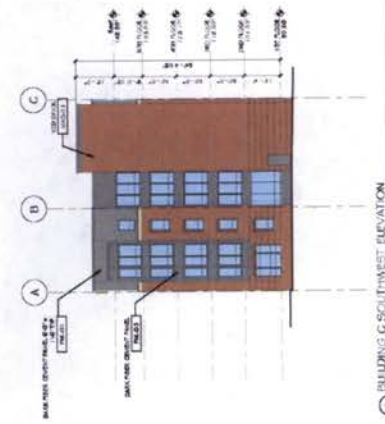
2 BUILDING C WEST ELEVATION
Scale: 1/8" = 1'-0"



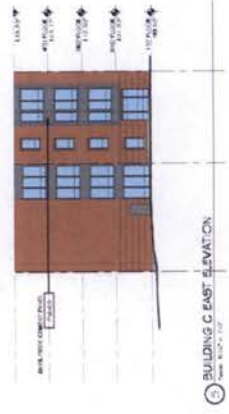
1 BUILDING C NORTH ELEVATION
Scale: 1/8" = 1'-0"



4 BUILDING C SOUTH ELEVATION
Scale: 1/8" = 1'-0"



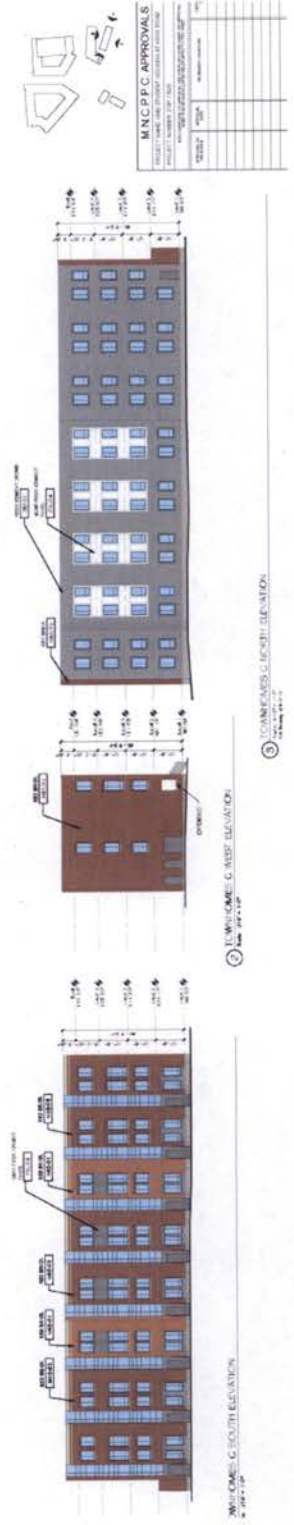
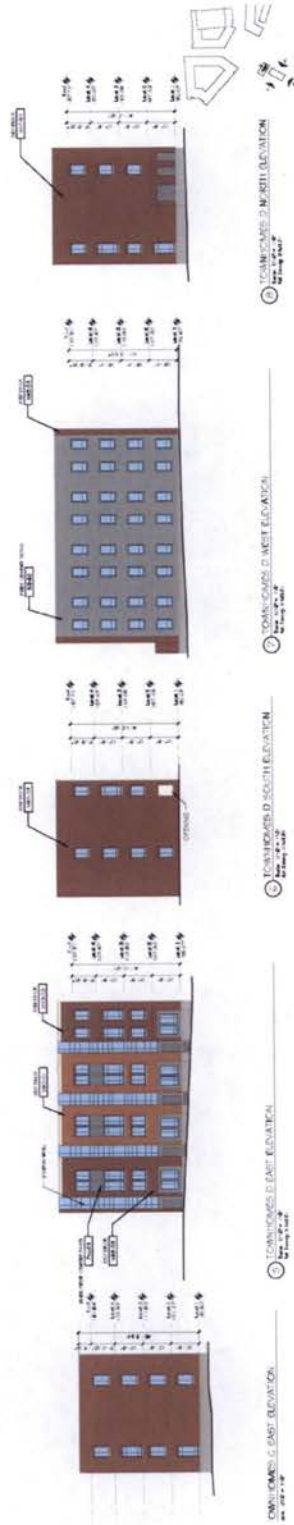
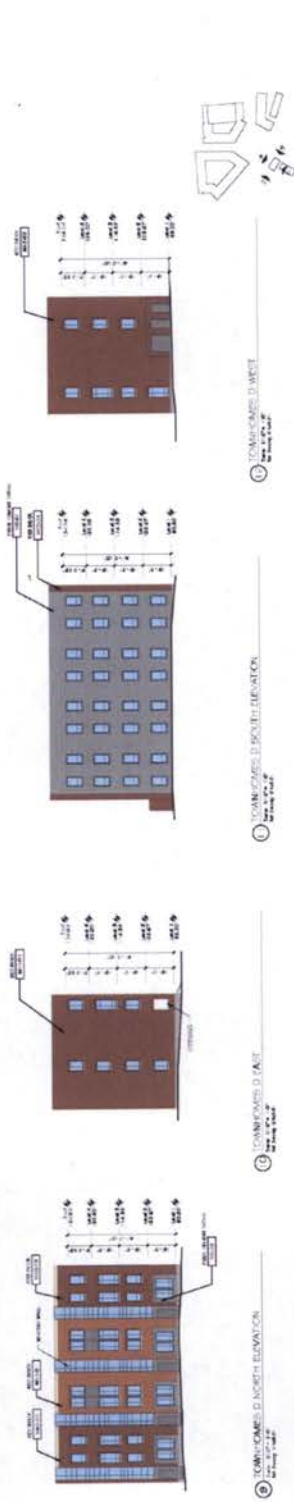
3 BUILDING C SOUTHWEST ELEVATION
Scale: 1/8" = 1'-0"



5 BUILDING C EAST ELEVATION
Scale: 1/8" = 1'-0"



ARCHITECTURAL ELEVATIONS (TOWNHOUSE-STYLE UNITS)



MNCPPC APPROVALS

PROJECT NAME: [REDACTED] PROJECT ADDRESS: [REDACTED]

DATE	BY	REMARKS



EXHIBIT 1

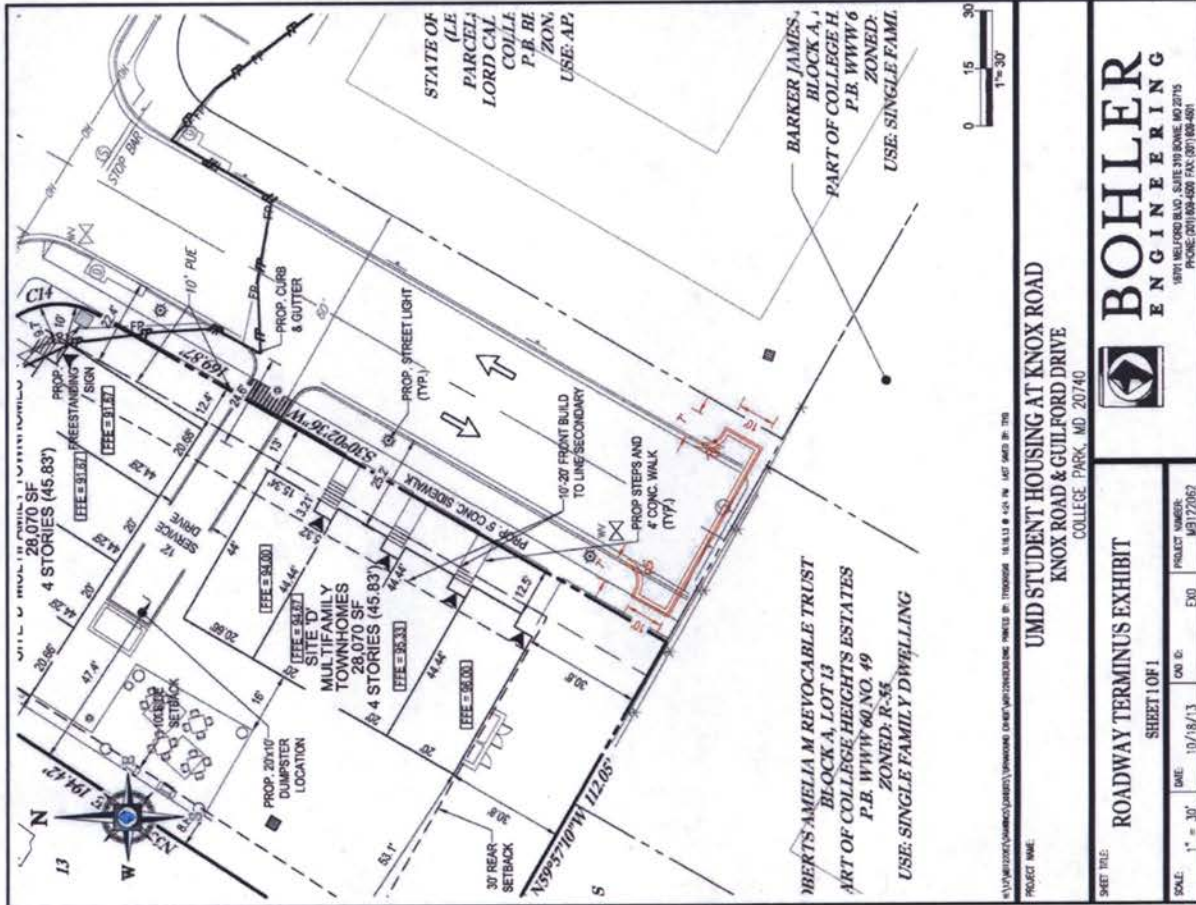
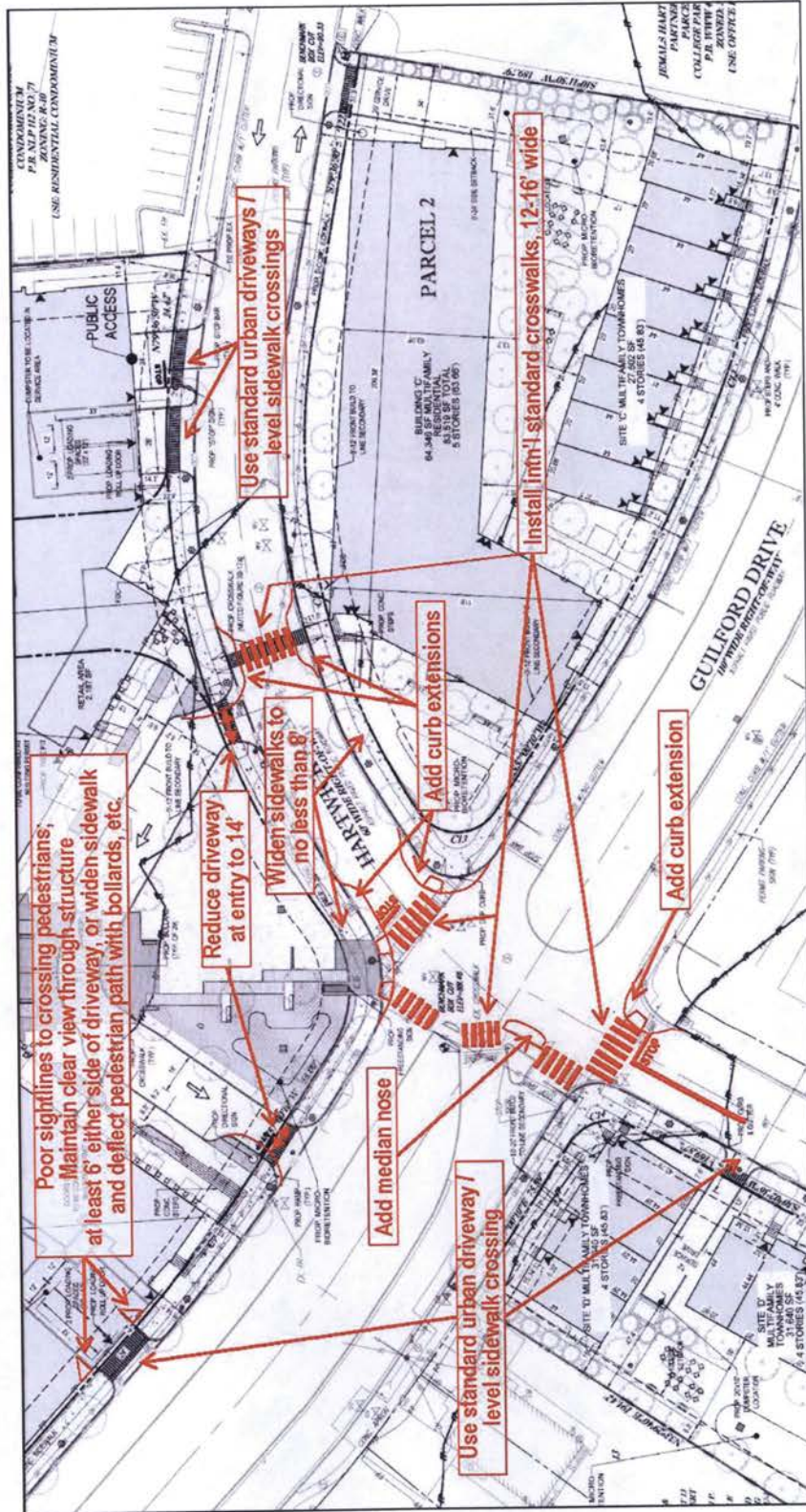


EXHIBIT 2

UMD Student Housing at Knox Road: Site Design Comments



October 18, 2013, Page 1

11/07/2013

Slide 17 of 19

EXHIBIT 3

UMD Student Housing at Knox Road: Site Design Comments

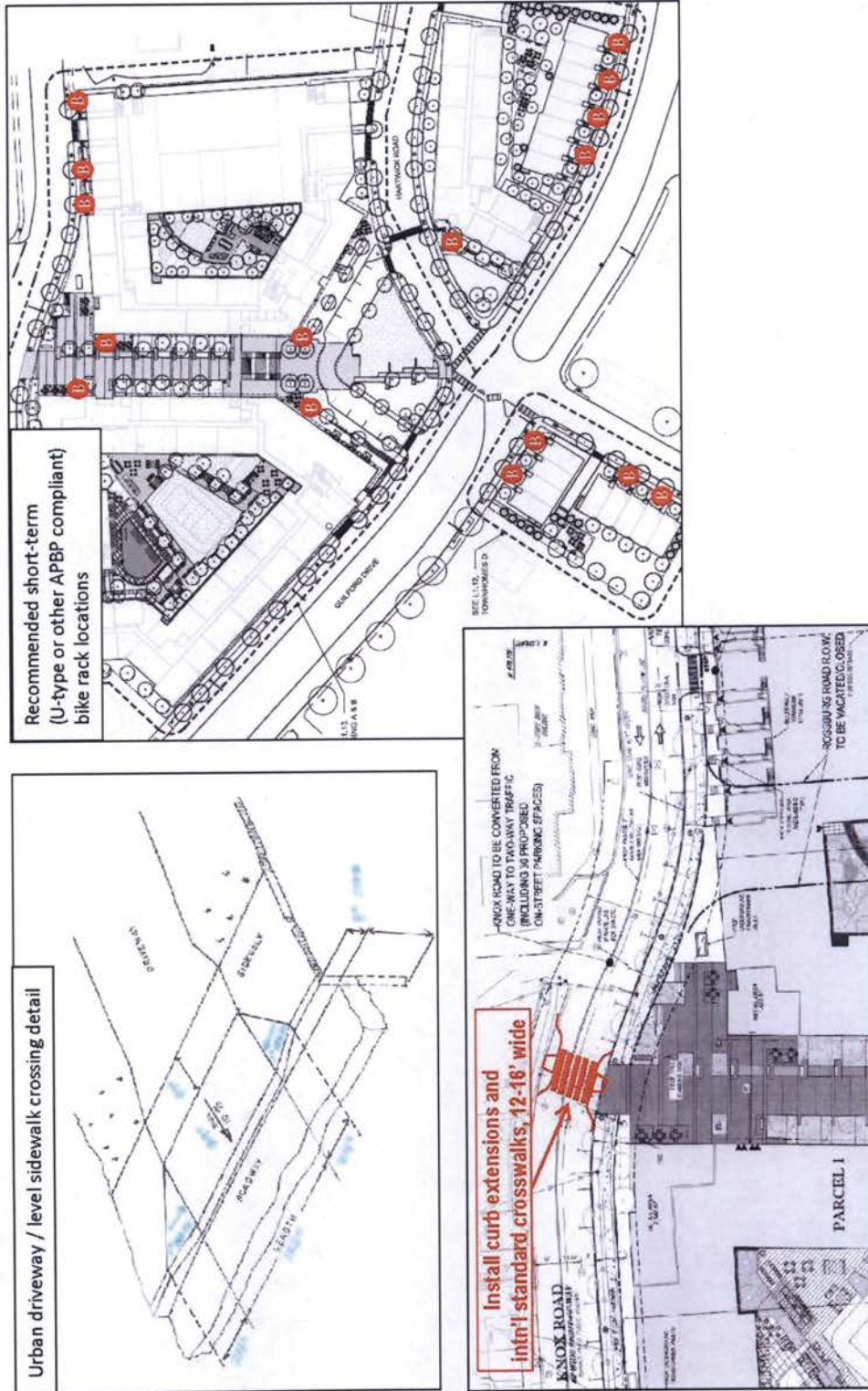
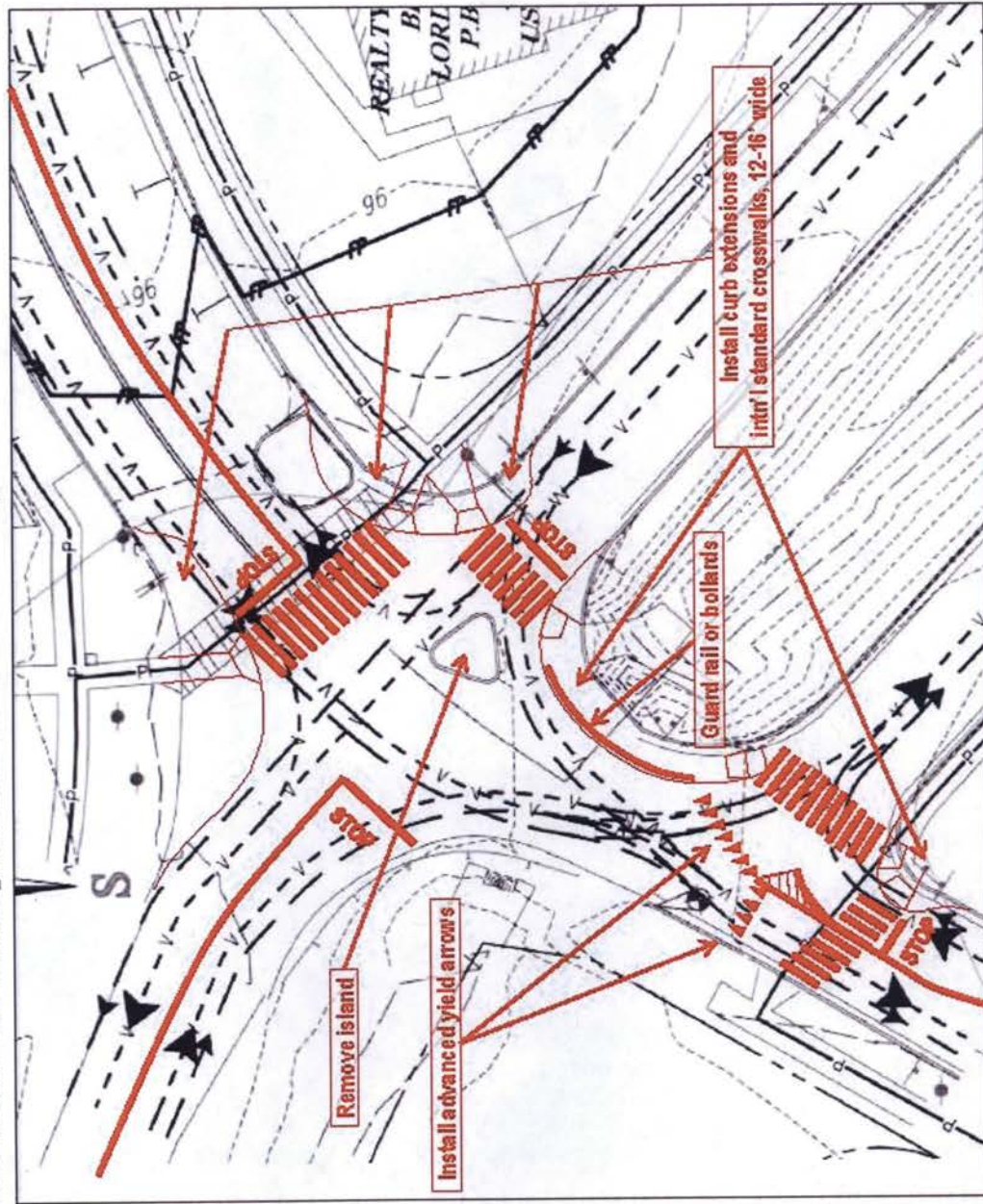


EXHIBIT 4

UMD Student Housing at Knox Road: Site Design Comments



Knox & Guilford



Prince George's County Planning Department
Community Planning Division

301-952-4225
www.mncppc.org

September 24, 2013

MEMORANDUM

TO: Meika Fields, Senior Planner, Development Review Division

VIA: Cynthia Fenton, Planner Coordinator, Community Planning Division *cf*

FROM: Chad Williams, LEED AP BD+C, Planner Coordinator, Community Planning Division *cw*

SUBJECT: DSP-13025 University of Maryland Student Housing at Knox Road

DETERMINATIONS

- This application is consistent with the 2002 General Plan Development Pattern policies for Corridor Nodes in the Developed Tier.
- This application conforms to the land use recommendations of the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* for mixed-use residential land uses in the walkable node (university) character area.
- While this application does not conform to the residential medium land use identified on Map 8 (page 60) for Lots 9-12, staff finds that this application does conform to the land use policies and strategies of the sector plan for development within the walkable node and corridor infill character areas.
- The applicant may need additional amendments to the development district standards that have not been requested, including establishing primary frontage streets for each block of the subject development and addressing the required setback of parking structures from adjacent thoroughfares (Knox Road), required parking spaces, signage, and the build-to line along Knox Road.
- Several amendments requested by the applicant are unnecessary.
- This application is located under the traffic pattern for a small general aviation airport (College Park Airport) and is subject to Aviation Policy Area regulations in Sections 27-548.32 through 27-548.48 of the Zoning Ordinance. In particular, the applicant should be made aware of height and purchaser notification requirements contained in these regulations.

DSP-13025 University of Maryland Student Housing at Knox Road

September 24, 2013

Page 2

BACKGROUND

- Location: Intersection of Guilford Drive and Knox Road, west of US 1
- Size: 6.20 acres
- Existing Uses: Multifamily apartment buildings and associated parking areas
- Proposal: The proposal consists of several buildings incorporating 12,325 square feet of retail space, 445 multifamily residential dwelling units, and a parking structure.

GENERAL PLAN, MASTER PLAN AND SMA

2002 General Plan: This application is located in the Developed Tier, and much of the property is within a Corridor Node designated by the 2010 Approved Central US 1 Corridor Sector Plan. Specifically, the majority of the subject property is within the Downtown College Park Walkable Node (University) along the Baltimore Avenue Corridor (hereafter "Downtown Walkable Node" within this referral) while the portion southeast of Guilford Drive is part of the Corridor Infill character area.

"The vision for the Developed Tier is a network of sustainable, transit-supporting, mixed-use pedestrian-oriented, medium- to high-density neighborhoods." (2002 General Plan, p. 31).

The vision for Corridors is "mixed residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on transit-oriented development." (See Policy 1, 2002 General Plan, p. 50). This development should occur at local centers and other appropriate nodes within one-quarter mile of major intersections or transit stops along the corridor.

Master Plan: *2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*

Planning Area/
Community: PA 66 /Downtown College Park Walkable Node and Corridor Infill

Land Use: The majority of the subject property is located in the Downtown College Park Walkable Node (University) area (see Map 8 on page 60 of the 2010 Approved Central US 1 Corridor Sector Plan). Four lots southwest of Guilford Drive are located in the Corridor Infill character area.

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.

DSP-13025 University of Maryland Student Housing at Knox Road

September 24, 2013

Page 3

Walkable nodes are intended for pedestrian-friendly, transit-oriented, mixed-use development at appropriate locations along the Central US 1 Corridor. Development should be medium- to high-intensity with an emphasis on vertical mixing of uses. Development in walkable nodes designated as “(University)” are targeted for student housing and should have building heights between four and ten stories in height, which “should begin to step down as the walkable nodes transition into residential neighborhoods.” (See page 67).

The corridor infill character area consists of mixed-use but primarily residential development with park-like landscaping and easy accessibility to goods and services, and is intended to facilitate the redevelopment of existing strip-commercial development along US 1 while serving as a transition from the more intensive walkable nodes to existing residential areas adjacent to the corridor.

The proposed land use (south) map on page 60 of the 2010 Approved Central US 1 Corridor Sector Plan recommends mixed use residential and residential medium land uses on the subject property.

- Environmental:** Refer to the Environmental Planning Section referral for comments on the environmental element of the *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* and the *2005 Countywide Green Infrastructure Plan*.
- Historic Resources:** None identified
- Transportation:** Campus Drive/Mowatt Lane/Guilford Drive is identified as a collector (C-203) with a proposed right-of-way of 80 to 100 feet in a two to four lane section by the *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*. Knox Road and Hartwick Road are local residential streets linking Guilford Drive to US 1.
- Public Facilities:** None identified
- Parks & Trails:** Guilford Road, Knox Road, and Hartwick Road are all identified as shared roadways on Map 14: Master Plan Trails and Bicycle Facilities South on page 140. All three facilities are recommended to feature sharrows and bikeway route signage by Table 7: Existing and Proposed Bikeways and Trails on page 142.
- Aviation:** Most of the subject site is located under the traffic pattern for a small general aviation airport (College Park Airport), and falls within Aviation Policy Area 6 (APA-6). The subject site is not located within the JLUS Interim Land Use Control area.
- SMA/Zoning:** The 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* rezoned the subject property from the R-18 Zone to the M-U-I Zone. The Development District Overlay Zone (DDOZ), which requires site plan review, was retained on the full site.

PLANNING ISSUES

Land Use and Plan Conformance

The vision of the 2002 General Plan is met by this application, which proposes a mixed-use, high-density development (72 dwelling units per acre) that will facilitate pedestrian- and transit-oriented design at a designated corridor node along the US 1 Corridor.

The 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* recommends two land uses across the subject property: mixed-use residential land uses north and east of Guilford Drive and residential medium land uses southwest of Guilford Drive, on Lots 9-12, Block I (see Map 8 on page 60). These land uses are described on page 57 of the sector plan.

Mixed-use residential land uses are “Properties that contain a mix of uses that are predominantly residential on the ground floor.” Residential medium land uses feature “Detached and attached dwelling units and associated areas with densities between 3 du/acre and 8 du/acre.” The proposed development consists of several distinct and separate structures on the subject property. A total of 18 dwelling units are proposed on Lots 9-12, which consist of 0.466 acres of land.

The proposed density on Lots 9-12 is approximately 34.3 du/acre, which exceeds the recommendation of Map 8: Approved Land Use South on page 60 of the sector plan for 8 du/acre. However, this portion of the subject property accounts for just 7.5 percent of the application and the density decreases from the heart of the proposed development north and east of Guilford Drive through Lots 9-12 as the development transitions to the existing residential area of University Park to the southwest. This proposed configuration is in accordance with Policy 4 on page 63, Policy 3 on page 68, Policy 4 on page 72, and the development district standards for step-back transitions and landscape buffers on page 238, all of which are intended to ensure that new development within the Central US 1 Corridor does not adversely impact the character of existing residential neighborhoods.

Additionally, Sectional Map Amendment Zoning Change 13 rezoned the entirety of the subject property (including Lots 9-12) from the R-18 Zone to the M-U-I Zone to “allow for a mix of uses and a walkable, transit-oriented pattern of development in keeping with the recommendations of the sector plan for walkable nodes. In addition, the subject properties are in close proximity to the University of Maryland and represent a prime opportunity for additional student housing within walking distance of the university.” (See page 295).

In light of the above, staff finds that the proposed development is in conformance with the land use recommendations of this sector plan for mixed-use residential land uses. While the portion of the proposed development on Lots 9-12 is not in conformance with the land use map on page 60, staff finds that this application is also in conformance with the land use policies and strategies of the 2010 sector plan intended to generally ensure transitions in height and density and to foster compatibility of new development with existing single-family residential neighborhoods.

Requests to Amend Development District Standards

The submitted application and justification materials indicate the need to deviate from a number of development district standards to accommodate the proposed development on the subject property. These standards are discussed below.

Building Form: Orientation

The applicant may need to request the approval of amendments to the development district standards to designate primary frontage streets for each development block of the subject property in accordance with the first standard under the Primary and Secondary Streets subheading on page 231 of the sector plan. A primary frontage street is an essential element of the development district standards for the Central US 1 Corridor Development District, and numerous standards pertain to the frontage designation.

Building Form: Character Area 5b: Walkable Nodes (University)

The applicant requests an amendment to the required build-to line along Hartwick Road and Guilford Drive to provide for a public green area. In general terms staff finds that the proposed public open space at the corner of these streets is a beneficial element to the project and the community and is in keeping with the policies and strategies of the sector plan to provide opportunities for urban plazas and park spaces. However, the applicant may need to request an additional amendment to the development district standards for the build-to line along Knox Road to accommodate a revised streetscape treatment that incorporates a wider sidewalk and bicycle facilities in keeping with the recommended designation of Knox Road as the primary frontage street.

Building Form: Step-back Transitions and Landscape Buffers

The applicant requests an amendment to the step-back transitions and landscape buffers in pages 9 and 10 of the submitted justification statement on the grounds that the design of the proposed development does not provide a height transition to face the existing residential area to the west across Guilford Drive and to the north across Knox Road.

Unlike other development proposals that have been reviewed subsequent to the approval of the Central US 1 Corridor Sector Plan and Sectional Map Amendment, the subject property is immediately adjacent to the University of Maryland, College Park main campus. Therefore, while the buildings to the northeast of the subject property across Knox Road are residential, staff does not consider this area to be an existing residential area for the purposes of the sector plan and development review. Rather, this area is considered an institutional campus location. Existing development across Guilford Drive is considered by staff to be an existing residential area; however, staff notes the uses fronting Guilford Drive in this area are institutional (religious and youth activity) uses serving the campus student body and are not occupied by residents.

Staff's review of the submitted site plans suggest that additional landscape plantings and a wider buffer area would be appropriate along the southwestern property lines of Lots 9 and 13 to meet the intent of the transition requirements on page 238 of the sector plan. The transition in heights and massing across the site are sufficient in terms of ensuring appropriate transitions, in general, to adjacent properties in the Walkable Node and Corridor Infill areas, the University of Maryland, College Park campus, and the institutional uses along Guilford Drive, and staff supports the requested amendment.

Building Form: Parking

The applicant indicates an amendment to the parking standards is not necessary and that the proposed development "complies" (pages 10-12 of the development district standards analysis) but this conclusion is erroneous and the applicant **will** require an amendment to the development standards to provide the amount of parking proposed for the subject application. The applicant proposes 472 standard parking spaces, 7 parallel parking spaces, and 11 accessible parking spaces for a total of 490 parking spaces.

The calculation to determine the baseline parking requirement includes the shared parking factor from page 239 of the sector plan as applied solely to Buildings A and B. Staff notes the shared parking factor applies to the entirety of the proposed development and may facilitate a lower parking number in keeping with the vision, policies, and strategies of the sector plan. Additionally, the applicant’s calculation for the required number of retail parking spaces is in error as reflected by General Note 10D on their detailed site plan cover sheet. The required number should be 37 spaces, not 5 spaces.

The following table outlines the parking that is required by right within the Central US 1 Corridor DDOZ for the proposed development program:

Use	Walkable Node Requirement	Total	Corridor Infill Requirement	Total
427 dwelling units (Walkable Node)	1 space/dwelling	427	N/A	N/A
18 dwelling units (Corridor Infill)	N/A	N/A	1.5 spaces/dwelling	27
12,325 sq. ft. retail space	3 spaces/1,000 sq. ft.	37	N/A	N/A
SUBTOTAL	N/A	464	N/A	27
TOTAL without shared parking				491
Shared Parking Factor				Divide by 1.3
TOTAL with shared parking				378

If the applicant does not choose to use the shared parking factor (this is an optional standard rather than a requirement of the DDOZ), they must provide 491 parking spaces. If the applicant does choose to use the shared parking factor, they must provide 378 parking spaces. The development district standards do not permit flexibility from these figures by right; therefore, the applicant needs to clarify their desire with regard to parking and either meet the applicable figure or request an amendment to the development district standards.

Building Form: Parking Lots, Loading, and Service Areas

The applicant requests an amendment to the standards for loading and service areas on page 242 of the sector plan, stating in part that the development district standards reflect a more suburban standard for loading and service areas. This is incorrect—the standards on page 242 call for loading and service areas that are not visible from the street, anticipating urban conditions such as alleys as the location for these back-of-house operations. In lieu of an alley, the applicant should consider locating loading and service areas within the parking structure rather than directly fronting Hartwick Road.

Building Form: Structured Parking

Staff notes the applicant indicates the proposed parking structure is set back from the streets and “will be covered by the residential building” on page 6 of the analysis of development district standards. Additionally, page 14 of the same document indicates the application “complies” with the structured parking standards on page 243 of the sector plan. However, staff measures the parking structure as 40 feet or less behind the property line along Knox Road whereas the first standard on page 243 requires a minimum setback of 50 feet behind the property line. The

applicant will need to request an amendment to this development district standard or revise the site plan to comply with the 50-foot setback requirement.

Architectural Elements: Facades and Shopfronts

The applicant requests an amendment to allow ground-floor residential units to be less than 24 inches above the sidewalks. Staff notes that the pertinent development district standard is permissive rather than a mandate, since it states that “Ground-floor residential units should have a raised finish floor at least 24 inches above the sidewalk...” Statements that contain the word “should” are not mandatory; therefore, the applicant does not need an amendment from this standard.

Architectural Elements: Brick Detailing

The applicant requests amendments to the standards for window headers and sills on page 252 based on the justification that modern waterproofing techniques require headers and sills to be the same width as the associated windows. Staff notes the pertinent standards are “should” statements—permissive standards rather than requirements—and that these amendment requests are not necessary.

Architectural Elements: Signage

The proposed site plan drawings indicate two monument-style sign features on the subject property. The first signage standard on page 254 of the sector plan prohibits all free standing signs. The applicant will need to submit an amendment request if monument signage is desired. In general terms most of the proposed signage seems appropriate for the context and locations that are proposed; however, the applicant should revise the signage plan to include a calculation of the façade area of the commercial portion of the development and the overall signage area that is proposed. This calculation is necessary to demonstrate compliance with the fourth signage standard on page 254, which restricts the maximum gross area of signs on a given façade to ten percent or less of the façade area of the commercial portion of the building.

Sustainability and the Environment

The applicant correctly identifies a number of sustainability and the environment development district standards on pages 256-258 of the sector plan as optional, and seeks clarification as to whether an amendment to the standards is necessary. All of the specific areas identified by the applicant are optional standards, and amendments to the development district standards are not required. Staff notes the subject property is not located within or abutting the Paint Branch buffer.

With regard to the requirement of the development district standards for LEED® Silver or equivalent (or higher) certification for all new development within the Walkable Nodes, the submitted LEED® scorecard suggests this project is borderline for obtaining Silver certification. The applicant should seek every opportunity to incorporate additional LEED® credits into the design of the proposed development to ensure Silver or higher certification will be achieved.

Streets and Open Spaces: Streetscape

The applicant requests amendments to the streetscape standards on page 263 of the sector plan, particularly the walkway (sidewalk) width, citing a conflict with the front build-to line. The sector plan recognizes that conflicts will exist along the Central US 1 Corridor, and establishes a hierarchy of streetscape improvements when space is limited on page 125:

1. Pedestrians
2. Transit and transit-related services
3. Trees

4. Bikeways and trails
5. Vehicles

Staff recognizes that the site is constrained by several environmental factors such as steep slopes and that providing a full streetscape arrangement on the entirety of the site may be difficult. However, the applicant should be encouraged to provide a more urban and pedestrian- and bicyclist-friendly streetscape arrangement along Knox Road, which is desired as the primary frontage street for the subject development. Staff does not support an amendment request which allows all sidewalks pertaining to the proposed development to be five feet or less in width.

The applicant's notation on page 24 of the analysis of development district standards that "The suggested WNU 12' to 20' wide sidewalk is not consistent with the surrounding properties" is not germane to the intent and point of the standards on streetscapes and sidewalks. Change is often incremental—coordination and collaboration over time as individual properties redevelop will be essential to realizing the full streetscape treatment along US 1 and in nearby areas such as along Knox Road. As the first major property to redevelop in this area, the subject application is the first chance to begin to implement the development district standards and the vision, policies, and strategies of the sector plan to emphasize pedestrian- and bicycle-friendly, transit-oriented, mixed-use development.

Streets and Open Spaces: Streetscape

The applicant requests an amendment to the streetscape lighting fixture standards on page 267. Staff believes the applicant's request is appropriate and supportable in light of the selected free-standing fixture, its standardization within the project, and its permissibility in the Walkable Node (non-University) areas within the Central US 1 Corridor.

Other Detailed Site Plan Comments

Staff believes that additional attention to the architectural façade design of the courtyards and central pedestrian spine would greatly benefit the overall project and contribute to its success. Additional façade plane projections, the introduction of additional accent materials, cornices, and other architectural treatments should be recommended to make these facades more interesting while still allowing for the modern architectural character desired by the applicant.

Aviation Policy Area

This application is located under the traffic pattern for a small general aviation airport (College Park Airport). This area is subject to Aviation Policy Area regulations adopted by CB-51-2002 (DR-2) as Sections 27-548.32 through 27-548.48 of the Zoning Ordinance. Specifically, the subject property is located in Aviation Policy Area (APA) 6. The APA regulations contain additional height requirements in Section 27-548.42 and purchaser notification requirements for property sales in Section 27-548.43 that are relevant to evaluation of this application. No building permit may be approved for a structure higher than 50 feet in APA-6 unless the applicant demonstrates compliance with FAR Part 77.

The application should also be referred to the Maryland Aviation Administration for information and comment:

Ashish J. Solanki, Director
Office of Regional Aviation Assistance

DSP-13025 University of Maryland Student Housing at Knox Road

September 24, 2013

Page 9

Maryland Aviation Administration

PO Box 8766

BWI Airport, MD 21240-0766

c: Ivy A. Lewis, Chief, Community Planning Division
Long-Range Agenda Notebook




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

Transportation Planning Section

October 17, 2013

MEMORANDUM

TO: Meika Fields, Urban Design Review Section, Development Review Division
FROM:  Faramarz B. Mokhtari, Transportation Planning Section, Countywide Planning Division
VIA: Eric Foster, Transportation Planning Section, Countywide Planning Division
SUBJECT: DSP-13025 - Detailed Site Plan for UMD Student Housing @ Knox Road

The Transportation Planning Section has reviewed the detailed site plan referenced above. The subject property consists of forty eight lots which currently are improved with 50 multifamily duplex units (343 student beds) known as the "Knox Box", which together encompass about 6.2 acres in the M-U-I zone. The submitted plan proposes to raze the existing fifty duplex units and redevelop the site with 445 multifamily dwelling units, approximately 12,000 square feet of commercial retail uses, and a multi-story parking garage with 489 structured spaces.

The subject property is located in the Developed Tier, approximately 1000 feet west of Baltimore Avenue (US1) with street frontage on Knox Road, Guilford Drive and Hartwick Road which are owned and maintained by the City of College Park. The subject site is also within the *Approved 2010 Central US1 Corridor Sector Plan and Sectional Map Amendment (US1 Plan)*.

Vehicular access to the site will be limited to one access driveway to Guilford Drive and two additional access driveway to Hartwick Road. While the plan does not proposes any vehicular driveway to Knox Road, it proposes to eliminate the existing Roszburg Drive that extends as one way in northerly direction between Hartwick Road and Knox Road and reconstruct the existing one-way potion Knox Road (in westerly direction) to a two way undivided roadway with accommodation for pedestrian, bikers, and provision of on-street parking on the south side of roadway.

The findings and recommendations outlined below are based upon a review of relevant and submitted material and analysis, all conducted in accordance with the requirements of the approved US1 Plan, and the "Guidelines for the Analysis of the Traffic Impact of Development Proposals."

Detailed Site Plan Review and Findings

With the proposed site plan, the applicant submitted for review a comprehensive traffic analysis, which was subsequently revised and resubmitted along with additional analysis on October 1, 2013. In the submitted traffic analysis it is reported that the proposed development of 445 multifamily dwelling units

or 1,582 student bed, and approximately 12,000 square feet of commercial retail will generate 182 new AM and 283 new PM, or 227 and 341 total vehicles trips during the AM and PM peak hours, respectively. The AM, and PM peak- hour trip totals include the recommended reduction for pass-by trips for the proposed commercial uses (50 percent).

In addition to the site’s generated traffic, the traffic impact study includes the calculated annual growth of one percent per year for through traffic for US1 through the projected build out year, 2019, and the traffic that would be generated by total of 15 approved but not yet built or occupied development applications within the study area. The analysis also includes the re-distribution of existing, background traffic due to planned closure of Rossburg Road and two-way conversion of the western segment of Knox Road.

This study was referred to SHA and DPW&T, and the City of College Park for their review and comments.

The calculated weighted average of the critical lane volume (CLV) and level of service (LOS) under existing, background, and total traffic for the AM and PM peak periods for all signalized intersections along the US1 corridor between Campus Way/Paint Branch Parkway and Guilford Road are reported below:

Study Period	Existing Traffic CLV / LOS	Background Traffic CLV / LOS	Total Traffic CLV / LOS
AM peak Period	756 / A	915 / A	941 / A
PM peak Period	910 / A	1134 / BD	1182 / C

The minimum acceptable average CLV/LOS for any of this segment of US1 corridor per the approved and adopted adequacy standards of the US1 Plan is 1600/E.

In addition to the above required analysis, and per the request from the City of College Park and transportation staff, the submitted report included additional analysis in accordance with procedures outlined by the *Transportation Review Guidelines –Part 1-2012 (Guidelines)* for the unsignalized intersections of Guilford Road with Knox Road/ Mowatt Lane, Guilford Road with Hartwick Road, Knox Road, and US1 with Hartwick Road. Per the requirements of the Guidelines and by using the two-way or all-way stop controlled procedure for unsignalized intersections in *the Highway Capacity Manual*, these intersections are deemed to operate acceptably if no movement maximum delays in any peak exceed 50 seconds of delay.

Staff concurs with reported summary that all the reviewed unsignalized intersections except for US1 and Hartwick intersection, as well as all three proposed site access points operates adequately with less than 50 seconds of delay for all movements under the existing, background, and projected total traffic.

For the unsignalized intersection of Hartwick and US 1, the Hartwick approach was found to operate with more than 50 seconds of delay under background and total traffic. Per the Guidelines, and because the projected total approach volume exceeds 100 vehicles in the PM peak hour, additional analysis was performed. The resulting Critical Lane Volume (CLV) for the total traffic, assuming a simple two-phase operation, was found to be less than 1,150. Therefore, and per the requirements of the Guidelines, this intersection is also deemed to be operating adequately.

The approved US1 Plan contains a number of recommendations and policies for exploring the diversion of shorter vehicle trips to walking or biking trips. The walkability, complete streets, and urban design discussions of the US1 Plan include and identify the need for provision of safe and adequate street crossings, and pedestrian and bike accommodations at intersections throughout the study area and

especially in the downtown areas, all of which are being incorporated or proposed by the submitted plan.

The maximum allowed parking for the proposed uses, using the maximum recommended parking ratios of the Central US1 Corridor Sector Plan area is 489 parking spaces. The plan shows a total of 489 spaces would be provided as structured parking without any on-site surface parking. The US1 Sector Plan allows mixed-use development to use shared parking factors to determine appropriate reduction in the maximum parking requirements. The application does not seek or propose any reduction Shared parking reduction factors.

It is important to note that the US1 Plan recommends the establishment of a corridor-wide Transportation Demand Management (TDM) district and a self-sustaining Transportation Management Association (TMA) to manage it. As of this writing the US1 TDM district has not been established.

Transportation Staff Conclusions

Based on the preceding findings, the Transportation Planning Section concludes that existing transportation facilities will be adequate, as required by the 2010 US1 plan, to serve the proposed redevelopment of the site as shown on the submitted detailed site plan, if the approval is conditioned on the following:

1. Total development within the subject property shall be limited to development which generates no more than 227 AM peak hour and 341PM peak-hour vehicle trips.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Countywide Planning Division, Transportation Planning Section

(301) 952-3680
www.mncppc.org

MEMORANDUM

August 30, 2013 (Revised)

TO: Meika Fields, Urban Design Section, Development Review Division
FROM: Dan Janousek, Transportation Planning Section, Countywide Planning Division
SUBJECT: DSP-13025 Knox Road

Type of Master Plan Bikeway or Trail

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

**If a Master Plan Trail is within a city, county, or state right-of-way, an additional two to four feet of dedication may be required to accommodate construction of the trail.*

The subject property is within the area described in the *Central US 1 Corridor Approved Sector Plan and Sectional Map Amendment* and subject to the regulations of the plan, specifically the *Central US-1 Corridor Development District Overlay Zone*.

The plan describes the vision for Central US 1 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. One of the main highlights of the plan is to increase multimodal mobility throughout the sector plan area for pedestrians, bicycles, transit, and automobiles (page 1).

Bicycle Parking

As stated in the overlay zone: *Within the corridor infill and walkable node areas, a minimum of one bicycle parking space shall be provided within the public or private frontage for every three vehicular parking spaces that are provided. Bicycle racks shall be placed in highly visible locations along the street or within parking garages as appropriate.* The application exceeds the minimum bicycle parking requirement by providing 314 bicycle parking spaces. The applicant proposes 490 vehicle parking spaces (a ratio of bicycle to automobile parking of approximately .64).

The proposed bicycle parking space locations are not shown on the plan. The bicycle parking space locations and groupings would be adequate if they were dispersed along the street frontages and grouped within the parking garage(s). Each level of the parking garage should be shown on the detailed site plan with parking aisle widths shown.

It is recommended that bicycle parking guide signs be provided in accordance with the Maryland MUTCD 2011 Edition at all bicycle parking locations within the parking garage and on local roadways. The final bicycle parking locations and signage should be approved by the City of College Park if it is within their

road rights-of-way.

The total number of bicycle parking spaces and their locations within the main parking garage and the townhouses should be indicated on the detailed site plan with a symbol.

It is recommended that bicycle parking guide signs be provided in the main parking garage for all bicycle parking spaces and/or groups of bicycle parking spaces in accordance with the Maryland MUTCD 2011 Edition. Bicycle parking signage is not recommended for the internal garages of townhouses.

It is appropriate to summarize the overall bicycle parking spaces as including spaces within townhouse garages towards the overall bicycle parking requirement of the overlay zone.

The bicycle parking spaces proposed for all areas, including road frontage, the main parking garage and any townhouse garages, should be described in detail in the general notes on the cover page of the plan.

ADA Accessibility

The proposal includes the formal vacation of Rossburg Drive to improve vehicular circulation and allow for the development concept new block pattern. Once the vacation is complete, pedestrian and bicycle access will shift to the west between Buildings A and B. A north/south walkway and pedestrian plaza is proposed between the buildings. The walkway will be lined with commercial uses. Proper ADA accessibility accommodation should be provided between the Knox Road and Guilford Drive elevations. This can be achieved by either providing it outside of the building with an elevator, or within the building via an elevator to move people.

Sidewalks

The proposal includes wide internal walkways and plazas that are appropriate for the overlay zone. Sidewalks are currently proposed to be five feet wide along the local roadways. However, the five-foot sidewalks that are proposed may be too narrow for the intensity of the proposed uses. It is recommended that wider sidewalks (12-30 feet) be provided on this plan with the approval of the City of College Park. This will ensure that the plan is in conformance with the overlay zone standard (page 263). These widths provide an adequate distance between the building frontages and the streets. It may be appropriate to move the buildings back to accommodate wider sidewalks.

Bikeways

The subject application does not conflict with the bikeway recommendations of the functional and area master plan. The functional master plan recommends that Guilford Drive contain bicycle lanes. The road is recommended for 80-100 feet of right-of-way. The road is locally owned and maintained. Sufficient rights-of-way exist for bicycle lanes to be constructed on Guilford Drive. Bicycle lanes are also recommended for Knox Road and Hartwick Road. Bicycle lanes may be implemented in the future by the local authorities. Knox Road contains on-road vehicular parking, which presents challenges to designing a bikeway on the road. Hartwick Road also contains on-road vehicular parking. Any proposed traffic control signage will need to be approved by the local authorities. Section 1A.08 of the Maryland MUTCD contains information regarding placement authority for traffic control devices.

Recommendations

1. Large groupings of bicycle parking spaces along road frontages and within the main parking garage

should be signed in accordance with the Maryland MUTCD 2011 Edition and utilize the D4-3 sign guide sign or plaque. Details of the D4-3 sign or plaque should be shown on the detailed site plan. The final bicycle parking locations and signage shall be approved by the City of College Park if it is within their road rights-of-way.

2. The bicycle parking space locations along the roads and within the main parking garage and the townhouses shall be shown on the detailed site plan.

3. Bicycle parking spaces that are constructed shall be anchored in concrete and shown on the plan's detail sheet(s).

3. The bicycle parking spaces proposed for all areas, including road frontage, the main parking garage and the townhouse garages, shall be tabulated and described in detail on the detailed site plan.

4. The sidewalks along Guilford Drive, Hartwick Road, and Knox Road shall be widths between 12 and 30 feet.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
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September 25, 2013

MEMORANDUM

TO: Meika Fields, Urban Design
VIA: Whitney Chellis, Subdivision Section
FROM: Quynn Nguyen, Subdivision Section *QN*
SUBJECT: Referral for University of Maryland Student Housing at Knox Road, DSP-13025

The property is known as Lots 1-10, Block E; Lots 9-14, Block F; Lots 29-56, Block H; Lots 9-12, Block I; and Rossbourg Drive, located on Tax Map 33 in Grid C-4, zoned M-U-I, and is 6.21 acres. Lots 1-10, Block E were recorded in Plat WWW 20-94 and approved on March 6, 1952. Lots 9-14, Block F; Lots 29-56, Block H; and Lots 9-12, Block I were recorded in Plat WWW 21-96 and approved on November 13, 1952. The property is improved with multifamily buildings, which are proposed to be razed. The applicant has submitted a detailed site plan for the construction of mixed use development of 12,325 square feet of retail and 445 multifamily residential units. The total gross floor area of development proposed on site is 652,401-square-feet.

Section 24-111 of the Subdivision Regulations provides for exemptions from the requirement of filing a preliminary plan of subdivision for parcels with a record plat. Specifically, in this instance the applicant indicates that they are exempt from the requirement to file a preliminary plan of subdivision pursuant to Section 24-111(c)(4) which provides:

- (c) **A final plat of subdivision approved prior to October 27, 1970, shall be resubdivided prior to the issuance of a building permit unless:**
 - (4) **The development of more than five thousand (5,000) square feet of gross floor area, which constitutes at least ten percent (10%) of the total area of the site, has been constructed pursuant to a building permit issued on or before December 31, 1991.**

The lots are the subject of a record plat approved in 1952. Based on the letter dated January 23, 2013 from Law Offices of Gibbs and Haller (Haller to Chellis) with three exhibits, it was determined that the site met the exemption pursuant to Section 24-111(c)(4) of the Subdivision Regulations. The existing buildings on site were constructed in 1952 and 1953 as reflected the tax assessment records based on the Exhibit D of the letter. Exhibit C of the letter showed the existing gross floor area of the buildings and demonstrated that existing development is greater than 10% of the total area of site. Therefore, based on

the evidence, the development is exempt from the requirement to file a new preliminary plan of subdivision pursuant to Section 24-111(c)(4) of the Subdivision Regulations.

Rosshourg Drive is a dedicated public right-of-way. The DSP proposes to develop a multifamily building over Rosshourg Drive. The applicant has filed a Vacation Petition (V-13008) for the entirety of Rosshourg Drive. Approval of the vacation and a minor final plat, in accordance with Section 24-112 of the Subdivision Regulations, must be obtained prior to approval of grading permit for the site. Also a 10-foot-wide PUE should be established with minor final plat. The following condition should be included with this DSP:

1. Prior to approval of grading permits for the site, the applicant and the applicant's heirs, successors, and/or assignees shall vacate the existing Rosshourg Drive right-of-way (WWW 20-94) and obtain approval of a minor final plat pursuant to Section 24-112 of the Subdivision Regulations in accordance with the approved Detailed Site Plan DSP-13025.

Failure of the site plan and record plat to match will result in permits being placed on hold until the plans are corrected. There are no other subdivision issues at this time.

www

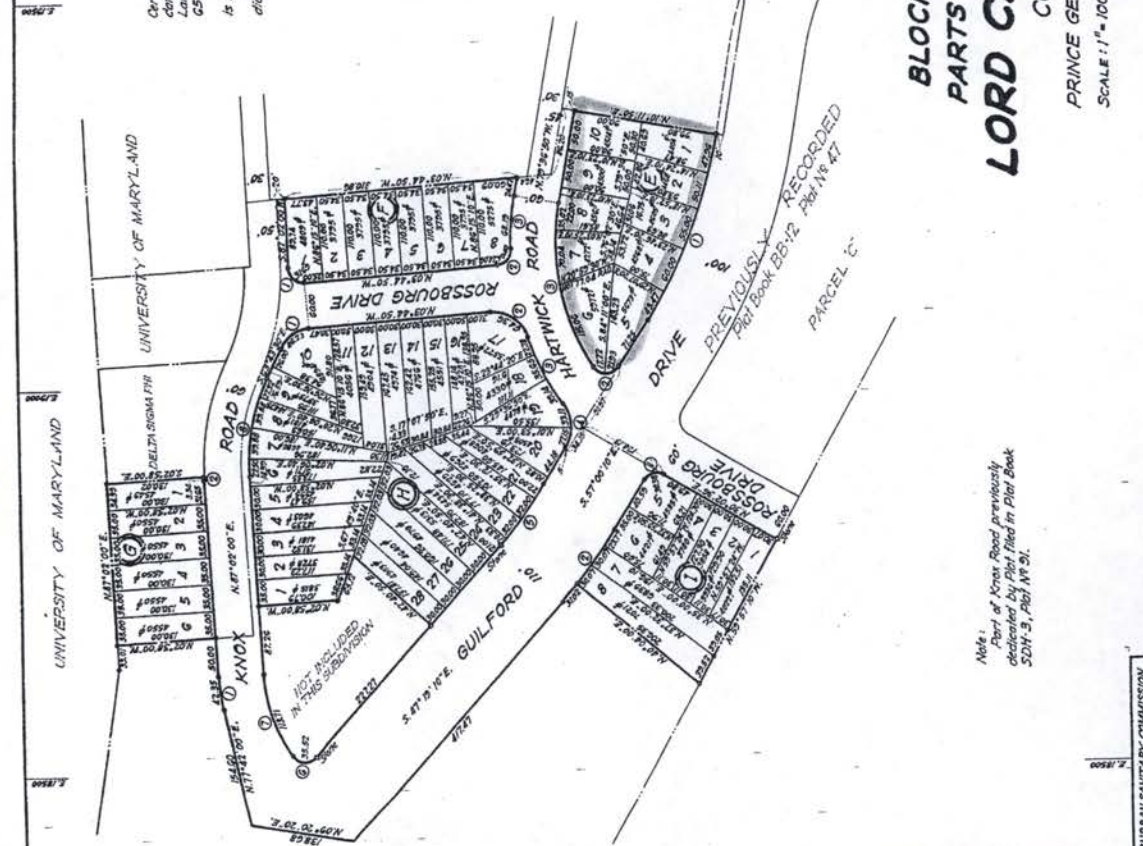
2004

ENGINEER'S CERTIFICATE

I hereby certify that the plan shown herein is correct,
That it is a subdivision of part of the lands conveyed by
Certificate Holders Corporation to Roland Walter, Inc. by deed
dated April 28, 1942 and recorded July 16, 1942, among the
Land Records of Prince Georges County, Maryland in Liber
656 of folio 218;
That the total area included in this plan of subdivision
is 9.3218 acres,
And that stakes indicated thus: "s" and iron pipes in-
dicated thus: "p" are in place as shown.

MARCH 5, 1952

Ben Dyer
Registered Civil Engineer
and Land Surveyor - MARYLAND



**BLOCKS 'E', 'F' AND 'H' AND
PARTS OF BLOCKS 'G' AND 'I'
LORD CALVERT MANOR
COLLEGE PARK
PRINCE GEORGES COUNTY, MARYLAND
SCALE 1" = 100'**

BEN DYER
REGISTERED CIVIL ENGINEER
AND LAND SURVEYOR
HYATTSVILLE, MD.

OWNER'S DEDICATION

We, Roland Walter, Inc. a Maryland Corporation, by Roland
A. Berger, President and Walter L. Green, Secretary, owners of the
property, shown and hereinafter described in the Engineer's Certifi-
cate, hereby dedicate this plan of subdivision, establish the mini-
mum, including restriction lines and dedicate the streets to public use.
There are no suits of action, leases, liens or trusts on the prop-
erty included in this plan of subdivision except a certain deed of
trust, and the party, in interest thereto have been indicated
therein.

MARCH 5, 1952

ROLAND WALTER, INC.

Walter L. Green
WALTER L. GREEN, Secretary

I assent to this plan of subdivision:

James A. Berger
James A. Berger, President

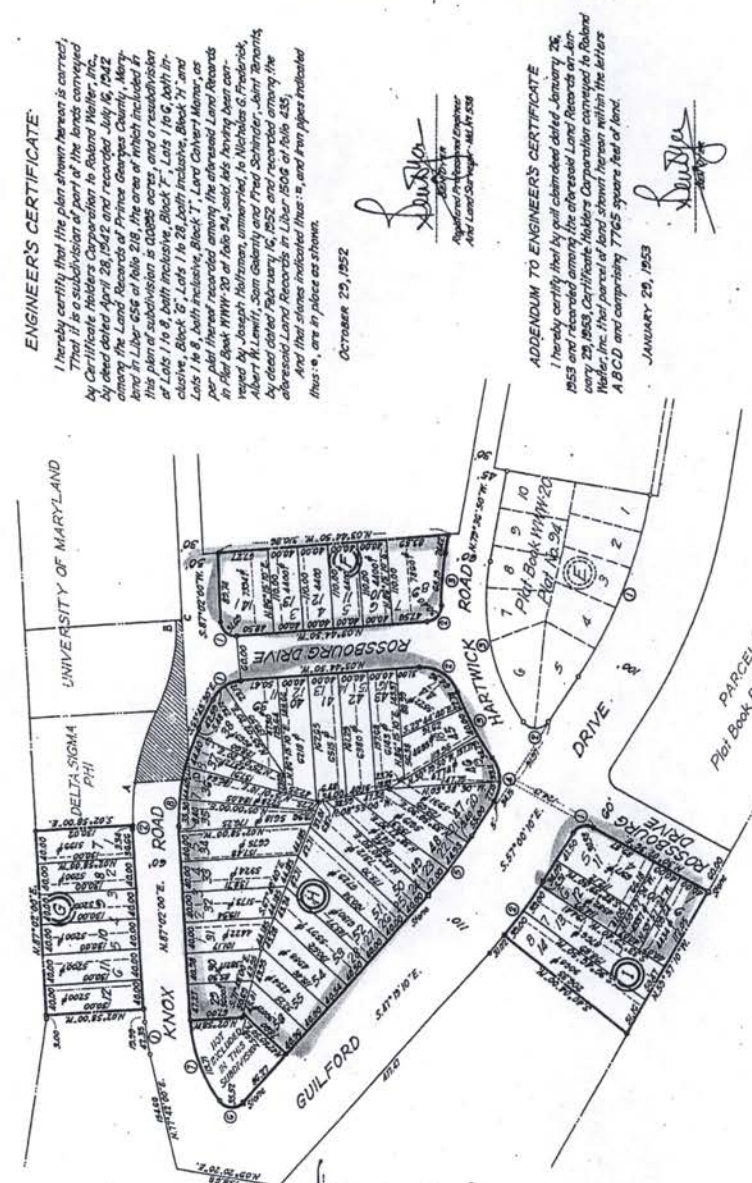
BLK/WT	RADIUS	CHORD	TAN	CHORD	BEARING
E	15.00	21.1377	252.84	115.00	S 61° 17' 15" E
F	15.00	21.1377	252.84	115.00	S 61° 17' 15" E
G	15.00	21.1377	252.84	115.00	S 61° 17' 15" E
H	15.00	21.1377	252.84	115.00	S 61° 17' 15" E
I	15.00	21.1377	252.84	115.00	S 61° 17' 15" E

AND-NATIONAL CAPITAL PARK & PLANNING COMMISSION
WASHINGTON SUBURBAN SANITARY COMMISSION
APPROVED: APRIL 22, 1952
WITHOUT COMMENT AND INSTALLATION
P.E.C. RECORD FILE NO. 5-3-0-3



WWW

2 of 96



ENGINEERS CERTIFICATE

I hereby certify that the plan shown heron is correct. That it is a subdivision of part of the lands conveyed by Certificate Holders Corporation to Roland H. Berger, Albert M. Lewis, Joseph Holtzman and Fred Schneider, Joint Tenants, as amended, which plan was recorded July 16, 1942 among the Land Records of Prince Georges County, Maryland in Liber 656 of Folio 218, the area of which included in this plan a subdivision is 20886 acres, and a subdivision in Lots 1 to 6, both inclusive, Block F, Lots 7 to 10, both inclusive, Block G, Lots 1 to 6, both inclusive, Block H, Lots 7 to 10, both inclusive, Block I, and Lots 11 to 14, both inclusive, Block J, and Lots 1 to 4, both inclusive, Block K, and Lots 1 to 4, both inclusive, Block L, as recorded in Liber 656 of Folio 218, and also being recorded as amended by Joseph Holtzman, amended to Nicholas G. Frederick, Albert M. Lewis, Sam Geberty and Fred Schneider, Joint Tenants, by deed dated February 16, 1952 and recorded among the above Land Records in Liber 1508 of Folio 435.

And that lines indicated thus: a, b, and c, are in place as shown.

OCTOBER 29, 1952

[Signature]
Registered Professional Engineer
And Land Surveyor - Md. No. 508

APPENDUM TO ENGINEER'S CERTIFICATE

I hereby certify that by call claimed dated January 26, 1953 and recorded among the above Land Records on January 29, 1953, Certificate Holders Corporation conveyed to Roland H. Berger, Albert M. Lewis, Sam Geberty and Fred Schneider, Joint Tenants, the area of land shown hereon within the letters A B C D and comprising 7765 square feet of land.

JANUARY 29, 1953

[Signature]

RESUBDIVISION OF BLOCKS 'F' AND 'H' AND PARTS OF BLOCKS 'G' AND 'I' LORD CALVERT MANOR COLLEGE PARK PRINCE GEORGES COUNTY, MARYLAND

SCALE: 1" = 100'
OCTOBER, 1952

BEN DYER ASSOCIATES, INC.
ENGINEERS - SURVEYORS
HYATTSVILLE, MD.

CURVE DATA

STATION	RADIUS	ARC	TANG	CHORD	BEARING
1	643.00	108.13	103.48	149.54	S 89° 12' 15" E
2	643.00	108.13	103.48	149.54	S 89° 12' 15" E
3	643.00	108.13	103.48	149.54	S 89° 12' 15" E
4	643.00	108.13	103.48	149.54	S 89° 12' 15" E
5	643.00	108.13	103.48	149.54	S 89° 12' 15" E
6	643.00	108.13	103.48	149.54	S 89° 12' 15" E
7	643.00	108.13	103.48	149.54	S 89° 12' 15" E
8	643.00	108.13	103.48	149.54	S 89° 12' 15" E
9	643.00	108.13	103.48	149.54	S 89° 12' 15" E
10	643.00	108.13	103.48	149.54	S 89° 12' 15" E
11	643.00	108.13	103.48	149.54	S 89° 12' 15" E
12	643.00	108.13	103.48	149.54	S 89° 12' 15" E

OWNER'S DEDICATION

We, Roland H. Berger, Inc., a Maryland Corporation, by Roland H. Berger, President, and Albert M. Lewis, Sam Geberty and Fred Schneider, Joint Tenants, do hereby dedicate to the public use and enjoyment of the people of the County of Prince Georges, Maryland, the lands shown hereon and described in the attached Certificate of Dedication, which plan was recorded July 16, 1942 among the Land Records of Prince Georges County, Maryland, and establish the minimum building restriction lines.

There are no easements, leases, liens or trusts on the property included in this plan of subdivision except certain deeds of trust, and the parties in interest thereto have below indicated their assent.

JANUARY 29, 1953
ROLAND WALTER, INC.

[Signatures]
Attest:
Roland H. Berger
Albert M. Lewis
Sam Geberty
Fred Schneider

We assent to this plan of subdivision:
[Signatures]
Roland H. Berger
Albert M. Lewis
Sam Geberty
Fred Schneider

OWNERS DEDICATION

WASHINGTON SUBURBAN SANITARY COMMISSION
APPROVED: NOVEMBER 13TH 1952
WITHOUT COMMITMENT TO CONSTRUCTION

[Signature]
SECRETARY

RYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISSION
APPROVED: NOVEMBER 13TH 1952
WITHOUT COMMITMENT TO CONSTRUCTION

[Signature]
SECRETARY

N.C.R.P.C. RECORD FILE NO. 5-52 110

2 3 4 5 6

1 INCH = 50 FEET

15 16 17 18 19 20

ENGINEERS



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: October 3, 2013

TO: Meika Fields
Development Review Division

VIA: Ray Palfrey, Land Acquisition Supervisor *Ray*
Park Planning and Development Division
Department of Parks and Recreation

FROM: Paul J. Sun, RLA, Landscape Architect *PJS*
Park Planning and Development Division
Department of Parks and Recreation

SUBJECT: **DSP-13025-University of MD Student Housing @ Knox Road**

The staff of the Department of Parks and Recreation (DPR) has reviewed the above referenced Detailed Site Plan application. Since the application is not subject a Preliminary Plan of Subdivision, DPR has no issues with the plan proposal of a mixed use project.

The Parks and Recreation requirements for the development will be met with the provision of private on-site recreation facilities which will be reviewed by the Urban Design Section of the Development Review Division. Additionally, DPR staff wishes to reiterate Policy 5 of the "Approved Central US 1 Corridor Sector Plan" which calls for "in mixed use development projects to integrate public green spaces with an emphasis towards creating safe attractive spaces for socializing, free play, and programmed events for the public.

Fields, Meika

From: Schneider, Alwin
Sent: Thursday, September 05, 2013 9:00 AM
To: Fields, Meika
Subject: University of MD Student Housing - Knox Road / DSP-13025

Meika,

On August 23, 2013 the Environmental Planning Section (EPS) has reviewed the above referenced application; there are no issues or comments for the proposed improvements. The application is for a 6.208 acre parcel, which is zoned M-U-I and wants construct a mix use development with retail development and student housing. No tree or woodland disturbance impacts are proposed.

Woodlands: The site is exempt from the Prince George's County Woodland Conservation Ordinance (WCO), because the site has less than 10,000 square feet of woodland and no previously approved tree conservation plans. The site has a WCO Exemption Letter (S-10-13) and a NRI Equivalence Letter (NRI-011-13) to meet the WCO requirements.

Specimen Trees: The site has three specimen trees located on-site. A variance was submitted with this application to remove these three trees. A variance to remove these trees is not required because the site is exempt from WCO requirements.

Wetlands/Streams: Not found on-site

100 Year Floodplain: The site has an adjacent man-made channel that handles stormwater. This channel does not have a FEMA floodplain, but has an engineered floodplain. This engineered floodplain is located on the site. This development will impact this floodplain and any disturbance to this area must be permitted by DPIE and MDE. The floodplain is not regulated on this site by the EPS.

PMA Impacts: No PMA on-site and no PMA impacts

Stormwater Management: The project has an approved Stormwater Management Concept Plan (14618-2013-00). No fee is required for this project for on-site attenuation. There are five micro-bioretenion ponds, permeable pavement, permeable artificial turf and landscape infiltration shown on both the approved SWMC plan and the DSP. The site's stormwater will be directed to an existing storm drain system and outfalls that flows into an adjacent stormwater channel.

Chesapeake Bay Critical Area: No CBCA on-site

Green Infrastructure Plan: Only Network Gap Area is shown on the subject property.

Noise: Guilford Drive is a master plan collector roadway adjacent to the site - no noise contours on-site are required

Scenic/Historic Roadway: No Historic or Scenic Roads adjacent to the site

Marlboro Clay Soils: Not found on-site

TDOZ – No Issue – not within a TD

DDO – The site is located within a DDO and no master plan recommended implementation actions are required for this site. The site development is not adjacent or near to Paint Branch.

This email is in lieu of a memo.

Thanks



Chuck Schneider
Senior Planner
Environmental Planning Section
Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772
301-952-4333-p
301-953-3799-f
alwin.schneider@ppd.mncppc.org

August 23, 2013

Referral Request – Response

The Historic Preservation Section review of DSP-13025 University of Maryland Student Housing at Knox Road found the subject application for a mixed use project of 652,401 square feet of retail and residential housing will have no effect on identified Historic Sites, Resources, or Districts. Please provide documentation, to MIHP Standards, including representative interior floor plans.

Cecelia Garcia Moore
Principal Planning Technician
Historic Preservation Section
301-952-3756

I:\HISTORIC\REFERRALS\13\Cecelia's Referrals\Development Review Division Referrals\DSP\DSP-13025 UM Student Housing at Knox Rd.docx



Rushern L. Baker, III
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division



MEMORANDUM

September 9, 2013

TO: Meika Fields, Urban Design Section
Development Review Division, M-NCPPC

FROM: *for [signature]* Dawit Abraham, P.E., Associate Director
Site/Road Plan Review Division, DPIE

RE: University of Maryland, Student Housing
Detailed Site Plan No.13025



In response to the Detailed Site Plan No. 13025 referral, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The property is located at the intersection of Guilford Road and Knox Road, west of Baltimore Avenue (US 1). This site does not impact any County-maintained roadways. Coordination with the City of College Park is required.
- The Detailed Site Plan is consistent with approved Stormwater Management Concept Plan No. 14618-2013, dated August 02, 2013

If you have any questions or need additional information, please contact Mr. Steven Snyder, District Engineer for the area, at 301.636.2060.

DA:SS:dar

cc: Rey de Guzman, P.E., Chief, S/RPRD, DPIE
Steve Snyder, P.E., District Engineer, S/RPRD, DPIE
Mariwan Abdullah, Engineer, S/RPRD, DPIE
Bohler Emginneering, 16701 Melford Boulevard, Suite 301,
Bowie, Maryland 20715
Toll MD Limited Partnership, 250 Gibraltar Road, Horsham,
Pennsylvania 19044



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

James T. Smith, Jr., *Secretary*
Melinda B. Peters, *Administrator*

Maryland Department of Transportation
October 4, 2013

RE: Prince George's County
US 1 – Mile Point (3.52)
Knox Village
SHA Tracking No. 13APPG037XX
County No. DSP-13025
Traffic Impact Study

Ms. Meika Fields
M-NCPPC
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

Dear Ms. Fields:

Thank you for the opportunity to review the Traffic Impact Study (TIS) prepared by Lenhart Traffic Consulting, Inc., dated January 28, 2013 (received on August 23, 2013), for the Knox Village residential/commercial development in Prince George's County, Maryland. The package submitted also included a Detailed Site Plan prepared by Bohler Engineering, dated June 13, 2013 (also received on August 23, 2013). However, per SHA policy, the Site Plan was not reviewed, and will not be reviewed until the TIS has been approved. The Maryland State Highway Administration (SHA) review of the Traffic Impact Study is complete and we are pleased to respond.

The review determined the major report findings and the SHA comments and conclusions as follows:

- Access to the 1,549-bed student housing facility and 14,897 square feet of retail space is proposed via Knox Road (a County road).
- The study analyzed the following SHA intersections under existing, background and future conditions:
 - US 1 & Campus Drive/Paint Branch Parkway
 - US 1 & Yale Avenue (Rossborough Drive)
 - US 1 & Fraternity Row
 - US 1 & College Avenue/Regents Drive
 - US 1 & Knox Road
 - US 1 & Calvert Road
 - US 1 & Guilford Drive
- The report concludes that with the development the intersection of US 1 & Campus Drive/Paint Branch Parkway is projected to operate at Level of Service F, with a CLV of 1,632, during the PM peak hour. However, the report indicates that no mitigation is

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Ms. Meika Fields
13APPG037XX
Page No. 2
October 4, 2013

1,632, during the PM peak hour. However, the report indicates that no mitigation is required, based on the County *Transportation Review Guidelines* which call for a corridor average CLV of 1,600 or less along US 1.

Based on the information provided, please address the following comments in a point-by-point response:

1. The methodology for concluding that all of the intersections within the study area will operate within the transportation facility adequacy standard is understood based on the County Guidelines, which call for evaluating the corridor weighted average CLV. However, it is SHA's recommendation that mitigation be offered to improve individual failing intersections to a CLV no greater than under background conditions. As such, mitigation should be offered for the intersection of US 1 & Campus Drive/Paint Branch Parkway to bring the Total Future CLV down to 1,587 or better (the Background CLV).

The SHA will require the submission of six (6) hard copies and one (1) electronic revised traffic impact study and point-by-point response. Please send this information to the SHA Access Management Division addressed to Mr. Steven D. Foster to the attention of Mr. Nick Driban and reference the SHA Tracking Number on the submission. Unless specifically indicated in the SHA response of this study, the comments contained herewith do not supersede previous comments made on this development. Please keep in mind that you can view the reviewer and project status via the SHA Access Management Division's web page at (<http://www.roads.maryland.gov/pages/amd.aspx>). If you have any questions regarding the enclosed traffic report comments, please contact Mr. Nick Driban at 410-545-0398 or via email at cdriban@sha.state.md.us.

Sincerely,



Steven D. Foster, Chief/Development Manager
Access Management Division

SDF/cnd

cc: Mr. Pranoy Choudury, SHA Access Management Division
Ms. Rola Daher, SHA Data Services Engineering Division
Ms. Mary Deitz, SHA Regional Intermodal Planning Division
Mr. Nick Driban, SHA Access Management Division
Mr. Eric Foster, Transportation Planning Section, M-NCPPC (eric.foster@ppd.mncppc.org)
Mr. Bob French, SHA Office of Traffic & Safety
Mr. Mike Lenhart, Lenhart Traffic Consulting, Inc./ (mlehart@lenharttraffic.com)
Mr. Vaughn Lewis, SHA Regional Intermodal Planning Division
Mr. Subrat Mahapatra, SHA Data Services Engineering Division
Mr. Venu Nemani, SHA District 3
Ms. Shaneka Owens, SHA District 3
Mr. Johnson Owusu-Amoako, SHA Office of Traffic & Safety
Mr. Saed Rahwanji, SHA Traffic Development & Support Division
Mr. Erica Rigby, SHA Access Management Division
Mr. David Rodgers, SHA Regional Intermodal Planning Division
Mr. Errol Stoute, SHA Traffic Development & Support Division
Mr. Morteza Tadayon, SHA Data Services Engineering Division



**PRINCE GEORGE'S COUNTY
POLICE DEPARTMENT**



M E M O R A N D U M

DATE: May 22, 2013

TO: Meika Fields, Planner Coordinator
Urban Design Section
Development Review Division

FROM: Corporal Kurt Schnitzenbaumer #2862
Prince George's County Police Department
Community Services Division

SUBJECT: **DSP-13025, University of Maryland Student Housing @ Knox Road**

After reviewing the SDRC plans and visiting the site, there are a few CPTED recommendations at this time. First, the lighting for the service driveway at site "D" is nonexistent. Either pole lighting or lights attached to the side of the building need to be added. There is also a dumpster located at the end of the service driveway that does not have any lighting either. Second, the service driveway for building "C" is insufficient. Either bollard or pole lighting should be added to this driveway. The dumpster located to the rear of building "C" also has insufficient lighting.

Having worked in this area for several years, the overall concept to change the traffic pattern and structures will have a positive impact for the City of College Park and The University of Maryland, providing excellent living and gathering places for students and patrons.

If it has not already been done, I recommend working with the university to have emergency call boxes and cameras installed throughout the proposed site to improve the safety and overall security for the future residents and patrons. There is already an existing security network throughout College Park that has proven effective in preventing crime.



Division of Environmental Health

Date: August 30, 2013

To: Meika Fields, Urban Design, M-NCPPC

From: *Sion Jung*
Sion Jung, Environmental Health Specialist, Environmental Engineering Program

Re: DSP-13025, University of Maryland Student Housing @ Knox Road

The Environmental Engineering Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for DSP-13025, University of Maryland Student Housing @ Knox Road and has the following comments/recommendations:

1. There is an increasing body of scientific research suggesting that artificial light pollution can have lasting adverse impacts on human health. Indicate that all proposed exterior light fixtures will be shielded and positioned so as to minimize light trespass caused by spill light on planned and existing residential areas.
2. The property is located in the recharge area for the Patuxent aquifer, a groundwater supply that serves the Beltsville Agricultural Research Center, Patuxent Wildlife Research Center and the City of Bowie. Conversion of green space to impervious surface in this recharge area could have long term impacts on the sustainability of this important groundwater resource. The applicant proposes the use of permeable turf and landscape infiltration techniques as a part of their stormwater management strategy, which will facilitate the return of water into the ground to recharge the aquifer.
3. The public health value of access to active recreational facilities and green space has been well documented. The detailed site plan includes a courtyard with a swimming pool, open lawn area/ volleyball court, a pedestrian mews and open spaces that will be a health benefit for residents and community members.



Environmental Engineering 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

4. The applicant is proposing to incorporate bioretention features into the courtyard with educational panels. Bioretention features have the potential to become habitats for mosquitoes and other disease vectors due to the presence of organic matter and shallow water. The applicant should ensure that the bioretention features are properly designed and managed to prevent habitats for disease vectors and reduce the risk of human exposure to disease vectors given the proximity of pedestrian traffic, gathering spaces, and active recreation facilities.
5. There are 12 carry-out/convenience stores within ½ mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors have a significantly higher prevalence of obesity and diabetes. The applicant should consider engaging a tenant that would provide healthy food options that are attractive to the student population and surrounding community.
6. The property is located in the College Park Airport Aviation Policy Area. College Park residents have expressed concerns with noise from the take-off and landing of helicopters from the airport. Noise from the airport may be an issue for the future residents of this project. The applicant should consider options to mitigate noise levels greater than 65 dBa.
7. The applicant proposes to build internal loading docks and dumpsters. If approved, the loading docks and dumpsters should be designed to prevent an odor nuisance.

If you have any questions or need additional information, please contact me at 301-883-7685 or sajung@co.pg.md.us.



The Maryland-National Capital Park and Planning Commission
 14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772 301-952-3530
 Development Review Division – 301-952-3749 (fax)

**** REFERRAL REQUEST ****

Date: August 9, 2013
 To: _____
 From: Meika Fields, Urban Design Meika.Fields@ppd.mncppc.org
 Subject: UNIVERSITY OF MARYLAND STUDENT HOUSING @ KNOX ROAD, DSP-13025



IDENTIFICATION OF MAJOR ISSUES DUE DATE*: 8/23/2013
 *Note: E-mail any major issues/problems to the reviewer by the above date.

SDRC DATE: 8/30/2013

REFERRAL DUE DATE: 9/7/2013

<input checked="" type="checkbox"/> Full Review of New Plan	<input type="checkbox"/> Revision of Previously Approved Plan
<input type="checkbox"/> Limited or Special Review	<input type="checkbox"/> Plans/Documents Returned for Second Review Following Revision by Applicant

NOTE: This case is being reviewed at: Planning Board level OR Planning Director level

COMMENTS: MIXED USE PROJECT WITH 12,325 SQ.FT. OF RETAIL & 445 RESIDENTIAL UNITS FOR A TOTAL FLOOR AREA OF 652,401 SQ.FT.

Related Cases: _____

REFERRAL REPLY COMMENTS:

PROPOSAL LIES UNDER THE HORIZONTAL SURFACES FOR COLLEGE PARK AIRPORT.
AND OUTSIDE APPROACH SURFACE/TRANSITIONAL SURFACE - WILL NOT IMPACT
COLLEGE PARK AIRPORT AS LONG AS NO STRUCTURE (INCLUDING AIR CONDITIONING UNITS
ANTENNAE... ETC) DOES NOT EXCEED 198 FEET ABOVE MEAN SEA LEVEL

NOTE: IF YOU HAVE NO COMMENTS, PLEASE INDICATE ABOVE AND FORWARD OR FAX TO THE REVIEWER'S ATTENTION.

DETAILED SITE PLAN FOR UMD STUDENT HOUSING AT KNOX ROAD DSP 13025

LOCATION OF SITE
KNOX ROAD AND GUILFORD DRIVE
COLLEGE PARK, MD 20740
PRINCE GEORGE'S COUNTY



GENERAL NOTES

1. THIS PLAN SHOWS THE PROPOSED LAYOUT OF THE BUILDING BY THE ARCHITECT.
2. THE ARCHITECT HAS ASSUMED THAT THE GROUND SURFACE IS AS SHOWN ON THE SURVEY AND HAS NOT BEEN VERIFIED BY THE ENGINEER.
3. THE ARCHITECT HAS ASSUMED THAT THE PROPOSED BUILDING WILL BE CONSTRUCTED ON A LEVEL GRADE.
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SOIL ANALYSIS

NO.	DATE	DEPTH	TESTS	RESULTS
1	11/11/11	0-30"	CLAY, SAND, GRAVEL	CLAY
2	11/11/11	30-60"	CLAY, SAND, GRAVEL	CLAY
3	11/11/11	60-90"	CLAY, SAND, GRAVEL	CLAY
4	11/11/11	90-120"	CLAY, SAND, GRAVEL	CLAY
5	11/11/11	120-150"	CLAY, SAND, GRAVEL	CLAY
6	11/11/11	150-180"	CLAY, SAND, GRAVEL	CLAY
7	11/11/11	180-210"	CLAY, SAND, GRAVEL	CLAY
8	11/11/11	210-240"	CLAY, SAND, GRAVEL	CLAY
9	11/11/11	240-270"	CLAY, SAND, GRAVEL	CLAY
10	11/11/11	270-300"	CLAY, SAND, GRAVEL	CLAY

1. THE ENGINEER HAS ASSUMED THAT THE PROPOSED BUILDING WILL BE CONSTRUCTED ON A LEVEL GRADE.

2. THE ENGINEER HAS ASSUMED THAT THE PROPOSED BUILDING WILL BE CONSTRUCTED ON A LEVEL GRADE.

3. THE ENGINEER HAS ASSUMED THAT THE PROPOSED BUILDING WILL BE CONSTRUCTED ON A LEVEL GRADE.

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10. THE ENGINEER HAS ASSUMED THAT THE PROPOSED BUILDING WILL BE CONSTRUCTED ON A LEVEL GRADE.

BOHLER ENGINEERING

18701 MELFORD BLVD, SUITE 310
BOWIE, MARYLAND 20715
PHONE: (301) 599-4500
WWW.BOHLERENGINEERING.COM

NO.	DATE	DESCRIPTION
1	11/11/11	ISSUED FOR PERMIT
2	11/11/11	ISSUED FOR PERMIT
3	11/11/11	ISSUED FOR PERMIT
4	11/11/11	ISSUED FOR PERMIT
5	11/11/11	ISSUED FOR PERMIT
6	11/11/11	ISSUED FOR PERMIT
7	11/11/11	ISSUED FOR PERMIT
8	11/11/11	ISSUED FOR PERMIT
9	11/11/11	ISSUED FOR PERMIT
10	11/11/11	ISSUED FOR PERMIT

FRONTAGE BREAKDOWN

TABLE 1

FRONTAGE	NO. OF BUILDINGS	TOTAL AREA (SQ. FT.)
FRONTAGE 1	1	10,000
FRONTAGE 2	2	20,000
FRONTAGE 3	3	30,000
FRONTAGE 4	4	40,000
FRONTAGE 5	5	50,000
FRONTAGE 6	6	60,000
FRONTAGE 7	7	70,000
FRONTAGE 8	8	80,000
FRONTAGE 9	9	90,000
FRONTAGE 10	10	100,000

LOT COVERAGE INFORMATION

TABLE 2

LOT NO.	LOT AREA (SQ. FT.)	COVERAGE (%)
1	10,000	20%
2	20,000	40%
3	30,000	60%
4	40,000	80%
5	50,000	100%
6	60,000	120%
7	70,000	140%
8	80,000	160%
9	90,000	180%
10	100,000	200%

CONTACT INFORMATION

REFERENCES

- 1. ARCHITECT: BOHLER ENGINEERING
- 2. ARCHITECT: BOHLER ENGINEERING
- 3. ARCHITECT: BOHLER ENGINEERING
- 4. ARCHITECT: BOHLER ENGINEERING
- 5. ARCHITECT: BOHLER ENGINEERING
- 6. ARCHITECT: BOHLER ENGINEERING
- 7. ARCHITECT: BOHLER ENGINEERING
- 8. ARCHITECT: BOHLER ENGINEERING
- 9. ARCHITECT: BOHLER ENGINEERING
- 10. ARCHITECT: BOHLER ENGINEERING

UTILITY CONTACTS

1. WATER: XXXXX-XXXX

2. SEWER: XXXXX-XXXX

3. GAS: XXXXX-XXXX

4. ELECTRIC: XXXXX-XXXX

5. TELEPHONE: XXXXX-XXXX

6. CABLE: XXXXX-XXXX

7. SATELLITE: XXXXX-XXXX

8. INTERNET: XXXXX-XXXX

9. RADIO: XXXXX-XXXX

10. TELEVISION: XXXXX-XXXX

PREPARED BY

BOHLER ENGINEERING

18701 MELFORD BLVD, SUITE 310
BOWIE, MARYLAND 20715
PHONE: (301) 599-4500
WWW.BOHLERENGINEERING.COM

CONTACT: MATTHEW K. JONES, P.E.

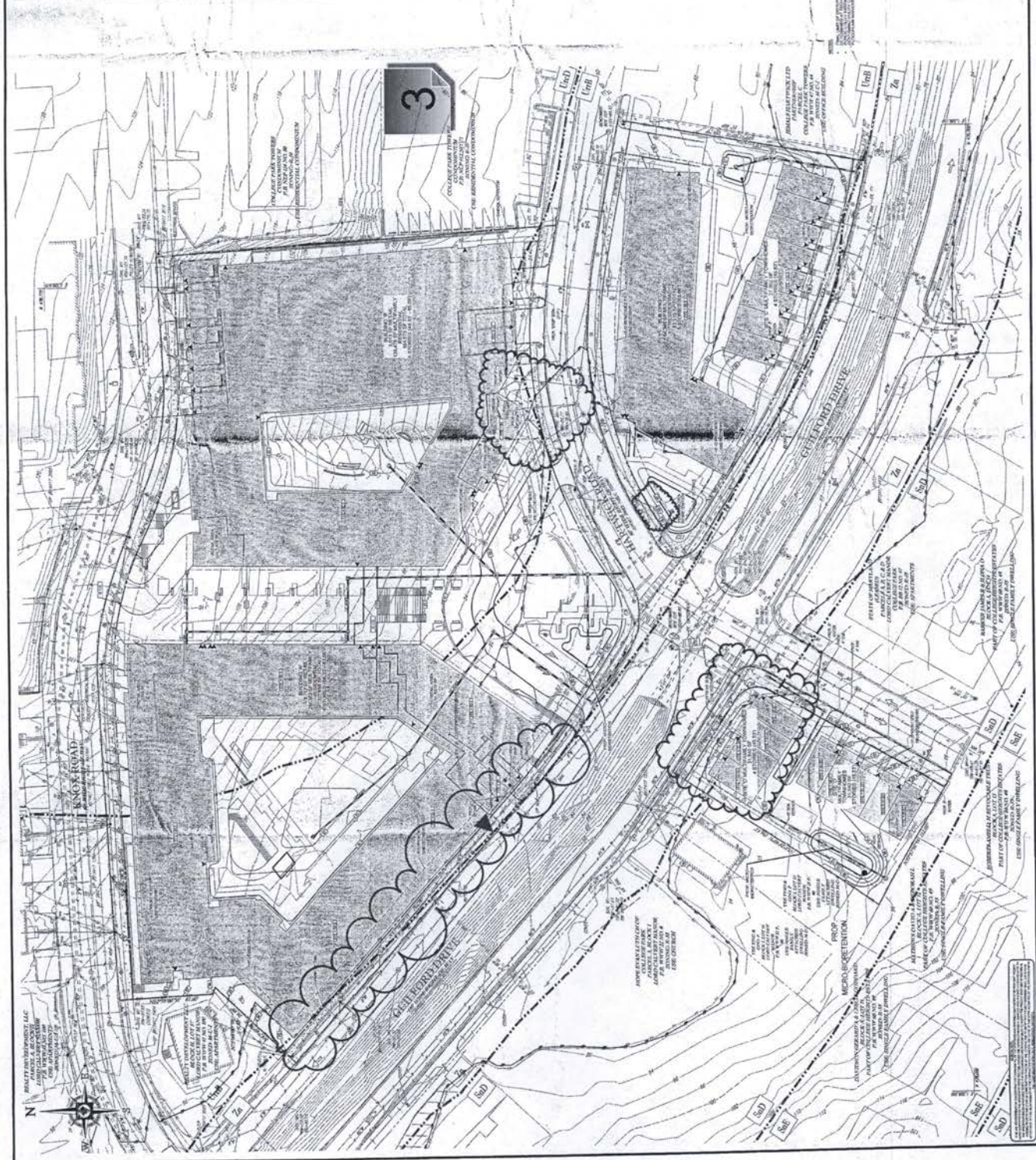
COVER SHEET

DSP-1

NO. 1

BOHLER ENGINEERING 1150 W. UNIVERSITY AVENUE SUITE 200 PEASLEE, MISSOURI 64659 PHONE: (417) 731-1100 FAX: (417) 731-1101 WWW.BOHLENGINEERING.COM	PROJECT NUMBER: PROJECT NAME: SHEET NUMBER: DATE:	<p>NOT APPROVED FOR CONSTRUCTION</p>	DETAILED SITE PLAN UMAD STUDENT HOUSING AT KNOX ROAD A PORTION OF THE KNOX ROAD AND UNIVERSITY AVENUE PRINCE GEORGE COUNTY COLLEGE PARK, MD 20740	<p>BOHLER ENGINEERING REGISTERED PROFESSIONAL ENGINEER STATE OF MISSOURI, NO. 54168</p>	<p>M. K. JONES REGISTERED PROFESSIONAL ENGINEER STATE OF MISSOURI, NO. 54168</p>
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STANDARD DRAWING LEGEND																																																							
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1 - - WSSC Plan Review Comments

Created by: Alicia Edwards
On: 08/16/2013 09:51 AM

WSSC Plan Review Comments
DSP-13025 - University of MD Student Housing @ Knox Road

2 - - WSSC Standard Comment for all Plans

Created by: Alicia Edwards
On: 08/16/2013 09:52 AM

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.

3 - WSSC Site Specific comments

Created by: Arthur Atencio
On: 08/28/2013 03:34 PM

a. APPROVED LOF. This project has an approved WSSC letter of Findings, WSSC Project # DA5462Z12 Amendment #1, approved July 17, 2013. All conditions of that approval apply.

b. EXISTING 60" PCCP. There is a 60 inch diameter water main located on or near this property. WSSC records indicate that the pipe material is Prestressed Concrete Cylinder Pipe (PCCP). It is the applicants responsibility to test pit the line and determine its exact horizontal and vertical location as well as to verify the type of pipe material prior to SEP Phase-2 System Integrity Review submittal. A WSSC inspector must be present at the time of the test pit.

The required horizontal separation from a building or dwelling unit to the closest outside edge of the closest WSSC pipeline will be determined based on the potential for physical injury and property damage resulting from a catastrophic pipeline failure. WSSC studies have indicated that damage from a catastrophic failure of 36-inch and larger PCCP and CI water mains can extend in excess of eighty (80) feet beyond the pipeline. As noted in the Pipeline Design Manual, Part Three, Section 2.b.1, public safety concerns require special considerations and design modifications may be imposed for any development proposed within two hundred (200) feet of large diameter PCCP and CI pipelines.

For 36-inch and larger PCCP or Cast Iron (CI) water lines, engineering considerations of the possible short-term and long-term loading impacts on these water mains and loading concerns related to construction activity over and around these lines must be addressed prior to approval of the design.

c. DEPENDENCY. Water service is dependent on the completion of the Water Main Replacement project BR5168A11 known as "Knox Road West".

d. ABANDONMENT OF WSSC FACILITIES

The plan shows abandoning the existing WSSC water and sewer mains and easements in Rossburg Drive. The proposed abandonment of these existing WSSC water and sewer mains and easements in Rossburg Drive will require the Applicant to submit design plans for review and approval to the Relocations Unit in the WSSC Infrastructure Systems Group.

e. ABANDONMENT/DEMO OF EXISTING CONNECTIONS. Follow 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.

f. IMPACTS DUE TO GRADING / PIPE LOADING CHANGES

Any 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 Design Manual, C-5.1 and Part Three, Section 11.

It is anticipated that the southern wall of Building A along Guilford Drive will result in changed loading on the existing 8"W requiring advanced approval by WSSC.

g. 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) 206-4003 for submittal requirements or view our website.

h. 8-inch Water and 8" and 12" Sewer mains are available to serve the proposed site. Contact the Permit Services Unit at 301-206-4003 for details regarding applying for service connections or visit our website.

i. The 2011 WSSC Plumbing & Fuel Gas Code has been adopted and is effective February 1, 2011. The minimum water service connection for Group R-3 occupancies (Single Family Dwellings and Townhouses) should be 1.5 inches, unless there is an exception under Section 111.1.1.1.2 of the Code.

j. All buildings shall have a backflow containment device installed on the outlet side of the water meter, prior to any water uses within the premise, as cited in Section 502.3 of the WSSC Plumbing & Fuel Gas Code. Backflow preventers shall be maintained by the owner as cited in Section 102.3.9.

k. A single service connection for two or more buildings in a single lot/parcel requires a covenant. Should the property be subdivided or sold in the future, individual water/sewer connections for each building will be required.

l. The minimum horizontal clearance from a building to the outside diameter of a WSSC pipeline is 15-feet. Verify adequate room has been provided for final design of the townhome units along the south side of Guilford Drive.

m. A Phase-1 Environmental Site Assessment report may/will be required for the proposed site.

n. In locations where mains or house connections cross bio swales, provide 5 feet of separation horizontally to WSSC lines. If bio swales have an under-drain, the under-drain must be non-perforated for the 10 feet where it crosses the WSSC lines.

o. Sewer connections 8" and larger require a manhole at the property line in accordance with WSSC Pipeline Design Manual 27 d. 4. d. Other Sewer connections require a riser at the property line in accordance with the WSSC Plumbing Code 302.7.2.

p. Minimize the number of Sewer Connections at the southwest corner of Building B.



**Washington
Gas**

11801 Nebel Street
Rockville, MD 20852
www.washgas.com

May 1, 2013

Toll College Park, LLC
250 Gibraltar Road
Horsham, PA 19044

Re: Public Utility Easement (P.U.E.) Waiver
Toll Knox Village
Knox Road & Guilford Drive
College Park, Prince George's Co., MD

Attn: To Whom It May Concern:

Washington Gas has reviewed the Toll Knox Village project and has determined that standard ten (10) foot public utility easements (P.U.E.) along public right of ways are not required. Gas services are located in the street and there is no need for public utility easements on private property for gas service to be supplied. This letter only constitutes Washington Gas' review for the site and does not cover other utilities located on site. The site area consists of 50 lots known as Blocks E, F, H and I. The project areas are bubbled in "red" on the enclosed record plat (#21-96).

Should you have any questions regarding this project or require additional information, please do not hesitate to contact this office at (703) 750-7908. Thank you.

Sincerely,

Washington Gas

Jack Higgins

UTILITY SYSTEMS C&E LLC

255 N. Washington Street, Suite 200, Rockville, MD 20850

Voice: 301-610-9194 Fax: 301-610-9197

Mr. Keltus Duncan
Comcast Cable Communications, Inc.
11800 Tech Road
Silver Spring, MD 20904
keltus_duncan@cable.comcast.com

Dear Mr. Duncan:

Utility Systems C&E LLC is pleased to provide you with the attached Utility Systems C&E LLC plan dated 9/7/2013, Revision B, associated with providing communication service to the proposed Toll Brothers' Student Housing Project (Knox Village - Buildings A, B & C) surrounded by Knox Road, Guilford Dr. and Hartwick Road in College Park, MD.

The attached plan shows the location of the proposed communication conduits for each building. Please review and approve the location of these conduits by signing this letter.

Thank you for giving us this opportunity to work with you on this project. Please contact me if you have any questions regarding the provided plan.

Sincerely,

Michael R. Niakani

Approved By:



Mr. Keltus Duncan
Comcast Cable Communications, Inc.

Date: September 23, 2013



- PEPCO CONDITIONS**
1. Customer to obtain all permits/licenses required by relevant agencies.
 2. All materials used are to conform to PEPCO specifications. All work must be done in accordance with PEPCO standards.
 3. Work to be done in a manner acceptable to PEPCO and approved by PEPCO.
 4. PEPCO will be notified in advance of any work to be done and will be permitted to observe the work.
 5. PEPCO will be notified in advance of any work to be done and will be permitted to observe the work.
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LEGEND

[Symbol]	EXISTING GAS LINE
[Symbol]	PROPOSED PEPCO CABLE/CONDUIT
[Symbol]	PROPOSED COMMUNICATION LINE
[Symbol]	PROPOSED GAS LINE
[Symbol]	PROPOSED TRANSFORMER PAD
[Symbol]	PROPOSED PEPCO SERVICE BOX
[Symbol]	PROPOSED VERTICAL SPACE BOX
[Symbol]	PROPOSED PEPCO POLE
[Symbol]	PROPOSED GAS METER

REVISED TO UPDATE CIVIL BASE
 REVISED TO SHOW THE RELOCATED ELEC. ROOM
 DESIGN DEVELOPMENT

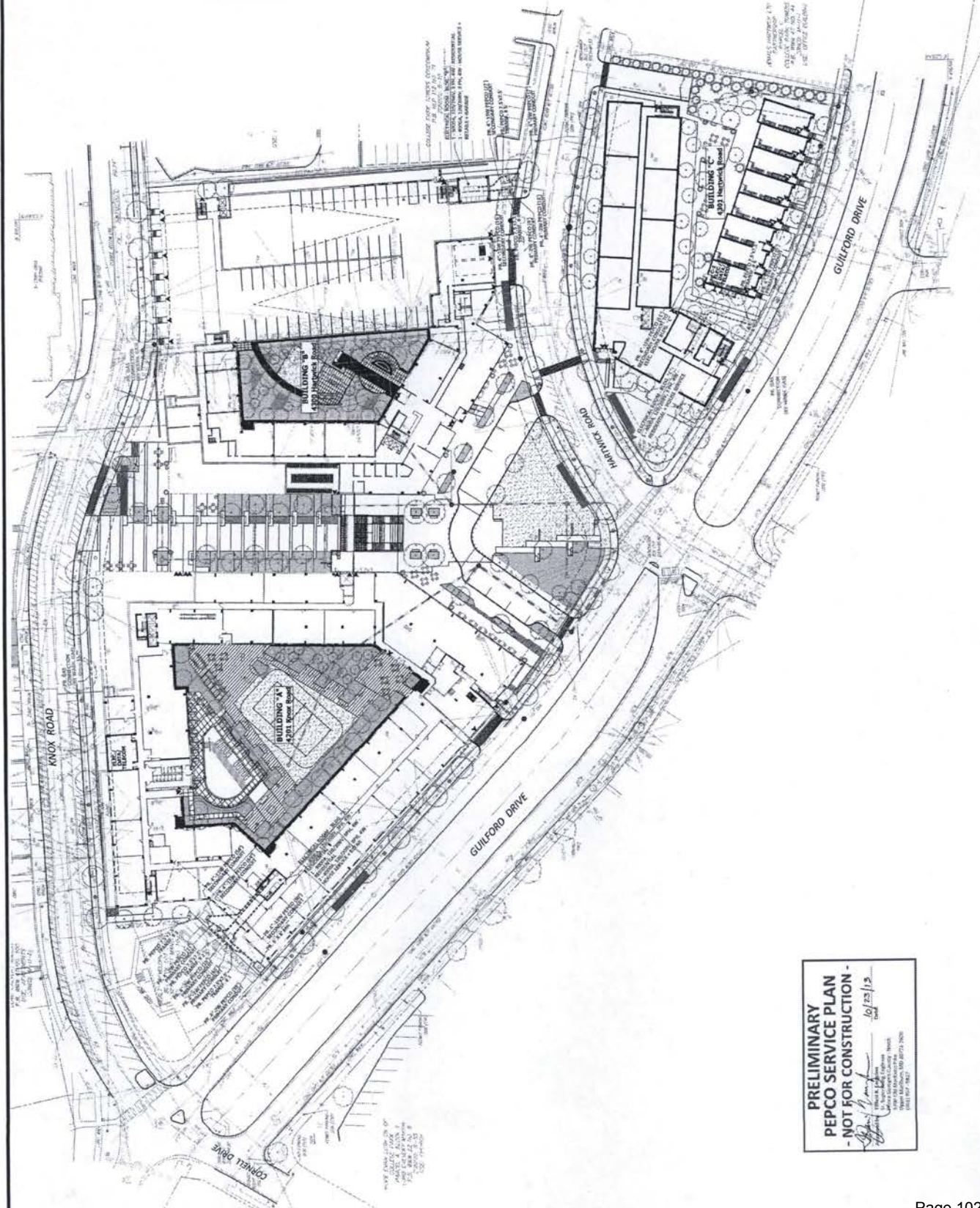
UNIVERSITY OF MARYLAND
 PENCY VILLAGE

PRELIMINARY CONCEPTUAL PLAN

SCALE: 1"=20'
 GUILFORD DRIVE & MARTINICK ROAD
 COLLEGE PARK, MARYLAND

SHEET NO. 1 OF 1

UTILITY SYSTEMS
 Construction & Engineering LLC



FOR LOCATION OF UTILITIES, CALL MMS UTILITY AT 1-800-283-7777
 48 HOURS IN ADVANCE OF ANY WORK IN THIS AREA.



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Fire/EMS Department



Office of the Fire Marshal

Date: 8/26/2013

TO: MEIKA FIELDS Planner, Urban Design Section
Development Review Division

FROM: Kenny Oladeinde, Project Coordinator *JO*
Office of the Fire Marshal

RE: DSP-13025

The following Preliminary Plan Referral has been reviewed by this office according to Departmental Procedures and Operational Guidelines of the Prince George's County Fire/ Emergency Medical Services Department.

Description: University of Maryland Student Housing
District #3

Please be advised Subtitle 11-276, titled required Access for *Fire Apparatus*, which states:

“(a) All premises which the Fire/EMS Department may be called upon to protect in case of fire or other emergencies and which are not readily accessible to fire apparatus from public streets shall be provided with suitable gates, access roads, and fire lanes so that all buildings on the premises are accessible to fire apparatus, and in accordance to Subtitle 4, the County Building Code Section 4-222.”

Private roads shall be: “(a) At least 22 feet in width.”

Subtitle 11-277, title *Fire Lanes States*:

“(b) Whenever the Fire Chief or his authorized representative shall find that any private entrance, exit sidewalk, vehicular driveway, interior private driveway, sidewalk, fire lane, or fire hydrant is obstructed by snow, debris, construction material, trash containers, vehicles, or other matter likely to interfere with the ingress or operation of the Fire Department or other emergency vehicles in case of fire, he may order the obstruction removed. To effectuate this Subsection, the Fire Chief or his authorized representative may order "no parking" fire lane signs erected and may designate the placement thereof. He may order that curbs be painted a distinctive color.”

6820 Webster Street
Landover Hills, Maryland 20784



Page Two

Please note and direct the owner to comply with aforementioned Subtitle. I have highlighted on the submitted drawings all areas which may contribute to the loss of emergency vehicle access due to its configuration. These locations shall be marked with painted yellow curbs and posted 'No Parking Fire Lane by order of the Prince George's County Fire/EMS Department' signs. The developer should contact the Fire /EMS Department's Office of Office of the Fire Marshal to assist in designating the fire lanes.

In addition, please be advised Subtitle 4-164. Fire Protection Systems; Section 912, Yard Hydrants. (a) Section 912.1 is added to read as follows: "Location and Performance of Fire Hydrants." Every building of more than one thousand (1,000) square feet in area shall be provided with sufficient fire hydrants located such that no exterior portion of the building is located more than five hundred (500) feet from a fire hydrant. The distance shall be measured as a hose line would be laid along paved streets, through parking lot entrances, and around obstructions, in accordance with the determination of the authority having jurisdiction. A fire hydrant is required within two hundred (200) feet of any required fire department connection, as hose is laid. The fire department connection must be located on the front, address side of the building and be visible from a fire hydrant or as approved by the Fire Code Official. Each hydrant shall provide a minimum of one thousand (1,000) gpm at a residual pressure of twenty (20) psi.

Also areas may be highlighted on the drawing in noted colors to show areas that do not accommodate the turning radius of a 43-foot wheel base vehicle or other comments. These areas need to be widened to allow emergency apparatus to turn.

Any courts or dead-end created should provide 43-foot turning radius within 200 feet of the end of the road.

These requirements should be incorporated into the final plat and a condition of release of the use and occupancy permit. If I may be of further assistance, please contact me at (301)-583-1830

mko

H: \D&P-B025

Copy to: Christine Osei, Public Facilities Planner, Special Projects Section,
Countywide Planning Department, Maryland National Capital Park and
Planning Commission.

Fields, Meika

From: Irene Boehm Redmiles <iredmile@umd.edu>
Sent: Wednesday, September 18, 2013 2:26 PM
To: Fields, Meika
Cc: Carlo Colella; wolen-contact; Brenda D. Testa
Subject: DSP 13025 - Student Housing at Knox Road

Hi Meika,

The University is forwarding the following design comments in order that they might be considered in time for the applicant's final submission, as suggested. At the same time, a follow up meeting with the applicant in the coming weeks is expected to offer the Board an opportunity for further review and discussion. With that, and a final plan review, we anticipate submitting a formal letter prior to the Planning Board hearing.

Thank you for the opportunity to comment at this time.

Irene

Detailed Site Plan Submission of Knox Road Student Housing

Representatives of the University's Architecture and Landscape Review Board (ALRB) reviewed the submission for its responsiveness to comments provided by the Board at the May 3, 2013 meeting. The review group provided the following comments for the current DSP submission:

1. Project program should consider park-like setting suited for the urban context of the site, such as a canopy of trees and loose paving. The current design retains a broad lawn area only, with adjacent bio-retention areas subdividing the proposed open space. Consider developing an urban plaza or a park-like setting suited for the urban context of the site, incorporating and integrating artful SWM.
2. Improve the north-south axial relationship by incorporating the development's green space inward to the campus, rather than extending the campus into the project. The current design should add identifiable pedestrian crossings / traffic calming to provide access to the University and connect pedestrian pathways at key campus pedestrian nodes / gateways north of the project site
3. The architecture is considered to be developed to a conceptual level...and needs more work. Develop the brick elevations further. The Board looks forward to further development of articulated massing and the elevations, with material selection consistent with the University's Design Criteria Facilities Standards (DC/FS). Samples of proposed materials are requested for review.

In addition, a question has been raised for the adequacy of the intersection design at the west end of the site, at the Knox Road, Guilford Drive, Mowatt Lane intersection, as a result of changes to traffic patterns in and around the site.

Similarly (and expanding on #2 above), there is expected to be a significant increase in pedestrian traffic between the project and the campus. As a planned student housing development, adequate and safe connectivity will be very important. It is not clear if the level of pedestrian flow has been estimated or planned. Is a circulation plan able to be provided to show how proposed pathways into campus will be constructed, designed or managed?

Irene

-----Original Message-----

From: Fields, Meika [<mailto:Meika.Fields@ppd.mncppc.org>]

Sent: Thursday, September 05, 2013 4:38 PM

To: Irene Boehm Redmiles

Subject: RE: Knox Road Student Housing

Irene:

This case is scheduled for a November 7 Planning Board hearing date. If the University could provide comments within the next two weeks, by September 19, there is a good likelihood that the applicant would be able to address those comments with their final plan submission prior to the Planning Board hearing.

Thank you,
Meika Fields
Senior Planner

Urban Design Section, Development Review Division The Maryland-National Capital Park and Planning Commission

www.mncppc.org meika.fields@ppd.mncppc.org

Tel: 301-780-2458 | Fax: 301-952-3749

Hrs: M-Th 8:30am-6:00pm and F 8:30am-12:30pm

**Motion (October 22, 2013) for Robert Day-District 3
Agenda Item 13-G-114, Detailed Site Plan-13025 for Knox Village**

Motion:

The Knox Village Detailed Site Plan is scheduled to be heard by the Planning Board on November 7, 2013. I move that the City Council recommend approval of DSP-13025 subject to the following conditions with the applicants entering into a Declaration of Covenants in substantially the form attached (Attachments 1 and 2):

1. Prior to signature approval of the DSP, the applicants shall revise the site plan to:
 - a. Show a possible location for a proposed Bikeshare Station (11 docks and 6 bikes) that measures 31 feet in length and 6 feet in width.
 - b. Redesign the mews/stairs to accommodate pushing a bike.
 - c. Show street light fixtures spaced not more than 30 feet on center.
 - d. Provide a hammerhead turnaround at the terminus of Rossburg Drive as shown on Exhibit 1.
 - e. Show the installation of street trees and pedestrian light fixtures extended from the project boundary along Knox Road and Guilford Road to the intersection of these two streets.
 - f. Show sidewalks along the property frontage at a minimum of 6-foot wide, preferably 8-foot wide to the extent possible.
 - g. Provide a 6-foot wide sidewalk and 5-foot wide planting strip along the north side of Knox Road from the proposed crosswalk east to the driveway of the Delta Sigma Phi fraternity.
2. Prior to a Use and Occupancy Permit, the applicant (Toll Brothers, Inc.) shall provide a copy of an agreement with the University of Maryland for the installation, maintenance and monitoring of emergency call boxes (Public Emergency Reporting Telephones, PERT) and shall install exterior cameras on Buildings A, B and C that have views of Knox Road, Hartwick Road, Guilford Road, and the Mews.
3. Prior to a Use and Occupancy Permit, the applicant (Toll Brothers, Inc.) shall:
 - a. Obtain a right-of-way permit from the City of College Park to implement roadway and streetscape improvements as shown in Exhibits 1-4.
 - b. Stripe Knox Road to provide a 5-foot wide west-bound bike lane, 10-foot wide west-bound drive lane, 11-foot wide east-bound "sharrow" lane and an 8-foot wide parking lane on the south side of Knox Road.
4. The two-over-two buildings on Parcel 3 shall be limited to one- and two- bedroom units.
5. The applicants shall maintain all pedestrian light fixtures in the right-of-way along Knox Road, Hartwick Road, Guilford Drive, and Rossburg Drive with the exception of the pedestrian light fixtures that are installed outside of the project's property frontage.
6. The applicant (Toll Brothers, Inc.) and the applicant's heirs, successors, and /or assignees

shall vacate the existing Roszburg Drive right-of-way (WWW20-94) and obtain approval of a minor final plat pursuant to Section 24-112 of the Subdivision Regulations in accordance with the approved Detailed Site Plan DSP-13025.

7. Prior to signature approval of the DSP, the architectural elevations shall be revised for review and approval by the City of College Park and M-NCPPC as follows:
 - a. Label the materials used on the façade of the garage.
 - b. Create a 5-story projecting vertical bay with windows on Building B-south elevation, similar to that found on Building B-north elevation.
 - c. Create a 5-story projecting vertical bay with windows for Building C-west elevation, similar to that found on Building C-north elevation.
8. Prior to approval of building permits, if the Capital Bikeshare Program or similar program is operational in the City of College Park, the applicant shall pay the sum of \$45,000 to the City of College Park for the installation and operation of an 11-dock/6- bike station on or near the subject property.
9. Prior to the closure of Roszburg Drive, the applicant shall convert Knox Road to a two-way street, in coordination with the City of College Park engineer.
10. An access easement shall be provided to Parcel 3 to allow Parcel 3 residents to park in the garage located in Building B.
11. Prior to approval of a building permit, a public use easement shall be provided to allow pedestrian and bicycle access through the Mews on Parcel 1, between Knox Road and Guilford and Hartwick Roads.
12. Toll Brothers, Inc. shall achieve U.S. Green Building Council (USGBC) LEED- Silver certification under an applicable, current LEED rating system as required by the Sector Plan Development Standards. Specifically, the applicant shall follow the process below:
 - a. Prior to DSP certification, the applicant shall:
 - i. Designate a LEED-accredited professional (“LEED-AP”) who is also a professional engineer or architect, as a member of their design team. The applicant shall provide the name and contact information for the LEED AP to the City.
 - ii. Designate the City’s Planning Director, or designee, as a team member in the USGBC’s LEED Online system. The City’s team member will have privileges to review the project status and monitor the progress of all documents submitted by the project team.
 - b. Prior to approval of a building permit, the applicant shall:
 - i. Register the project with the U.S. Green Building Council (USGBC) and show results of LEED-ND Stage 2 review. If conditional approval is obtained, the applicant shall employ every effort to obtain full LEED-ND certification and provide documentation of such. If conditional approval is not obtained, the applicant shall make every effort to achieve USGBC LEED-Silver certification under LEED-NC and/or LEED Homes, or if available, equivalent standard.

- c. Prior to issuance of the first Use and Occupancy Permit, the applicant shall:
 - i. Submit a report by a LEED AP that demonstrates that the project is anticipated to attain a sufficient number of credits that will ultimately be sufficient to attain the LEED ND Silver certification or LEED-NC and LEED Homes as appropriate.
 - ii. Establish an escrow or letter of credit in the amount of \$50,000 with an agent that is acceptable to the City. Said escrow agent shall hold the funds subject to the terms of this Agreement. The escrow (or letter of credit) shall be released to Applicant upon final LEED Silver certification. In the event that the applicant fails to provide, within 1 year of issuance of the use and occupancy permit for the final building within the LEED ND boundary, documentation to the City demonstrating attainment of LEED Silver certification, the entirety of the escrow will be released upon demand to the City and will be posted to a fund within the City budget supporting implementation of environmental initiatives. If LEED certification is obtained but not at the Silver level, 50% of the escrow will be released to the applicant and 50% will be released upon demand to the City to be posted to a fund within the City budget supporting implementation of environmental initiatives.
 - d. If the applicant provides documentation from the USGBC demonstrating, to the satisfaction of the City, that USGBC completion of the review of the LEED certification application has been delayed through no fault of the applicant, the applicant's contractors or subcontractors, the proffered time frame may be extended as determined appropriate by the City, and no release of escrowed funds shall be made to the applicant or to the City during the extension.
13. Knox Box Realty LLC, Knox Village Partners LLC and AO Enterprises LLC shall achieve U.S. Green Building Council (USGBC) LEED- Silver certification under an applicable, current LEED rating system as required by the Sector Plan Development Standards. The applicant shall pursue LEED Silver certification through the Split Review process. Specifically, the applicant shall follow the process below:
- a. Prior to DSP certification, the applicant shall:
 - i. Register the project with the USGBC and provide a copy of the payment receipt.
 - ii. Designate a LEED-accredited professional ("LEED-AP") who is also a professional engineer or architect, as a member of their design team. The applicant shall provide the name and contact information for the LEED AP to the City.
 - iii. Designate the City's Planning Director, or designee, as a team member in the USGBC's LEED Online system. The City's team member will have privileges to review the project status and monitor the progress of all documents submitted by the project team.
 - b. Prior to the issuance of a building permit, the Applicant shall submit the results of the USGBC's preliminary review of design-oriented credits in the LEED program. This documentation shall demonstrate that the buildings are anticipated to attain a sufficient number of design-related credits that, along with the anticipated construction-related credits, will be sufficient to attain LEED Silver certification.

- c. Prior to the issuance of the first use and occupancy permit, the Applicant shall provide documentation that the project has been certified LEED Silver by the USGBC to the City of College Park and to M-NCPPC. If certification has not been completed, the Applicant shall submit certification statements from their LEED-AP that confirms the project list of specific LEED credits will meet at least the minimum number of credits necessary to attain LEED certification.

The appropriate regulating agency may issue a temporary use and occupancy permit to the Applicant until such time as LEED certification is documented. If it is determined that a temporary use and occupancy permit cannot be issued, a permanent use and occupancy permit may be issued by the appropriate regulating agency once an escrow or letter of credit in the amount of \$20,000 is established with an agent that is acceptable to the City of College Park. Said escrow agent shall hold the funds subject to the terms of this Agreement. The escrow (or letter of credit) shall be released to applicant upon final LEED Silver certification. In the event that the Applicant fails to provide, within 180 days of issuance of the permanent use and occupancy permit for the Project, documentation to the City demonstrating attainment of LEED Silver certification, the entirety of the escrow will be released upon demand to the City and will be posted to a fund within the City budget supporting implementation of environmental initiatives. If LEED certification is obtained but not at the Silver level, 50% of the escrow will be released to the Applicant and 50% will be released upon demand to the City to be posted to a fund within the City budget supporting implementation of environmental initiatives

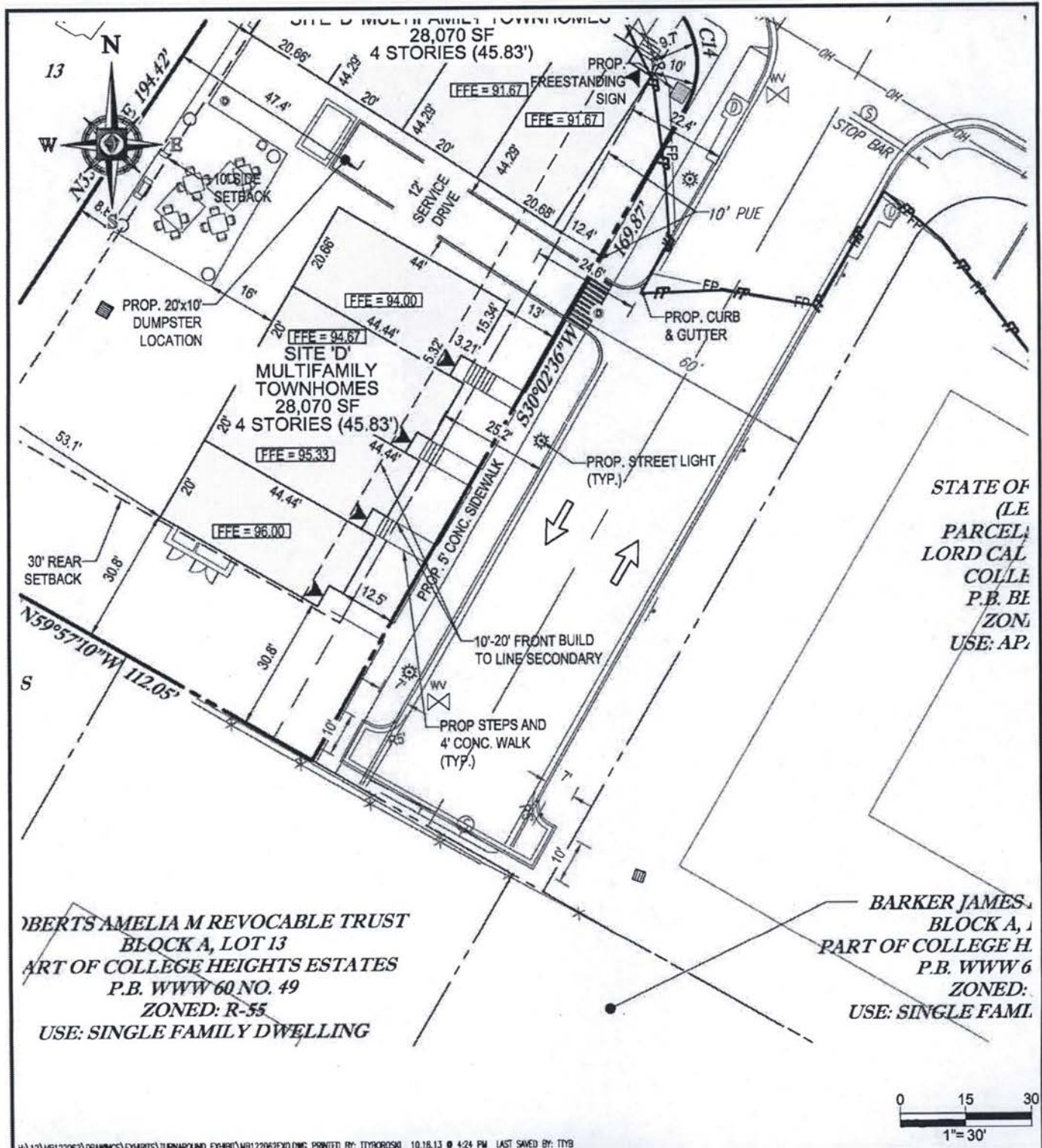
If the Applicant provides documentation from the USGBC demonstrating, to the satisfaction of the City, that USGBC completion of the review of the LEED certification application has been delayed through no fault of the Applicant, the Applicant's contractors or subcontractors, the proffered time frame may be extended as determined appropriate by the City, and no release of escrowed funds shall be made to the Applicant or to the City during the extension.

ATTACHMENTS

1-2 Declaration of Covenants

EXHIBITS

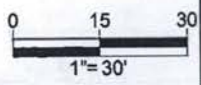
1-4 Recommended Roadway/Streetscape Improvements



STATE OF
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PARCEL
LORD CAL
COLLE
P.B. BE
ZON
USE: AP.

BERTS AMELIA M REVOCABLE TRUST
BLOCK A, LOT 13
ART OF COLLEGE HEIGHTS ESTATES
P.B. WWW 60 NO. 49
ZONED: R-55
USE: SINGLE FAMILY DWELLING

BARKER JAMES
BLOCK A, 1
PART OF COLLEGE H
P.B. WWW 6
ZONED:
USE: SINGLE FAMIL



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PROJECT NAME: **UMD STUDENT HOUSING AT KNOX ROAD**
KNOX ROAD & GUILFORD DRIVE
COLLEGE PARK, MD 20740

SHEET TITLE: **ROADWAY TERMINUS EXHIBIT**
SHEET 1 OF 1

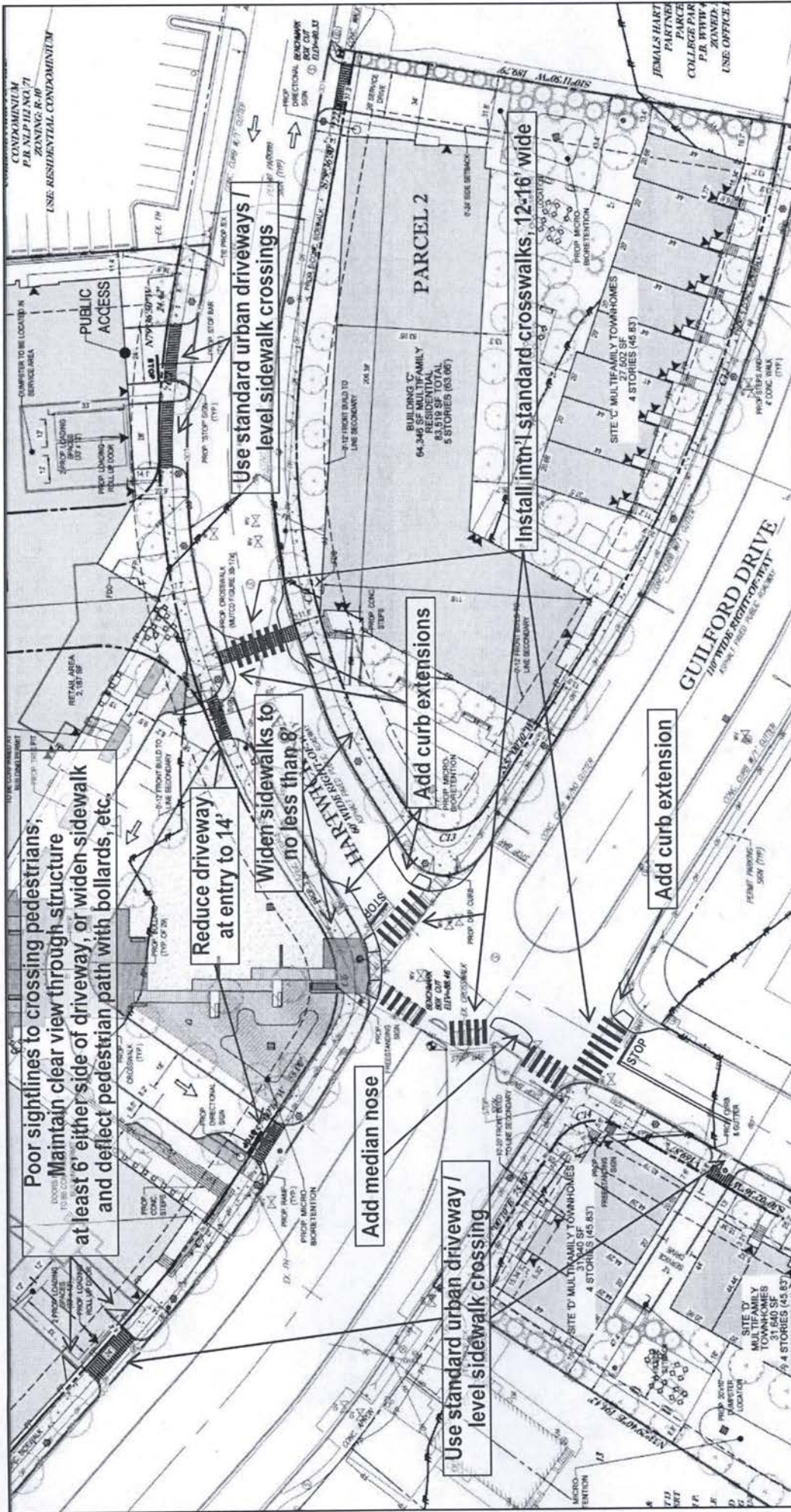


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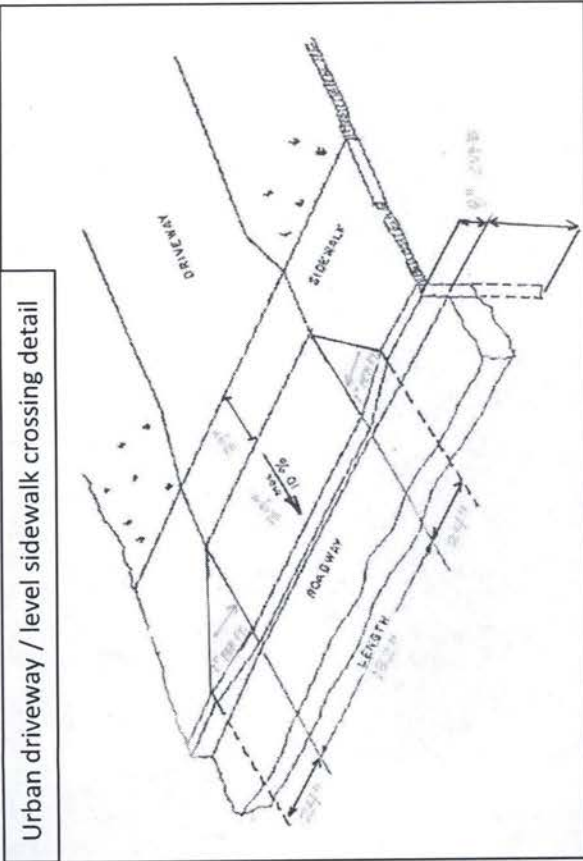
16701 MELFORD BLVD, SUITE 310 BOWIE, MD 20715
PHONE: (301) 808-4500 FAX: (301) 808-4501

SCALE: 1" = 30'	DATE: 10/18/13	CAO ID: EXO	PROJECT NUMBER: MB122062
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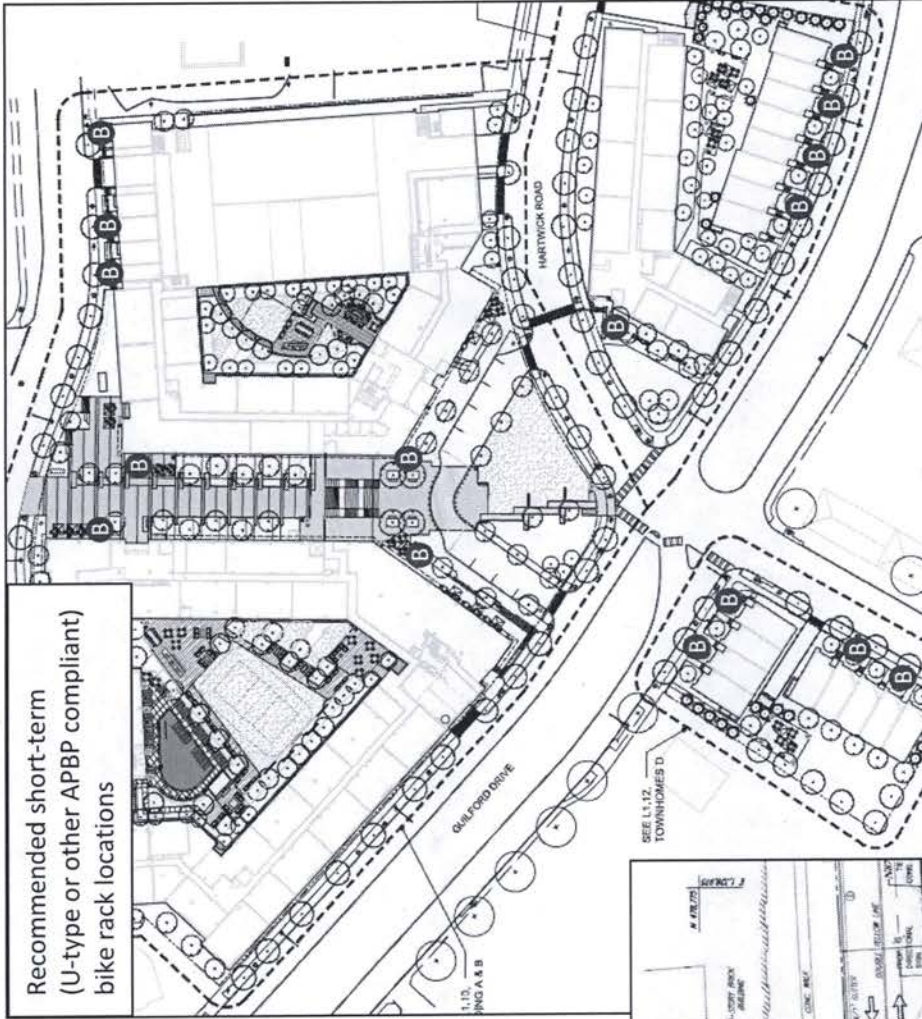
UMD Student Housing at Knox Road: Site Design Comments



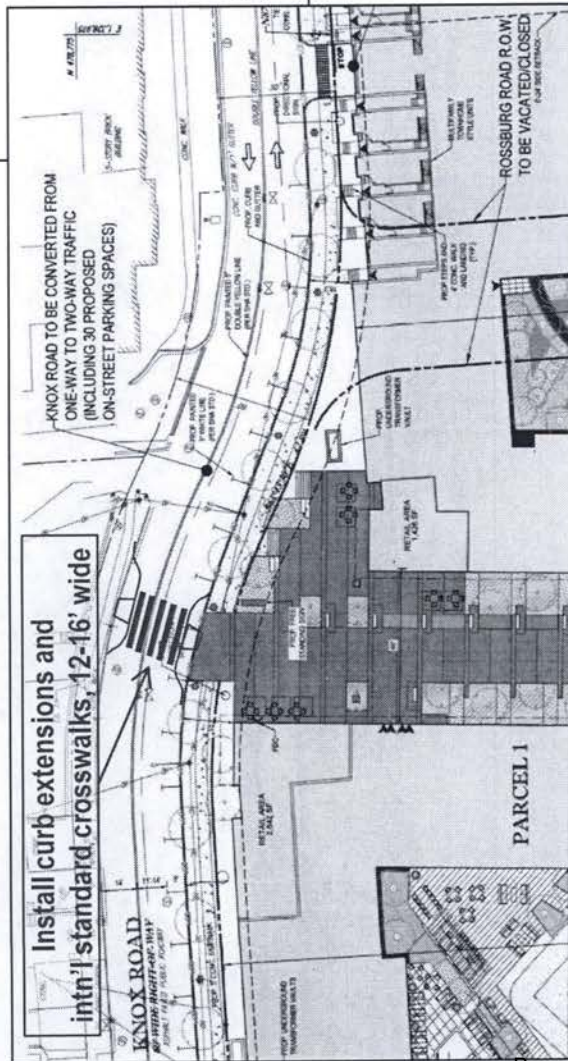
UMD Student Housing at Knox Road: Site Design Comments



Urban driveway / level sidewalk crossing detail



Recommended short-term (U-type or other APBP compliant) bike rack locations

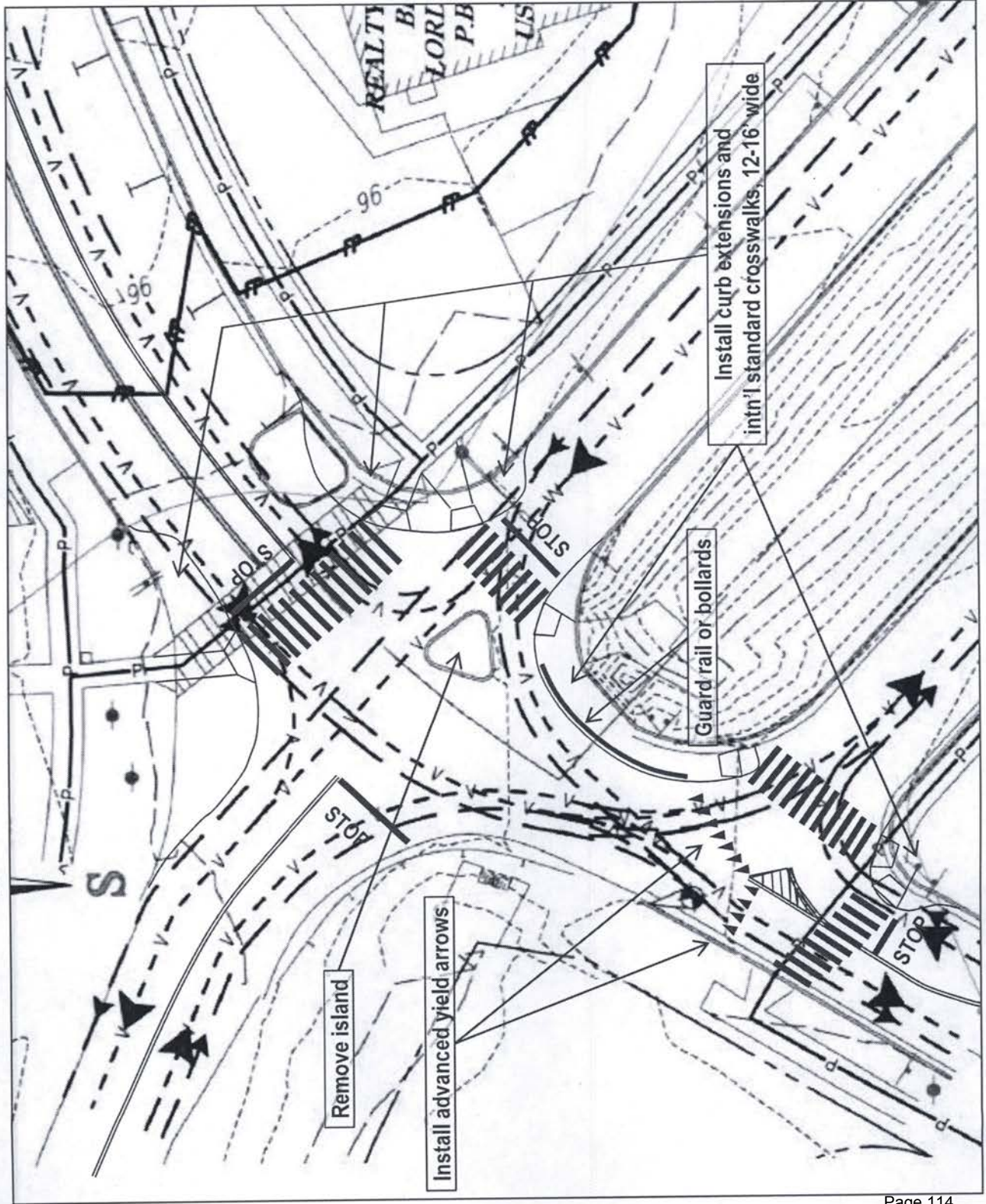


Install curb extensions and into 1' standard crosswalks, 12-16' wide

KNOX ROAD TO BE CONVERTED FROM ONE-WAY TO TWO-WAY TRAFFIC (INCLUDING 30 PROPOSED ON-STREET PARKING SPACES)

UMD Student Housing at Knox Road: Site Design Comments

Knox & Guilford



**UMD Student Housing at Knox Road
DSP-13025
Development District Standards Analysis
Central US 1 Corridor Approved Sector Plan
and Sectional Map Amendment
Resubmission 07.08.2013**

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Central US 1 Corridor - Approved Sector Plan and Sectional Map Amendment – June 2010

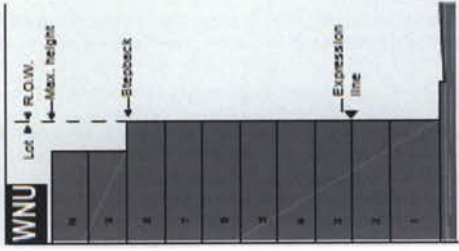
Chapter 6: Implementation Recommendations

Item #	Section	Location in Sector Plan	Description	Applicant Comment	District Standards Analysis
1	Building Form/Orientation	P. 231	<p>Primary and Secondary Streets US 1, Rhode Island Avenue, and Autoville Drive shall function as primary frontage streets at all times. In the event a lot has frontage on both US 1 and Autoville Drive, the primary frontage for that lot shall be US 1. Other streets may be designated primary frontage streets if requested by the applicant and approved by the Planning Board and District Council (as appropriate) as an amendment to the development district standards at the time of detailed site plan review.</p> <p>All east-west oriented streets in the study area shall function as secondary frontage streets or side streets when a corner lot is located at the intersection of major north-south and east-west streets.</p> <p>When mid-block lots front east-west oriented streets, the east-west oriented street serves as the primary frontage street for that lot.</p>	<p>The project has frontage on Knox Road, Guilford Drive and Hartwick Road. All of these roads are secondary streets.</p>	Complies.
2	Building Form/Orientation	P. 231	<p>Building Orientation Buildings and lots have fronts, sides, and backs. Fronts display a building's façade and shall face the public realm. The backs of buildings and lots, which are the private or service side, shall face mid-block and be screened from view. Sides of buildings and lots may face either the public realm or may be concealed mid-block.</p> <p>Frontage streets and side streets shall be faced with the fronts or sides of buildings and lots.</p> <p>Rear alleys and mid-block parking areas shall be faced with the backs or sides of buildings and lots.</p>	<p>The elevations envisioned by the design team address this requirement. The nature of the planning of the site also follows the same standard. The Applicant is proposing a service drive at the back of the building to provide vehicular access to the loading areas at site C and D.</p> <p>A pedestrian passageway with landscape features has been proposed that passes through the two building masses and connects to the front of the site and entrances to the shops. This element will emphasize the hierarchy of buildings' frontage and provide convenient access for the visitors.</p>	Complies.

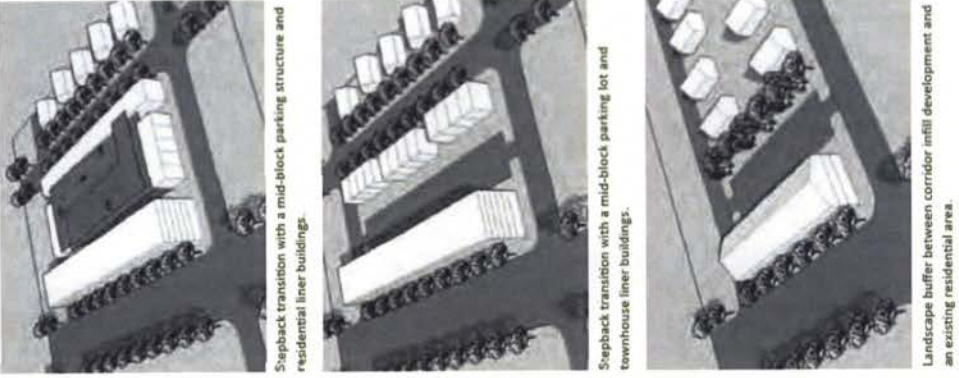
3	Building Form/ Character area 4	P. 233	<p>Corridor Infill BUILDING CONFIGURATION</p> <ol style="list-style-type: none"> 1. Building height shall be measured in number of stories, excluding attics and raised basements. 2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first-floor commercial use, which must be a minimum of 11ft. with a maximum of 25 ft. 3. Height shall be measured to the eave or roof deck. <p>SETBACKS</p> <ol style="list-style-type: none"> 1. The facades and elevations of buildings shall be distanced from the lot lines as shown. 2. Facades shall be built along the principal frontage to the minimum specified by the frontage build out. <p>PARKING PLACEMENT</p> <ol style="list-style-type: none"> 1. Uncovered parking spaces may be provided within the third layer or setback at least 20 feet from the BTL. 2. Covered parking shall be provided within the third layer. 3. Trash containers shall be stored within the third layer. 	<p>At Site D: Townhouses are 4-story tall and 43ft in height. Building setbacks comply with the sector plan. There is no parking proposed at Site D.</p>	Complies
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4	<p>Building Form/ Character area 5a</p>	<p>P. 235</p>	<p>Walkable Nodes (University) BUILDING CONFIGURATION</p> <ol style="list-style-type: none"> 1. Building height shall be measured in number of stories, excluding attics and raised basements. 2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor commercial use, which must be a minimum of 11 feet with a maximum of 25 feet. 3. Height shall be measured to the eave or roof deck. 4. Expression lines shall be as shown in the Architectural Elements Sections. <p>SETBACKS</p> <ol style="list-style-type: none"> 1. The façades and elevations of principal buildings shall be distanced from the lot lines as shown. 2. Facades shall be built along the principal frontage to the minimum specified by the frontage build out. <p>PARKING PLACEMENT</p> <ol style="list-style-type: none"> 1. Uncovered parking spaces may be provided within the third layer or setback at least 20 feet from the BTL. 2. Covered parking shall be provided within the third layer. 3. Trash containers shall be stored within the third layer. 	<p>Building A and B are 6-story tall and 75ft in height from Hartwick Road and Guilford Road. These buildings become 5-story tall along Knox road due to the slope of the site. Building C is 5-story tall and 57ft in height from Hartwick Road.</p> <p>The project includes a forecourt on Knox Road between Building A and B, and a large retail plaza/forecourt along Guilford Road. Building A and B comply with the 0ft to 12ft setback requirements along Knox Rod and Guilford Road. Hartwick Road and Guilford Road curve around Site C, and portions building B and buildings at Site C have setbacks greater than 12ft along these two streets. Public plaza spaces are generated at intersection of Hartwick Road and Guilford Road, as well as along Knox Road by the university's fraternity house. With the discussion with University of Maryland, the overall introduction of public spaces, setbacks, and circulation also works well with the University's master plan.</p> <p>Structured Parking is provided between Hartwick Road and Knox Road. The parking garage is setback from each street and will be covered by the residential building.</p>	<p>Amendment required.</p>
5	<p>Building Form/ Private Frontage</p>	<p>P. 236</p>	<p>The following images illustrate the different possible arrangements of the private frontage along the primary frontage street, according to the appropriate character area. All of the following elements are permitted to encroach into the setback; galleries and arcades are permitted to encroach into the right-of-way (R.O.W.), with the permission from the applicable transportation agency. The combination of building form and private frontages adds flexibility, diversity, and interest to the built environment.</p>	<p>Shop front type frontage is used along the primary frontage to comply with mandatory frontage requirement.</p>	<p>Complies.</p>
			<p>Porch and Fence</p>	<p>Not applicable for this project.</p>	<p>N/A</p>

			<p>Terrace or Lightwell: A frontage wherein the facade is setback from the frontage line by an elevated terrace or a sunken lightwell. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. Terraces are suitable for conversion to outdoor cafes. Syn: dooryard.</p>	Not applicable	N/A
			<p>Forecourt: A frontage wherein a portion of the facade is close to the frontage line and the central portion is set back. The forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other frontage types. Large trees within the forecourts may overhand the sidewalks.</p>	The large retail/public court at intersection of Hartwick Road and Guilford Road and the plaza at Knox Road between Building A and B are forecourts at our site.	N/A
			<p>Stoop: A frontage wherein the facade is aligned close to the frontage line with the first story elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor residential use.</p>	Stoops are provided at townhouse entrances.	Complies.
			<p>Shop Front A frontage wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade. This type is conventional for retail use. It has a substantial glazing on the sidewalk level and an awning that should overlap the sidewalk to within two feet of the curb. Syn: retail frontage.</p>	The building along Knox Road has shop fronts at the sidewalk grade. Canopies and awnings are used to provide pleasant retail experience. The building along Guilford Drive and Hartwick Road has a plaza with shops at the sidewalk grade.	Complies.
			<p>Gallery</p>	Not applicable for this project.	N/A
			<p>Arcade</p>	Not applicable for this project.	N/A

6	Building Form/ Massing	P.237	<p>Massing requirements are shown for new construction up to ten stories and are designed to ensure new development is responsive to issues of scale, natural lighting, and pedestrian comfort. An expression line is required in the corridor infill and walkable node character areas above the second story. Buildings shall include a step-back after eight stories. The maximum height of an arcade varies with building heights. Please note that "N" stands for any stories above those shown, up to the maximum. Refer to specific character area charts on pages 233–235 for exact minimums and maximums. 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>	<p>The submitted DSP complies with the standards for walkable nodes (university) without arcades. The building elevations show the expression line required by this standard.</p> <p>No step-back requirements apply to the project since the height is below eight stories.</p>	Complies.
					

<p>7</p>	<p>Building Form/ Step-Back Transitions & Landscape Buffers</p>	<p>P.238</p> <p>Generally, compatible buildings and uses should be located adjacent to each other. However, along historically commercial strips, tall buildings often share rear lot lines with residential buildings. Where corridor infill and walkable node areas are across the street from or share a rear property line with an existing residential area, a step-back transition and/or a landscape buffer shall be required for all new development within the corridor infill and walkable node areas.</p> <p>Step-back transitions are appropriate where corridor infill and walkable node areas are across the street from existing residential areas. This scenario is illustrated in the top two diagrams on this page, where a block that fronts US 1 is across the street from an existing residential block. The tallest buildings shall be located fronting US 1. The development shall step down through the block to a maximum height of two or three stories facing existing residential development. The top image illustrates the use of a mid-block parking garage that is masked by a residential liner building, while the middle image illustrates a surface parking lot that is similarly screened by townhouse liner buildings.</p> <p>Landscape buffers in combination with step-back transitions are appropriate when corridor infill and walkable node areas share a property line with existing residential areas. This scenario is illustrated in the bottom image on the next page. The buffer area shall be consistent with the standards of the Landscape Manual.</p>	<p>There is a landscape buffer in the back of the site, adjacent to the residential areas. The project consists of townhomes in this area to reduce the scale.</p> <p>The project also has a landscape buffer to the west of the site adjacent to Lord Calvert Manor.</p> <p>Along Knox Road, across from Building B are South Campus Commons buildings which are 5-story tall. Our Building B is also 5-story tall along Knox Road which is compatible in height.</p> <p>Building A is 5 to 6 story tall along Knox Road. Across from Building A along Knox Road, it is a mix of 2-story to 4-story buildings bookended by South Campus Commons on the east (5-story) and west (7-story). The north side of Knox Road is part of Walkable Nodes from the sector plan, where it requires minimum 80% of front coverage and maximum 12ft set back, which the existing buildings do not comply. University of Maryland is considering removing the existing fraternity house next to South Campus Commons to create an urban plaza for their master plan. While there is a few existing shorter residential buildings, this area is bookend by much taller with a taller South Campus Commons buildings on both ends, we believe the height Building A is generally compatible with the existing environment.</p> <p>Along Hartwick Road east of site C, there are 5 to 6 story tall buildings. Our buildings on site C are compatible in building heights. Site C is also separated from buildings on the south side of Guilford Drive by a large median with tall trees.</p> <p>At site D across from Rossburg Drive, it is a 2 to 4 story building, and our 4-story townhouses on site D are compatible in height.</p>	<p>Amendment Required.</p>
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8	Building Form/ Parking	P.239	 <p>Stepback transition with a mid-block parking structure and residential liner buildings.</p> <p>Stepback transition with a mid-block parking lot and townhouse liner buildings.</p> <p>Landscape buffer between corridor infill development and an existing residential area.</p>	<p>1- 494 parking spaces required in the Central US 1 Corridor sector plan area is specified in this section for residential, lodging, office, and retail (including eating or drinking establishments) use. Any deviation from this standard shall require a modification of the development district standards.</p> <p>2- The number of parking spaces required for uses not listed here shall be reduced fifty percent from the number of required off-street parking spaces in accordance with</p>	Complies
			<p>1- 494 parking spaces are required and 494 parking spaces are provided.</p> <p>2- All proposed uses are represented in the chart.</p> <p>3- This is not applicable to the Project.</p> <p>4- 164 bicycle parking spaces are required and 164 bicycle parking spaces are provided.</p>		

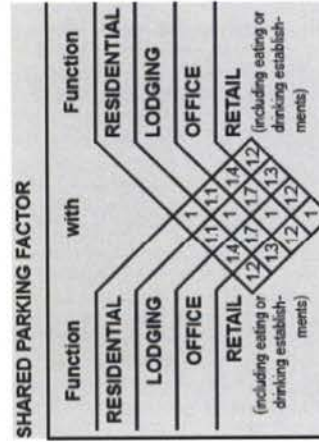
5- Sufficient parking is provided for the proposed uses on the property. No reduction factor has been used.

Section 27-568(a) of the Zoning Ordinance. Any deviation from this standard shall require a modification of the development district standards.

3- Within a public parking district established by a public entity, required parking may be waived if a fee-in-lieu is paid on a per-space basis to the public entity that manages the parking district, at a rate to be determined by the public entity and based on a preliminary engineering cost estimate for the parking facility, provided that public parking is available within one-quarter mile of the development.

4- Within the corridor infill and walkable node areas, a minimum of one bicycle parking space shall be provided within the public or private frontage for every three vehicular spaces. Bicycle racks shall be placed in highly visible locations along the street or within parking garages as appropriate.

5- Mixed-use development may use the shared parking factor (see diagram on this page) to determine appropriate reductions in parking for shared usage. The required parking is calculated by adding the total number of spaces required by each separate function and dividing the total by the appropriate factor. When three functions share parking, use the lowest factor.



			<p>Residential (in WNU) The number of dwellings on each lot is limited by the requirement of 1 parking place for each dwelling.</p>	<p>Sufficient parking is provided for the proposed uses on the property. No reduction factor has been used</p>	<p>Complies.</p>
			<p>Retail (in WNU) (including eating or drinking establishments) Retail buildings are limited in square footage to what is required to provide three assigned parking places per 1,000 square feet of net retail space.</p>	<p>To meet market demands the Applicant is providing structured parking and will provide three parking spaces for every 1,000 square feet of net retail space as required.</p>	<p>Complies</p>
9	Building Form/ Parking Access	P.241	<p>Parking Access</p> <p>- When present, alleys shall be the primary source of access to off-street parking. Parking along alleys may be head-in, diagonal, or parallel.</p> <p>1. Alleys may be incorporated into parking lots as standard drive aisles. Access to all properties adjacent to the alley shall be maintained. Access between parking lots across property lines is also encouraged.</p> <p>2. When alleys are not present, secondary frontage or side streets may be used as the primary source of access to off-street parking.</p> <p>3. When neither alleys, secondary frontage, or side streets are present, primary frontage streets may be used as the primary source of access to off-street parking, with a driveway that either passes to the side of the building or through the building. See Figures 3 and 4. This condition should be avoided to the fullest extent possible to reduce the number of driveways.</p> <p>4. Circular drives shall be prohibited for all uses except for civic buildings.</p> <p>5. The vehicular access drive of a parking lot or garage shall be no wider than 22 feet.</p>	<p>1. Alleys are not proposed. 2. N/A 3. Along Knox Road and Hartwick Road a driveway passes through the building to a structured parking deck. Along Guilford Drive and Hartwick Road a secondary driveway with parallel parking allows residential drop off access and retail parking. 4. N/A 5. The vehicular access drive of the parking lot and garage are 22 feet and comply with the standard.</p>	<p>Complies.</p>

10	Building Form/ Parking Lots, Loading, & Service Areas	P.242	<p>Parking Lots</p> <ul style="list-style-type: none"> - Off-street surface parking shall be set back a minimum of 20 feet from all property lines along streets, except along alleys. - Parking lots shall be masked from the primary frontage street and the secondary frontage or side street by a liner building whenever possible. Where this is not possible, a street screen, such as a wall, a fence, or a hedge, should be provided to mask parked cars. 	<p>No surface parking lots are proposed. The only off-street surface parking spaces provided are along a secondary driveway and are more than 20' from the property line. Landscaping in the Plaza along Guilford Drive and Hartwick Road will mask the parking from the primary frontage.</p>	Complies.
			<p>Parking Lots Landscaping Requirement</p> <ul style="list-style-type: none"> - Interior planting shall be required for any parking lot that is 6,000 square feet or larger. At least six percent of the lot shall be interior planting area. - Landscape strips at least six feet in width shall be provided between parking isles of either head-in or diagonal parking. A minimum of one tree shall be provided every 60 feet along landscape strips. - Landscape islands may be used in lieu of landscape strips. No more than six consecutive parking stalls are permitted without a landscape island at least six feet wide and extending the entire depth of the parking stall. A minimum of one tree shall be planted in each landscape island. - Durable pervious surfaces are recommended for surface parking lots. However, gravel and other coverings prone to dust shall be prohibited. 	<p>There is no surface parking lot provided, therefore no interior planting/landscape strips/landscape island are required.</p>	Complies.

		<p>Loading and service areas</p> <ul style="list-style-type: none"> - Loading and service areas shall not be visible from streets, except alleys. These areas shall be located a minimum of 30 feet away from public sidewalks. - Loading and service areas should be hidden from public view by street screens. 	<p>The Project is proposing the loading and service area for two of the building sites, from an interior service drive. For Building A&B the loading and service area will be concealed behind decorative garage doors, but less than 30' from 5ft wide public sidewalk.</p>	Amendment Required.
11	<p>Building Form/ Structured Parking</p> <p>P.243</p>	<p>Structured Parking</p> <ul style="list-style-type: none"> - Parking structures shall be set back a minimum of 50 feet from the property lines of all adjacent thorough fares (except rear alleys) to reserve room for liner buildings between the parking structure and the lot frontage. - Liner buildings shall be a minimum of two stories in height and may be attached or detached from parking structures. - Parking structures shall be built of durable, high-quality materials, such as brick, decorative cast concrete panels, and natural or quality synthetic stone. The materials and design of the structure should reflect that of the associated building. 	<p>The project provides a liner building to conceal the structured parking along Knox Road and Hartwick Road. Parking structure is setback from street BTL by 40ft to 60ft.</p> <p>Parking structure is proposed to be built with concrete and precast concrete and be will be clad with precast concrete panels and brick; both building materials recommended in this standard.</p>	Complies.
12	<p>Architectural Elements/ Facades and Shop Fronts</p> <p>P.245</p>	<p>Certain design elements are common to all styles of architecture and building types, such as opening compositions, shop fronts, and overall façade articulation—some of these are illustrated below. In general, each floor of any building facing a street, park, or square shall contain transparent windows covering between 20 to 70 percent of the wall area, as measured between finished floors.</p>	<p>The submitted design for the DSP has taken into consideration and complies with this requirement by providing 20 to 70 percent window coverage. The residential portion of the project has generally 25% to 30% openings, and the retail portion of the project has about 68% of openings.</p>	Complies.

13	Architectural Elements	P.246-250	<p>Facades and Shop Fronts</p> <p>In order to provide clear views of merchandise in stores and to provide natural surveillance of exterior street spaces, the ground floor along the building frontage shall have untinted transparent storefront windows and doors covering between 50 percent and 70 percent of the wall area (between the finished floors).</p> <p>Low emissivity glass with high visual light transmittance may be permitted, but tinted glass shall not be permitted. The top of store front window sills shall be between one and three feet above the sidewalk grade.</p> <p>Storefront windows shall extend to at least eight feet above the adjacent sidewalk.</p> <p>Storefronts shall remain unshuttered at night and shall provide clear views of interior spaces lit from within.</p> <p>Doors or entrances for public access shall be provided at intervals no greater than 50 feet.</p> <p>A minimum of 12 feet of habitable space shall be provided</p>	<p>Clear glass with low emissivity and high visual light transmittance will be provided as required.</p> <p>The shop front glass starts at recommended one to three feet above sidewalk and extends to at least eight feet above the sidewalk.</p> <p>No shutters will be provided for the storefronts and the future tenants will be informed to comply with this requirement.</p> <p>Entrances to the retail space are provided frequently and at a distance less than 50 feet.</p> <p>The minimum 12 feet of habitable space shall be a requirement that future tenants will comply with and the Applicant will make this part of their lease agreement to comply with the Sector Plan intent.</p> <p>Transparent windows are provided as required.</p>	Complies.
			<p>behind each shop front along the building frontage.</p> <p>Each floor of any building facing a frontage street or open space shall contain transparent windows covering from 20 percent to 70 percent of the wall area, as measured between finished floors.</p> <p>Ground-floor residential units should have a raised finish floor at least 24 inches above the sidewalk grade to provide sufficient privacy for ground-floor residents.</p>	<p>The project has ground-floor units less than 24" above the sidewalk grade along Knox Road we have 8 units below the sidewalk and separated by an area way with decorative railing to create an English basement style. The project has Town homes along Guilford Drive that are 12" above sidewalk grade.</p>	Amendment Required.
			Awnings	Not applicable for this project.	N/A
			Galleries, and Arcades	Not applicable for this project.	N/A
			Marquees	Not applicable for this project.	N/A

			<p>Balconies Minimum balcony depth = 3' (measured perpendicular to the wall face). Minimum underside clearance = 8' from the sidewalk.</p> <ul style="list-style-type: none"> Balconies may occur forward of the minimum setback but may not encroach within the right-of-way. Balconies shall be permitted to have roofs but are required to be open, unair-conditioned parts of buildings. On corners, balconies shall be permitted to wrap around the side of the building facing the street. 	Not applicable for this project.	N/A
			<p>Porches Minimum porch depth = 8' (measured from building face to outer column face.) Minimum underside clearance = 8' from the finished porch floor.</p> <ul style="list-style-type: none"> Front porches may occur forward of the minimum setback but may not extend into the right-of-way. Side porches may extend past the side setback requirements but not into any easement. Porches shall match the architectural style and detailing of the primary building. 	Not applicable for this project.	N/A
			<p>Stoops Minimum stoop depth = 4' (measured from building face to edge of the uppermost riser). Minimum stoop width = 4'</p> <ul style="list-style-type: none"> Stoops may occur forward of the minimum setback but may not extend into the right-of-way. Stoop stairs may run to the front or to the side. Stoops shall match the architectural style and detailing of the primary building. 	The proposed development has stoops at the Townhome style units and does comply with the development standards.	Complies
			Street Screens (Garden Walls, Fences, & Hedges)	Not applicable for this project.	N/A

14	Architectural Elements/ Materials	P.251	<p>Building wall materials shall be combined on each facade horizontally only, with the heavier materials (stone, brick, concrete with stucco, etc.) below and supporting the lighter materials (wood, siding, etc.). Any change in materials shall preferably occur at the floor or sill level.</p> <p>Siding Permitted siding types include: - Horizontal lap, of wood or composition board (such as Hardiplank®). - Vertical wood board and batten. All siding types shall incorporate vertical corner boards on outside building corners. Corner boards shall be a minimum of 3" in width. Vinyl and aluminum siding shall not be permitted.</p> <p>Stucco Surfaces finished in stucco should be smooth and hand trowelled in texture and painted. Sprayed-on stucco finishes and exterior insulation and finish systems (EIFS) are discouraged.</p> <p>Masonry Masonry walls, whether load bearing or veneer, may only be of brick or natural stone. Masonry is encouraged as the primary building material for all development in the walkable node and corridor infill areas.</p>	<p>The submitted DSP complies with the material standards. Please review the submitted elevations in the DSP.</p> <p>The submitted DSP complies with the material standards. Please review the submitted elevations in the DSP.</p> <p>The use of conventional fiber cement siding is proposed within residential courtyards of building A and B, and at back sides or Site C and D townhouses. Large scale cementitious panel system is proposed at facades between building A and B.</p> <p>EIFS will not be used on this project.</p> <p>The project is designed with brick as the primary material, with cast stone sills.</p>	Complies
15	Architectural Elements/ Brick Detailing	P.252	<p>Header The horizontal member spanning the top of an opening. - All openings in masonry construction should be spanned by headers. - Acceptable header types include stone or concrete lintels, brick segmental or semicircular arches, and brick jack arches. - Headers should always be slightly wider than the openings they span.</p>	<p>The headers used at the openings are typically soldier course brick. Modern waterproofing and flashing details require that headers be the same width as the opening.</p>	Amendment required.

			<p>Sill The horizontal member at the base of a window opening.</p> <ul style="list-style-type: none"> - All window openings in masonry construction should have a sill. - Sills are generally rectangular in form and are sloped slightly away from the window opening to shed water. - Sills should be a minimum of two (2) inches in height and should project from the wall surface a minimum of one inch. - Sills should be slightly wider than the window opening. 	<p>Cast stone sills are provided for masonry openings. Modern waterproofing and flashing details require that sills be the same width as the opening.</p>	<p>Amendment required.</p>
			<p>Cap The protective top layer of a masonry structure exposed to weather from above.</p> <ul style="list-style-type: none"> - A cap should protect the tops of all masonry structures exposed to the weather, including garden walls, stair treads, planter edges, and freestanding piers. - Caps should project past the edge of the brick structure by a minimum of half an inch. 	<p>Cap would be used on top of the walls, and parapets as shown in the elevation drawings.</p>	<p>Complies.</p>
<p>16</p>	<p>Architectural Elements/ Landmark Features</p>	<p>P.253</p>	<p>Landmark Features Landmark features should be provided in the landmark locations designated on the development character maps. Landmark features are designed in response to the prominence and visibility of their sites. A landmark feature can be an architectural element such as a tower or a lantern, described below. If the landmark feature is located in a park or plaza, it may be a gateway feature, sculpture, or other work of public art.</p>	<p>Not applicable for this project. The sector plan does not designate the subject site for a landmark feature.</p>	<p>N/A</p>

17	Architectural Elements/ Signage	P.253	<p>Commercial Signs</p> <ul style="list-style-type: none"> - All signs shall be attached to the facade. Signs may be flat against the facade or mounted projecting or hanging from the facade. Signs may also be mounted on the roof of landmark or civic buildings in certain cases. Free standing signs shall not be permitted. - Signs shall be externally lit from the front with a full-spectrum source. Internal and back lighting are permitted as an exception only for individual letters or numbers, such as for "channel letter" signage (panelized back lighting and box lighting fixtures are prohibited). Signage within a shop front may be neon lit. - Building numbers are required (commercial buildings require building numbers in both the front and rear). - The maximum gross area of signs on a given facade shall not exceed ten percent of the facade area of the commercial portion of the building. Architectural signs or signage painted on a building facade or mounted on the roof may exceed this limit in certain cases, to be determined at the time of site plan review. - Signs mounted on the facade shall maintain a minimum clear height above sidewalks of eight feet. - Signs shall not extend within two feet of the curb line. - The maximum area of any single sign mounted perpendicular to a given facade shall not exceed nine square feet. - A single external sign band may be applied to the facade of each building, provided that such signs shall not exceed three feet in height. 	<p>The submitted DSP complies with these standards for Signage. See signage drawings for more details.</p>	Complies
18	Sustainability and the Environment	P. 256 - 258	<p>Leadership in Energy and Environmental Design (LEED®) Certification</p> <ul style="list-style-type: none"> - LEED® standards for building, as set forth by the U.S. Green Building Council, should be reviewed and integrated into the design and construction process for all new development and renovation projects. LEED-Silver or better certification is desired for all new development. - All development within the walkable nodes shall obtain a 	<p>- The proposed development will comply with the Sector Plan by complying with the mandatory measures of LEED® New Construction (LEED NC) v 2009 and with sufficient optional measures such that Certification at the Silver level will be earned. Two LEED NC checklists (one for Townhomes and another for the Multi-unit Residential buildings) are attached as references. - Certification feasibility under the current LEED for Neighborhood Development (LEED-ND) rating system for this project is under analysis.</p>	Complies.

	<p>minimum of silver certification in one of the following applicable LEED® rating systems: new construction and major renovations, existing buildings, commercial interiors, core and shell, schools, retail, healthcare, and homes.</p> <ul style="list-style-type: none"> - LEED-Gold or platinum certification under an applicable LEED® rating system is encouraged for all development when feasible. - Developments composed of several buildings should pursue LEED® for Neighborhood Development certification. 	<p>See Exhibit #1 and Exhibit #2 attached.</p>	
	<p>Passive Solar & Ventilation Design</p> <ul style="list-style-type: none"> - Provide shade for south-facing façades by designing properly-sized overhangs on south facing glazing. Mature trees can also fulfill the need for shade on south facing façades. - Solar tubes and skylights can reduce the need for electric lighting or provide sunlight to rooms that have few or no windows. These are encouraged because they provide natural day lighting to interior spaces. - Maximize opportunities to align fenestration on opposite façades of buildings in order to facilitate cross-ventilation. Minimize floor plate sizes so that rooms may have access to light and air. 	<p>Applicant is providing requisite street trees on Guilford Road and Hartwick Drive. Applicant is not providing overhangs on south facing glazing.</p> <p>Applicant is not providing solar tubes or skylights.</p> <p>The uses and size of this project prevent effective cross ventilation.</p>	<p>Complies.</p>
	<p>Materials</p> <p>Wherever possible, green materials shall be used in both the structure and interior finishes of buildings. These include: recycled or salvaged materials, rapidly renewable materials (derived from plants with a fast growth cycle), Forest Stewardship Council® certified wood, and materials harvested or manufactured locally.</p>	<p>Applicant intends to comply to the extent possible.</p>	<p>Complies.</p>
	<p>On-Site Energy Generation and Efficiency</p> <ul style="list-style-type: none"> - In the case of pitched roofs, place photovoltaic panels on the slope that has the highest amount of solar gain. - In the case of flat-roofs, place photovoltaic panels behind a parapet so that they are not visible from the street, and orient them as closely as possible to the ideal angle for solar gain. Sun-tracking panels are encouraged. - Roof-mounted solar hot water and/or photovoltaic panels are encouraged to reduce grid demand energy use. 	<p>N/A</p> <p>Large areas of the roof are anticipated to be consumed with condenser fields. Applicant will not provide panels.</p> <p>Large areas of the roof are anticipated to be consumed with condenser fields. Applicant will not provide panels.</p>	<p>Amendment required.</p>

	<p>N/A</p> <p>Applicant will use traditional climatization systems.</p> <p>Applicant shall use energy efficient air conditioning systems and appliances.</p> <p>Applicant shall use energy efficient lighting systems to the extent practicable.</p>	<p>- Proposed plantings and/or building additions that will shade preexisting solar panel installations on adjacent properties should be avoided.</p> <p>- Phase out fossil-fuel climatization systems, such as oil heating. Renewable energy sources, such as wind, solar, and geothermal generation, should be pursued.</p> <p>- Air-conditioning systems and appliances should be of the highest efficiency ratings. Wherever possible, use Energy Star appliances.</p> <p>- All lighting should use high-performance or LED lighting systems.</p>	
<p>Complies.</p>	<p>The use of lawn is minimized. Lawn is used at the planting strips along streets per typical streetscape. Open Lawn at the Village Green is for recreational use by the students, and special events.</p> <p>All provided plant materials, including many native species, are appropriate for local conditions. The proposed planting plan meets the County's Sustainable Landscaping Requirements.</p> <p>Mulches will be used on planting beds.</p>	<p>Landscaping</p> <p>Minimize lawn or turf area. Turf should only be used in areas where it provides functional benefits.</p> <ul style="list-style-type: none"> - Use drought-tolerant and/or slow-growing hardy grasses, native and indigenous plants, shrubs, ground covers, and trees appropriate for local conditions. - Permanent irrigation systems shall only utilize captured rainwater and/or building gray water (with approved filtration systems). Potable water use shall not be permitted in permanent irrigation systems. - Use mulches to minimize evaporation, reduce weed growth, and slow erosion. - Encourage on-site food production by planting fruit-bearing trees adapted to the local climate. Set aside areas and construct composting areas and planting beds for the cultivation of fruits, vegetables, and herbs. 	
<p>Complies.</p>	<p>Applicant does not propose a pervious pavement driveway, but are using pervious pedestrian walkways. The project's Stormwater Management System incorporates micro bio-retention, permeable turf and landscape infiltration which provide infiltration/groundwater recharge and reduced runoff rates. The project's Conceptual Stormwater Management System will be reviewed and approved by DPW&T.</p> <p>Applicant shall use low flow bath fixtures to the extent practicable.</p>	<p>Water Efficiency and Recharge</p> <ul style="list-style-type: none"> - Surface parking areas, alleyways, and driveways should be constructed with durable pervious paving materials (grass paver systems or pervious asphalt) to promote groundwater recharge and reduce stormwater runoff quantity and flow rates. Gravel is discouraged because of issues related to dust generation. - All at-grade walks (excluding public sidewalks) and pathways shall be constructed with pervious materials. - Capture slow runoff using exfiltration tanks, drainage swales, and other devices. - Use low-flow water closets, faucets, showerheads, 	

	<p>washing machines and other efficient water-consuming appliances.</p> <p>Storm Water Management and the Paint Branch</p> <ul style="list-style-type: none"> - All new development within established floodplains shall comply with all adopted county, state, and federal environmental regulations to prevent unnecessary runoff and pressure on the Paint Branch and the greater watershed. - Underground or above-grade cisterns shall be integrated into the site plan for all new development within or abutting the Paint Branch buffer. These cisterns will both reduce the amount of stormwater flowing into the Paint Branch and will help to store water on-site for uses, such as landscape irrigation. - Site grading, paving, and planting shall be done in a manner that minimizes off-site stormwater runoff. - Suburban stormwater management measures, such as regional storage and drainage ponds shall be prohibited. 	<p>Amendment required.</p>
	<p>Food Production</p> <ul style="list-style-type: none"> - This table shows ways of incorporating types of local food production throughout the Central US 1 Corridor. Cities are increasingly allowing urban agriculture and the raising of animals for household use to encourage lower-cost food supplies and reduction in energy consumption for food transport. - Community gardens provide a focus for recreation and sociability greater than that of private yards. They are also welcomed by apartment-dwellers who enjoy gardening. Community garden lots are not sold but rather let under municipal or private administration. - Green roofs also provide opportunities for food production, even as they mitigate carbon emissions and reduce stormwater runoff. They may be incentivized by giving developers bonuses for installing them. - As tree preservation and planting regulations are introduced, fruit trees may be included and designated for local food production. 	<p>The Applicant feels food production is not applicable for this site.</p> <p>N/A</p>

19	Street and Open Spaces	P. 259	Street Sections	Not applicable for this project.	N/A.
20	Street and Open Spaces	P. 262	Streetscape Streetscape refers to the area between the private property line and the edge of the vehicular lanes. General streetscape arrangement types are described below, tied closely to their corresponding character area. More detailed information about each streetscape arrangement type is included on the following page.		
21	Street and Open Spaces	P. 263	Detailed streetscape arrangement types are included below. This table includes descriptions and dimensions for each element of the streetscape, from the full assembly to the specific curb, walkway, and planter. Additional information about street trees and street lighting is included on pages 265–267.		Amendment Required.

	<p>Required Streetscape Elements by Character Area</p> <table border="1"> <thead> <tr> <th>CHARACTER AREA</th> <th>ER/CI</th> <th>CI/MI</th> <th>WN/WNU</th> <th>WN/WNU</th> </tr> </thead> <tbody> <tr> <td>Public Frontage</td> <td>ST-DR-AV</td> <td>ST-DR-AV-BV</td> <td>CS-DR-AV-BV</td> <td>CS-DR-AV-BV</td> </tr> <tr> <td>Type</td> <td>13'-0" feet</td> <td>13'-0" feet</td> <td>19'-0" feet</td> <td>19'-0" feet</td> </tr> <tr> <td>Assembly: The principal assembly on the type of sidewalk, planter, and landscape</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Total width</td> <td>13'-0" feet</td> <td>13'-0" feet</td> <td>19'-0" feet</td> <td>19'-0" feet</td> </tr> <tr> <td>Curb: The detailing of the edge of the vehicular pavement, incorporating drainage</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Type</td> <td>13'-0" feet</td> <td>13'-0" feet</td> <td>19'-0" feet</td> <td>19'-0" feet</td> </tr> <tr> <td>Walkway: The element designed specifically to pedestrianize sidewalk widths may vary where necessary to fulfill the vision of the sector plan</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Type</td> <td>4'-0" feet</td> <td>4'-0" feet</td> <td>12'-0" feet</td> <td>12'-0" feet</td> </tr> <tr> <td>Planter: The layer which accommodates street trees and other landscape</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Arrangement</td> <td>Regular</td> <td>Regular</td> <td>Regular</td> <td>Decorative</td> </tr> <tr> <td>Species</td> <td>Medium</td> <td>Medium</td> <td>Medium</td> <td>Large</td> </tr> <tr> <td>Planter Type</td> <td>Continuous planter</td> <td>Continuous planter</td> <td>Continuous planter</td> <td>Tree well</td> </tr> <tr> <td>Planter width</td> <td>8 feet-12 feet</td> <td>8 feet-12 feet</td> <td>11 feet-12 feet</td> <td>4 feet-5 feet</td> </tr> <tr> <td>Landscape: Refer to Street Trees section.</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Lighting: Refer to Street Lighting section.</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	CHARACTER AREA	ER/CI	CI/MI	WN/WNU	WN/WNU	Public Frontage	ST-DR-AV	ST-DR-AV-BV	CS-DR-AV-BV	CS-DR-AV-BV	Type	13'-0" feet	13'-0" feet	19'-0" feet	19'-0" feet	Assembly: The principal assembly on the type of sidewalk, planter, and landscape					Total width	13'-0" feet	13'-0" feet	19'-0" feet	19'-0" feet	Curb: The detailing of the edge of the vehicular pavement, incorporating drainage					Type	13'-0" feet	13'-0" feet	19'-0" feet	19'-0" feet	Walkway: The element designed specifically to pedestrianize sidewalk widths may vary where necessary to fulfill the vision of the sector plan					Type	4'-0" feet	4'-0" feet	12'-0" feet	12'-0" feet	Planter: The layer which accommodates street trees and other landscape					Arrangement	Regular	Regular	Regular	Decorative	Species	Medium	Medium	Medium	Large	Planter Type	Continuous planter	Continuous planter	Continuous planter	Tree well	Planter width	8 feet-12 feet	8 feet-12 feet	11 feet-12 feet	4 feet-5 feet	Landscape: Refer to Street Trees section.					Lighting: Refer to Street Lighting section.					<p>Proposed 6' wide continuous planting strip with single tree species complies.</p> <p>Proposed 5' wide sidewalks are consistent with the surrounding properties. The suggested WNU 12' to 20' wide sidewalk is not consistent with the surrounding properties.</p>	<p>Amendment required.</p>
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22	<p>Street and Open Spaces</p>	P. 264	<p>Streetscape, Amenities, and Adequate Public Facilities Sidewalks Additional detail on streetscapes, including sidewalks treatments, pedestrian and bicyclist amenities, and decorative elements essential to creating a strong sense of place, are specified below.</p> <ul style="list-style-type: none"> - 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. - 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. - Sidewalk materials should be continued across driveways whenever possible, and accent paving should be used to define pedestrian crossings. 	<p>Applicant proposed sidewalks that are consistent with the surrounding properties. The Applicant asserts that the proposed development meets the Streetscape Standards. The proposed planter and walkway are both within the ranges specified in Character Area 5a.</p> <p>Special decorative paving, such as scored color concrete, and unit pavers (brick/precast concrete) is proposed along the main south-north axis including the village green gathering area, "grand stair" amphitheater seating area, the mews, and the north retail plaza.</p> <p>Special decorative paving, such as unit paver or stamped concrete, is proposed at the pedestrian cross-walk areas.</p>	Complies.
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			<p>Streetscape Amenities 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. Streetscape amenities shall be consistent in design within a development project and should be consistent within each distinct walkable node, corridor infill area, or existing residential neighborhood. All proposed streetscape amenities shall be indicated on detailed site plan submittals and shall include information of location, spacing, quantity, construction details, and method of illumination.</p> <p>Adequacy of Transportation Facilities 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. These segments are (1) Capital Beltway south to MD 193; (2) MD 193 south to Paint Branch Parkway/Campus Drive; and (3) Paint Branch Parkway/Campus Drive south to Guilford Drive. Outside the Capital Beltway, the transportation facilities adequacy standard for any new development or redevelopment shall be peak period Levels-of-Service E, for individual intersections calculated in accordance with procedures outlined in the guidelines maintained by the Transportation Planning Section of the Planning Department.</p>	<p>Amenities such as benches, trash bins, moveable tables, moveable seating, and freestanding planting pots will be provided.</p> <p>The proposed development satisfies the adequacy requirement.</p>	<p>Complies.</p> <p>Complies.</p>
<p>23</p>	<p>Street and Open Spaces</p>	<p>P. 265</p>	<p>Street trees Street trees are required in all character areas at a minimum spacing of 30 feet on center. The appropriate location, arrangement, and planter type for street trees in each character area is described in further detail in the Streetscape Standards of the Streets and Open Spaces Section, found on pages 262-264, as well as in the individual street sections, found on pages 259-261. Refer to the Landscape Manual for appropriate street tree species.</p>	<p>Street trees will be planted regularly along continuous planting strips along all road frontages and are regularly spaced respecting setback and clearances from utilities at approximately 30' to 40' on center.</p> <p>Proposed street trees are Willow Oaks. This species has a ball tree form, and is listed on the Landscape Manual Recommended Trees List.</p>	<p>Complies.</p>

24	Street and Open Spaces	P. 266	<p>Street Lighting General Standards</p> <p>A combination of pedestrian-scaled street light fixtures and intersection street light fixtures may be required to ensure a well-lit street area and to establish a unifying element along the street.</p> <ul style="list-style-type: none"> - Pedestrian-scaled fixtures shall be used on all streets. - Street lights shall be placed aligned with the street tree alignment line (generally between two and a half to four feet from the back of the curb). Placement of fixtures shall be coordinated with the organization of sidewalks, landscaping, street trees, building entries, driveways, and signage. - The height of light fixtures shall be kept low (generally not taller than 15 feet) to promote a pedestrian scale to the public realm and to minimize light spill to adjoining properties. Light fixtures in the walkable node and corridor infill areas shall be closely spaced (generally not more than 30 feet on center) to provide appropriate levels of illumination. - In the walkable nodes, business owners are encouraged to assist with lighting the sidewalk and accent their business location by leaving display-window and interior lighting on at night. - Light poles may include armatures that allow for the hanging of banners or other amenities (e.g., hanging flower baskets, artwork, etc.). - Consideration of security and pedestrian comfort shall be prioritized by increasing illumination low to the ground in public parking lots, at building entries, in public plazas, and at transit stops. - Use Louis Poulsen Nyhavn lighting fixtures as selected by the City of College Park along any US 1 frontage. 	<p>The Applicant asserts that the lighting in the proposed development meets this standard.</p>	Complies.
25	Street and Open Spaces	P. 266	<p>Specific Uses of Lighting</p> <p>To increase safety, help with orientation, and highlight the identity of an area, the street elements specified below are recommended to be lit.</p> <ul style="list-style-type: none"> - Transit stops: People feel more secure when transit stops are well-lit. Lighting also draws attention to and encourages use of such amenities. 		Complies.

		<p>- Edges: Edges of a park or plaza shall be lit to define and identify the space.</p> <p>- Architectural details: Lighting entrances, archways, cornices, columns, and other features can call attention to the uniqueness of a building or place. Lighting of building entrances also contributes to safety.</p> <p>- Focal points: Lighted sculptures, fountains, and towers in a neighborhood, especially those visible to pedestrians and vehicles, provide a form of wayfinding.</p>		
	<p>A variety of light fixtures are selected for the project most of which complies with this standard's intent. Please see the lighting plan submitted in the DSP package.</p> <p>The street light pole proposed matches the adjacent site. The manufacturer is HESS AMERICA, catalog number is MT550-70-M-VOLT-A-10S-S-CC, lamp is GE CMH70U830MED/O</p>	<p>Lighting Types and Configurations</p> <p>Lighting fixtures shall be appropriately chosen for the character area within which they are located; the diagram and standards below shall be used as a guide to selecting fixtures.</p> <p>- Variety in character is good to establish identity and uniqueness. However, there shall be consistency along the Central US 1 Corridor, creating a unifying scheme of illumination that is appropriate to the scale of the street and the level of nighttime activity. Lamp styles shall not be mixed along any one particular block of a street.</p> <p>- Light fixtures shall be downcast or low cut-off fixtures to prevent glare and light pollution.</p> <p>- Energy-efficient lamps shall be used for all public realm lighting in order to conserve energy and reduce long-term costs.</p>	<p>P. 267</p>	<p>Street and Open Spaces</p>
<p>Amendment Required.</p>				

27	Street and Open Spaces	P. 268	<p>Open Space</p> <p>Park: A natural preserve available for unstructured recreation. A park does not need to be fronted by buildings. Its landscape shall consist of paths and trails, meadows, waterbodies, woodland and open shelters, all naturalistically disposed. Parks may be linear, following the trajectories of natural corridors.</p> <p>Green: An open space available for unstructured recreation. A green may be spatially defined by landscaping rather than buildings fronting it along the edges. Its landscape shall consist of lawn and trees, naturalistically disposed.</p> <p>Square: An open space available for unstructured recreation and public gatherings. A square is spatially defined by building frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares should be located at the intersection of important thoroughfares.</p> <p>Plaza: An open space available for public gatherings and outdoor markets. A plaza shall be spatially defined by building frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas should be located at the intersection of important streets</p>	<p>As recommended in the Plan we are providing an attractive Streetscape to help establish a sense of place. This project has proposed a unique streetscape that leads to a series of steps arranged in a fashion that lead the passerby to explore and wander next to the shops. The buildings are set at a higher elevation to respond to requirements established by floodplain constraints. This proposal uses monumental steps used in a unique way to provide access to the higher level but also provide informal seating opportunities along the streetscape.</p> <p>This project has proposed a Village Green which includes an open lawn area for unstructured recreation and special events, and a naturally planted bio-retention area, at the intersection of Guilford Drive and Hartwick Road.</p> <p>This project has proposed a Plaza area for public gatherings and outdoor seating/dinning at Knox Road. The plaza is defined by retail stores and linked to the Village Green through a pedestrian passage way with a series of landscaped seating areas and monumental stairs.</p>	Complies.
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		<p>The project provides an opportunity for outdoor seating and a place to stroll along the shops. The grade difference is mediated by way of stairs and sloped plantings without the need for railings, making the upper level visually and physically accessible. In addition, the project provides for a pedestrian passage way linking the streetscapes of Knox Road to Guilford Drive and Hartwick, through the interior of the project.</p> <p>This passageway provides seating opportunities and is animated by festival lighting providing for safety and a vibrant experience. Also, the proposed development maintains a healthy vegetated buffer between the Property and the adjacent residential uses.</p> <p>The applicant will not provide a children's playground.</p>	
		<p>Playground: An open space designed and equipped for the recreation of children. A play-ground should be fenced and may include an open shelter. Playgrounds shall be interspersed within residential areas and may be placed within a block. Playgrounds may be included within parks and greens.</p>	

AMENDED
STATEMENT OF JUSTIFICATION
UMD STUDENT HOUSING AT KNOX ROAD
DSP-13025
9/30/2013



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1.0 INTRODUCTION/OVERVIEW

The property which is the subject of Detailed Site Plan Application DSP-13025 consists of forty eight (48) platted lots which are currently improved with 24 duplex buildings popularly known as the "Knox Boxes". The total area of land included in the application is 6.2 acres. Set forth below is a description of the property, a summary of the development proposal, a summary of the development history of the subject property, an analysis of the Development District Overlay Zone ("DDOZ") Development Standards set forth in the Route 1 Corridor Sector Plan applicable to the property and how the property conforms with each standard. In the event a waiver of an applicable standard is required, a justification for such waiver from the DDOZ Development Standards is provided.

The initial DSP submission has been reviewed , resulting in the need to amend the Statement of Justification. In some cases, it was determined that amendments requested are not necessary. In others, it was determined either that amendments are necessary which were not requested or that amendments previously requested require modifications. Where new language has been added to the Statement of Justification, such language has been highlighted in BOLD for ease of review.

2.0 DESCRIPTION OF PROPERTY

As indicated above, the property which is the subject of DSP-13025 contains approximately 6.2 acres of land and consists of fifty separately subdivided lots. Specifically, the property is depicted on two recorded subdivision plats. The first plat, referenced as "Blocks 'E', 'F' and 'H' and Parts of Blocks 'G' and 'I', Lord Calvert Manor, College Park" was recorded in the Land Records of Prince George's County on April 22, 1952 at Plat Book 20 Plat No. 94. The Applicant has contracted to purchase Lots 1-10 in Block E depicted on the plat. The second plat, referenced as "Resubdivision of Blocks 'F' and 'H' and Parts of Blocks 'G' and 'I', Lord Calvert Manor, College Park" was recorded in the Land Records of Prince George's County on November 20, 1952 at Plat Book 21 Plat No. 96. The Applicant has contracted to purchase Lots 29-56 in Block H, Lots 9-14 in Block F and Lots 9-14 in Block I depicted on the plat. Currently, Block H and Block F are separated by a dedicated and improved public right of way known as Rossburg Drive. Block E is separated from Blocks F and H by a dedicated and improved right of way known as Hartwick Road and Block I is separated from the remainder of the lots by a dedicated and improved public right of way known as Guilford Drive. Due to the fact that the lots which comprise the subject property were

previously subdivided and improved with structures constructed prior to January 1, 1990, no preliminary plan of subdivision is required. A letter confirming this understanding has been executed by the Subdivision Review Division. A copy of this letter is attached hereto and made a part hereof as Exhibit "A".

3.0 SUMMARY OF DEVELOPMENT PROPOSAL

The Applicant proposes to raze the existing 24 duplex units and construct modern student housing on the site. The development will consist of three multifamily buildings, 17 two-family (two-over-two) buildings with a total of 34 dwelling units on Guilford Drive and Hartwick Road, and 7 similar stacked buildings with 12 units facing the entrance to the parking garage on Knox Road. As part of evaluating the redevelopment of the site within the context of its location at the southern edge of the University of Maryland Campus, a dominant north-south pedestrian connection exists which leads to McKeldin Mall in the heart of the campus. This pedestrian access is centered on the intersection of Guilford Drive and Hartwick Road, which is also the flattest part of the site. The Applicant's design creates a civic green at the intersection of Guilford Drive and Hartwick Road and connects it to the existing pedestrian network with a wide landscaped sidewalk, or "mews" through the site. Due to the steep slope from Knox Road to Guilford Drive (approximately 20 feet), a grand staircase has been designed into the mews which will provide amphitheater seating which can be used as a gathering area for students to lounge and study.

On either side of the mews will be predominantly multifamily apartment buildings, with a total of 342 dwelling units (233 units in Building A and 109 in Building B. The building on the east side of the mews will be six stories and contain student housing surrounding a courtyard and a parking garage. **The garage is lined with 14 townhouse style units with individual access to screen the views of the parking garage from Knox Road.** The parking garage will contain all of the required parking for the development and is located on what is today the right of way for Rossburg Drive, which will require that this right of way be closed and abandoned. The parking garage will be accessed from Hartwick Road. **A proposed second access from Knox Road has been removed from the plan to reflect that Knox Road is the primary frontage street serving the development.** The second level of the garage will be accessed from Knox Road. The garage entrance on Knox Road will be faced with townhouse style units which will not be connected to the multifamily units and will be separately accessed from Knox Road. These units, as are the two family dwellings proposed along Guilford Drive, are intended to provide a mix of housing options for those students who prefer a more

independent, non-multifamily living arrangement. While most of the parking in the garage will be dedicated to residents, a portion of the first floor of the garage will be set aside for the commercial component of the project, which is described in greater detail below. The courtyard incorporated into this building is intended to provide more passive activities. It will contain an open lawn area, seating areas with dining, built-in grills and bar area, a water feature, an outdoor TV, a fire pit and a library extension area with seating. The courtyard is also designed to provide bio-retention, and an educational panel describing their function will be included.

The building on the west side of the mews will also be six stories and contain student housing surrounding another courtyard. This courtyard is intended to provide more active amenities. The courtyard will include a swimming pool with a deck and special sun shelf area, an open lawn area/volleyball court, and outdoor TV, a fire pit, a large screen for movie projections, an outdoor clubroom expansion area with seating, dining, and built-in grills and bar area. This courtyard is also being proposed for bio-retention purposes and will have an educational panel describing its purpose and function.

Both of the buildings framing the mews will have commercial space. The total commercial square footage proposed is approximately **12,000 square feet, with 8,347 square feet proposed in Building A and 3562 square feet in Building B.** Most of this space will front the civic green at the corner. The remainder will be located on Knox Road where all of the students walking to campus will pass.

Across Hartwick Road will be a third multifamily building, five stories in height. This building will contain 57 dwelling units. Next to this multifamily building, but fronting on Guilford Drive, are eight two family dwellings containing a total of 16 dwelling units. Across Guilford Drive will be **eight** additional two family dwellings, for a total of **16** units. The two family units on the north and south sides of Guilford Drive will be smaller in scale than the multifamily buildings as the development transitions toward existing residential developments to the south. **These units, as are the units facing the garage on Knox Road, are intended to provide a mix of housing options for those students who prefer a more independent non-multifamily living arrangement.** The total number of dwelling units in the project will be 445 dwelling units, a density of 72 dwelling units per acre.

4.0 SUMMARY OF DEVELOPMENT HISTORY

As noted above, the property is currently developed with 24 small duplex apartment buildings, each constructed in the early 1950's. Thus a total of 50 dwelling units exist on the property. These units are often referred to as the Knox Boxes. They were not constructed with off street parking. Rossburg Drive has become a defacto parking lot with parking spaces striped into the pavement. Likewise, Knox Road has been converted to a one way street between Rossburg Drive and Guilford Drive in order to provide much needed parking. This has created a traffic pattern in which vehicles seeking to utilize the traffic light at the intersection of US 1 and Knox Road turn onto Hartwick Road from Guilford Drive and then utilize Rossburg to access the two way portion of Knox Road. Upon implementation of this site plan, the Applicant proposes to restore Knox Road to a two way street between Rossburg Drive and Guilford Drive. This will improve the flow of traffic in the area around the property.

5.0 CONFORMANCE WITH GENERAL PURPOSES OF DETAILED SITE PLANS

The general and specific purposes of Detailed Site Plan (DSP) are contained in §27-281(b) and (c) of the Zoning Ordinance, and are expressed 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 Central US 1 Corridor Sector Plan rezoned the Subject Property in 2010 to encourage redevelopment. Standards for such redevelopment were established in the form of the DDOZ Development District Standards. The Applicant proposes to redevelop the Subject Property and conform to the standards of the DDOZ to the extent possible. The design concept presented in this detailed site plan utilizes the Subject Property's natural features and incorporates them into the design. The design also takes into

consideration outside factors into the design, including but not limited to, the pedestrian circulation patterns on the south side of the University of Maryland Campus, the historic and modern architectural styles predominant on the Maryland campus, the height and scale of surrounding development, as well as the desire to create development which is attractive to the students who choose to live at this location. In this regard, attention has been paid to the amenities which will exclusively serve the residents of the project as well as the amenities which will be available to non-residents, such as the village green. The Applicant submits that the Detailed Site Plan is in accordance 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.

6.0 CONFORMANCE WITH PURPOSES OF THE M-U-I ZONE.

Paragraph (b) (1) (B) of Section 27-282 expresses that a DSP proposal needs to "...help fulfill the purposes of the zone in which the land is located." As previously noted, the Property is within the M-U-I Zone, with purposes outlined in Section 27-546.15 (a) and (b):

- (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: The proposed development conforms with the general purposes of the M-U-I zone in that the Subject Property is in an area which is already substantially developed. In fact, the Subject Property is developed and is proposed for redevelopment consistent with the development which has occurred in recent years along the southern boundary of the University of Maryland Campus. The proposed development further conforms with the general purposes of the M-U-I zone in that it was zoned by the Central US 1 Corridor Sector Plan for the purpose of encouraging redevelopment.

The proposed application has also met the specific purposes of the M-U-I zone. The project, in addition to implementing the recommendations of the Sector Plan, presents several innovative planning and design concepts which are only achievable through the M-U-I zone. The pedestrian mews, grand stair and civic green together allow the development to integrate with the existing community and to seamlessly blend into the southern edge of the University of Maryland Campus. The development mixes residential, commercial recreational and opens space elements to enhance the community environment.

7.0 CONFORMANCE WITH SPECIFIC PURPOSES OF THE DETAILED SITE PLAN

Sec. 27-281 (c) lists the specific purposes of a detailed site plan. There are four specific purposes listed, each of which is addressed below:

Sec. 27-281 (c) (1)(A): To show the specific location and delineation of buildings and structures, parking facilities, streets, green areas, and other physical features and land uses proposed for the site.

COMMENT: The submitted Detailed Site Plan demonstrates the location of the commercial retail and the residential uses throughout the Subject Property. The proximity of the uses and

access points will help create functional relationships with both the uses on the property as well as the surrounding uses and help create appropriate pedestrian circulation within along the southern edge of campus.

Sec. 27-281 (c)(1)(B): To show specific grading, planting, sediment control, tree preservation, and storm water management features proposed for the site.

COMMENT: The submitted DSP included in this DSP application shows the specific grading and landscape planting areas proposed for the site. There is an approved stormwater management concept showing the proposed stormwater management obligations for the site. The "massing" shown on the DSP provides an illustration of how the buildings, parking and other features are proposed to be constructed.

Sec. 27-281 (c)(1)(C): To locate and describe the specific recreation facilities proposed, architectural form of buildings, and street furniture (such as lamps, signs, and benches) proposed for the site.

COMMENT: The submitted architectural elevation as well as the DSP included in this application demonstrates the specific recreation facility and building form. Street furnishings are also detailed on the DSP.

The form of the buildings will be consistent with surrounding development. The Sector Plan permits building heights from 4 to 10 stories in the Walkable Node (University) and 2-4 stories in the Corridor Infill areas. Along the south side of Knox Road, the College Park Towers, although more suburban in design because the parking surrounds the buildings, are six stories in height. Along the north side of Knox Road, South Campus Commons is five stories in height, but are topographically higher than the Subject Property. The six story buildings along Knox Road will be architecturally compatible with these adjoining developments. On Hartwick Road, the buildings begin to scale down in size. While still in the Walkable Note (University), the multifamily building reduces to five stories in height (the same as the adjacent office building) while the two family dwellings reduce even further to four stories in height. The property on the south side of Guilford Drive is located in the Corridor Infill area. The buildings have a height of four stories in this area, comparable to the graduate student housing just to the east of the Subject Property.

The orientation of buildings will be such that the "fronts of buildings" will project externally from the Property as this design

allows for the creation of the "pedestrian element". This is essential to the design of a student oriented housing project and is consistent with the vision of the Sector Plan.

Sec. 27-281 (b) (1) (D): To describe any maintenance agreements, covenants, or construction contract documents that are necessary to assure that the Plan is implemented in accordance with the requirements of this Subtitle.

The submitted DSP, Landscape Plan, and Architectural Elevations demonstrate the necessary infrastructure and building form to be implemented ultimately.

8.0 CONFORMANCE WITH ZONING ORDINANCE SECTION 27-546.18

Section 27-546.18 sets forth certain regulations applicable to development in the M-U-I Zone. Specifically, the 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: Does not apply.

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

COMMENT: Does not apply.

- (3) C-S-C Zone regulations apply to hotels and motels and all other uses; and

COMMENT: Does not apply.

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

COMMENT: Does not apply.

(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. (CB-10-2001; CB-42-2003)

COMMENT: Since the owner is proposing a mix of residential and commercial uses in this Detailed Site Plan, 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.

**9.0 CONFORMANCE WITH THE DEVELOPMENT DISTRICT
OVERLAY ZONE STANDARDS OF THE CENTRAL US 1 CORRIDOR
SECTOR PLAN AND REQUEST FOR WAIVERS**

The Central US 1 Corridor DDOZ contain certain Development District Standards. As set forth in the DDOZ, the standards are organized into four main categories (Building Form, Architectural Elements, Sustainability and the Environment and Streets and Open Spaces). Attached hereto as Exhibit "B" is a Development District Standards Analysis. This analysis evaluates conformance of the Detailed Site Plan with each Standard applicable to the Subject Property. While these standards define the character of the new development sought for the area, the standards vary depending on the location of the property. As noted above, all of the Subject Property north of Guilford Drive is located within the Walkable Node (University) Character Area, while the portion of the Subject Property south of Guilford Drive is located in a Corridor Infill Character Area. The design team has addressed conformance with each of the applicable design standards. The analysis of conformance with the Development District Standards indicates that modifications are required to several of the DDOZ design standards. Where the proposed Detailed Site Plan does not conform with a specific standard, a modification to that standard is requested. Modifications of the Development District Standards are permitted through the process described in Section 27-548.25(c) of the Zoning Ordinance:

"If the applicant so requests, the Planning Board may apply development standards which differ from the approved Development District Standards, unless the Sectional Map Amendment provides otherwise. The Planning Board shall find that the alternative Development District Standards will benefit the development and the development district and will

not substantially impair implementation of the Master Plan, Master Plan Amendment, or sector plan."

The modifications of the Development District Standards requested by the Applicant are addressed below.

9.1 BUILDING FORM/STEPBACK/TRANSITIONS AND LANDSCAPE BUFFERS (p. 238)

The DDOZ establishes standards for the building form and its relation to existing residential development. The Design Standard states as follows:

"Generally, compatible buildings and uses should be located adjacent to each other. However, along historically commercial strips, tall buildings often share rear lot lines with residential buildings. Where corridor infill and walkable node areas are across the street from or share a rear property line with an existing residential area, a step-back transition and/or a landscape buffer shall be required for all new development within the corridor infill and walkable node areas.

Step-back transitions are appropriate where corridor infill and walkable node areas are across the street from existing residential areas. This scenario is illustrated in the top two diagrams on this page, where a block that fronts US 1 is across the street from an existing residential block. The tallest buildings shall be located fronting US 1. The development shall step down through the block to a maximum height of two or three stories facing existing residential development. The top image illustrates the use of a mid-block parking garage that is masked by a residential liner building, while the middle image illustrates a surface parking lot that is similarly screened by townhouse liner buildings.

Landscape buffers in combination with step-back transitions are appropriate when corridor infill and walkable node areas share a property line with existing residential areas. This scenario is illustrated in the bottom image on the next page. The buffer area shall be consistent with the standards of the Landscape Manual."

COMMENT: A modification of this requirement is requested because the buildings as designed do not provide step back transitions where walkable node areas are across the street from existing residential areas. As noted in the Development District Standard Analysis, there is existing residential areas across Knox Road and Guilford Drive from the proposed development. Much of the existing

residential development is similar to the "Knox Boxes" which the proposed development is eliminating. This older residential development is not in conformance with the Sector Plan Standards and should not dictate the design of the proposed development. The proposed development site is unique in that it includes three separate blocks of land separated by roadways. The Applicant proposes to step back the height of the development from block to block, achieving the same type of transition encouraged in the Sector Plan. Thus, while buildings "A" and "B", for example, do not step back, building "C" is lower in height, as are the proposed two-over-two townhouses. These building to building step backs ensure compatibility with surrounding development in a manner which conforms with the Sector Plan. As a result, the applicant submits that the modification of the standard proposed in this instance will benefit the development and the development district and will not substantially impair implementation of the Sector Plan.

Block D of the proposed development, located south of Guilford Road, is in the Corridor Infill Character Area and shares a property line with an existing residential area. The Sector Plan only requires a 10 foot side and rear yard building setback in the Corridor Infill Residential Area, but the Design Standards addressing transitions and landscape buffers (Page 238) requires that the Landscape Manual buffers be applied where Corridor Infill Areas share a property line with existing residential development. In this case, the proposed two over two units are attached units which would require a 20 foot building setback and a 10 foot buffer, rather than just a 10 foot building setback. The proposed units on Block D are 20 feet wide . Thus, to provide the required buffer, one building with two units have been removed. This results in a building setback of 30 feet and a landscaped buffer of 20 feet, which would exceed the Landscape Manual requirement, and is the equivalent of the buffer normally required where multifamily development abuts single family detached development.

The Sector Plan also indicates that step back transitions are appropriate in conjunction with the buffer. The two family dwellings are four stories in height, which conforms to the height recommendations of the Sector Plan. The graduate student housing complex across Rosburg Drive is also four stories in height where it abuts the adjacent residential community. Further, the abutting residences, which front on Hunter Lane in the adjacent community, are topographically higher than the subject property. The first

floor elevation of the proposed two over two unit on the subject property is 96' while the two closest abutting homes are have a first floor elevation of approximately 106' and 110', and their existing roof line is currently higher than the existing two and one half story apartment building proposed to be razed. The combination of the additional setback, additional buffer width and existing landscaping will provide an adequate transition between the proposed development and the existing residential community without having to also reduce the height of the proposed buildings.

9.2 BUILDING FORM/CHARACTER AREA 5a (p. 235)

This Standard establishes "build-to" lines to encourage the buildings to be constructed closer to the streets and create a more pedestrian friendly, urban environment. As noted in the attached Analysis, Buildings A and B comply with the 0-12 foot setback requirement along Knox Road and Guilford Drive. Hartwick Road and Guilford Drive curve around Site C (the triangular area between Hartwick Road and Guilford Drive). Portions of Building B do not meet the 0-12 foot setback because a public greenspace is provided where Guilford Drive and Hartwick Road intersect. As noted above, this is the lowest and point of the site and the only appropriate space for such a public green area. The curvature of the roads also prevents some of the buildings on Site C to meet the 0-12 foot setback.

In this instance the modification to the build-to-lines proposed by the applicant will benefit the development and the development district and will not substantially impair implementation of the Sector Plan. The creation of a public green space at the end of the pedestrian mews will enhance the development and the surrounding community. This area will be framed by commercial space which will draw people to the area. The stadium seating leading to this civic green will also allow the space to be programed for student and community events appropriate for the area. The curvature of the roads makes strict compliance of the build-to lines difficult to comply with. However, the building placement conforms with the intent of the Sector Plan and will form an attractive streetscape.

9.3 BUILDING FORM/PARKING LOTS, LOADING & SERVICE AREAS (p. 242)

Buildings A and B provide loading and service areas which are accessed directly from Guilford Drive and Hartwick Road, respectively. The loading and service areas are concealed behind

decorative garage doors. The Development District Standards provide that:

"Loading and service areas shall not be visible from streets, except alleys. These areas shall be located a minimum of 30 feet away from public sidewalks."

COMMENT: The Walkable Node (University) building placement standards require the buildings to be located 0-12 feet from the property line. Thus, an urban form of development is required. The Applicant's design conforms with this standard. The standard for loading and service areas, however, reflects a more suburban standard with an off street driveway accessing a loading area. Given the topography of the site and the design of the proposed buildings, a separate driveway to provide access to a loading area 30 feet from the public sidewalk is not possible. The only building setback provided which is further back from the street than that required by the DDOZ standards is that required to create the civic green, where the building is lined with commercial uses to activate the space and a loading space would not be appropriate.

Locating the loading service areas inside the building as proposed by the applicant will benefit the development and the development district and will not substantially impair implementation of the Sector Plan. As noted above, the Sector Plan encourages an urban form of development in the Walkable Node (University), with buildings as close to the street as possible. The Applicant's design conforms with the plan in this regard. In urban settings, loading spaces located within the building are common. Generally, the requirement to locate the loading space 30 feet off of the sidewalk is intended to provide room for delivery vehicles to turn around out of the right of way rather than to back up into a roadway with two way traffic. In this case, Guilford Drive is a divided roadway and Hartwick Road is a less traveled roadway. Most traffic utilizing Hartwick Road now is traveling to Rossburg Drive to get to Knox Road. With Knox Road becoming two way, much of this traffic will be eliminated. Finally, the options for providing a loading service area convenient to the main commercial space are limited without jeopardizing the overall design, which conforms to the Sector Plan. The topography of the site limits possible loading spaces access points to Guilford Drive or Hartwick Road. Given the limitations of the site presented by the topography, the requirement to provide a more urban environment, and the one way traffic on Guilford Drive and the reduced traffic on Hartwick Road, the modification to the DDOZ

standard (to provide less than a 30 foot setback from the sidewalk) is appropriate.

9.4 STRUCTURED PARKING (p. 243)

The Sector Plan sets forth requirements for structured parking. One of the requirements is that "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." A single parking garage is proposed on the DSP. The closest point of the structure is located 38.6 feet from the Knox Road property line and 58 feet from the Hartwick Road property line. An amendment is requested to allow the parking garage to be within 50 feet of the Knox Road property line. As required by the Sector Plan, the proposed DSP does provide liner buildings between the parking structure and the property line. However, townhouse style units are proposed in order to provide more diversity in housing options. These townhouse style units will be accessed directly from Knox Road and not from multifamily building B. These units are not 50 feet deep, and thus the garage is not set back 50 feet. Since the garage is screened from the right of way as required by the Sector Plan through the use of liner buildings, the intent of the Sector Plan requirement is satisfied and an amendment is requested for this slight variation.

9.5 COMMERCIAL SIGNS

The DSP proposes to include two freestanding monument signs and signs attached to Buildings A and B identifying the project. One freestanding sign is located on Knox Road and one is located on Hartwick Drive. The Sector Plan does not provide for freestanding signs of any type, thus an amendment to allow the two monument signs is requested. Each of the monument signs proposed measures 18.5' wide and 4.5' tall (83.25 square feet). They are intended to identify the project and are intended to be an integral part of the project design. An amendment to allow two modest free standing monument signs to identify the project will benefit the development and the development district and will not substantially impair implementation of the Sector Plan. The proposed project will add additional student housing to this area south of campus. Identifying the project at street level will allow visitors and

parents to easily locate the project. With the commercial component intended to attract visitors to the site, some identification is needed. The proposed signage is appropriate in scale and will not detract from the streetscape along Knox Road or Hartwick Drive in any way.

The area of the building mounted signs is limited to 10% of the facade area of the commercial portion of a building facade. The commercial portion of the building facade of Building A is 5408 square feet, which allows a total signage area of 540 square feet. The commercial portion of the building facade of Building B is 3403 square feet, allowing a total signage area of 340 square feet. The proposed on building signage is as follows:

Building A:

- A1 - Project ID sign on Building - 70 SF (qty: 2)= 140 sf
- A2 - Retail/Restaurant Tenant ID - 150 SF (qty: 2)= 300 sf

Building B:

- B1 - Building Entrance ID - 30 SF (qty: 3)= 90 sf
- B2 - Retail/Restaurant Tenant ID - 60 SF (qty:7)= 420
- B3 - Project Site Directional - 10 SF (qty: 5)= 50 sf
- B4 - Leasing Office - 35 SF (qty: 1)
- P1 - Parking Garage Entrance Blade Sign - 30 SF (qty: 1)
- P2 - Parking Entrance sign on Wall - 60 SF (qty: 1)

Building C

- C1 - Building Entrance ID - 25 SF (qty: 1)

Thus the total signage on Building A is 440 square feet and the total building mounted signage on Building B is 625 square feet. The on building signage on Building A is within the allowable size range specified by the Sector Plan. The sign area on Buildings B and C exceed the allowable sign areas.

The signage proposed for Building B, while it exceeds the allowable sign area, mostly contains directional signage. The signage proposed is necessary to identify the building and the various commercial tenant spaces. The signage proposed for Building C also

requires an amendment because Building C does not contain any retail commercial facade. The only signage proposed for Building C is an entrance identification sign. The amendments necessary to allow the proposed signage will not impair the integrity of the Sector Plan because the signage has been designed in a coordinated manner and will enhance visitors' ability to locate and enter the appropriate spaces within the building.

9.6 SUSTAINABILITY AND THE ENVIRONMENT (p.256)

The DDOZ sets forth several guidelines or standards related to sustainability and the environment. Some of these guidelines or standards are mandatory, while some are recommendations. For example, one mandatory standard is that the development within the walkable nodes obtain a silver LEED certification. The Applicant proposes to comply with this requirement by obtaining a LEED for Neighborhood Development Certification. The initial DSP submission included a LEED scorecard utilizing the new construction rating system. However, the Sector Plan states that "Development comprised of several buildings should pursue LEED for Neighborhood Development Certification." Although not a requirement, the applicant has now refined the plans to the point where it is confident that it can achieve a Silver LEED Certification in Neighborhood Development. A revised scorecard under the Neighborhood Development rating system is included with the revised submission. It is noted, however, that the eight buildings (16 units) on the south side of Guilford Drive are only being entitled by the applicant but will be constructed by the existing property owner. Thus, the Applicant cannot be responsible for achieving LEEDs Certification for these units. As a result, a separate scorecard is being submitted showing that these units will achieve a Silver certification under the new construction rating system.

9.7 STREET AND OPEN SPACES (p. 263.)

The DDOZ standards establish **guidelines** for the streetscape within the various character areas. In this area, the Sector Plan encourages wide sidewalks 12-20 feet in width. However, these sidewalk widths may vary to fulfill the vision of the Sector Plan. Further guidance is found on Page 65 of the Sector Plan, which says that sidewalks on the side streets in the Walkable Nodes should be 6-10 feet in width.

COMMENT: As the first redevelopment project on the south side of the University of Maryland Campus, the Applicant intends to create a pedestrian oriented and bicycle friendly environment. The Applicant has submitted a proposed streetscape design that fulfills the vision of the Sector Plan. Some of the features of this plan include a strong pedestrian connection in a north-south direction through the site linking Knox Road to Hartwick Road and Guilford Road. The grand stairs have been redesigned to incorporate a bicycle lane to make it easy for students to walk their bicycles up and down the stairs. There is sufficient right of way to accommodate wider sidewalks, bicycles and possibly on-street parking. At the pedestrian entrance to the project, there is an extremely wide and inviting pedestrian space where some of the proposed commercial is located. Outdoor seating is planned in this location in conjunction with the anticipated tenants. This pedestrian area will then transition into the existing streetscape leading to Knox Road. Raised crosswalks will be provided with special paving to mark the main pedestrian links. The ultimate determination as to the streetscape, and whether on street parking is provided will be made by the City of College Park, as the right of way is within its jurisdictions. As a result, to the extent that the final streetscape design differs from strict conformance with the Sector Plan, the Applicant requests an amendment to the design standards. As noted above, the site is on a north-south pedestrian axis which connects students to McKeldin Mall. McKeldin Mall is a nine acre academic mall which is the largest in the United States and is the center of campus. This north-south axis is extended through the site along the central mews to the civic green. This will be the predominant pedestrian path and ample sidewalk width is being provided. As designed, with the modifications to the DDOZ standards proposed, the site will benefit the development and the development district and will not substantially impair implementation of the Sector Plan.

9.8 STREET LIGHTING (p. 266)

The Sector Plan regulates street lighting. Specifically, "Light fixtures in the walkable node and corridor infill areas shall be closely spaced (generally not more than 30 feet on center) to provide appropriate levels of illumination." The streetscape design for the project provides adequate lighting, but the lights are not 30 feet on center. Adding more street lighting will result

in removing landscaping, which is not in the best interest of the project. The Applicant believes that the proper balance has been struck between tree canopy and lighting. To the extent that the plan is not in strict conformance with the Sector Plan regarding spacing, an amendment is requested. The amendment requested will benefit the development and the development district and will not substantially impair implementation of the Sector Plan. The goal of the Sector Plan is to provide appropriate levels of illumination. The Applicant has provided that. Thus an amendment to strike the proper balance between lighting and landscaping implements the Sector Plan vision.

9.9 LIGHTING TYPES AND CONFIGURATIONS (p. 267)

The Sector Plan specifies specific types of lighting within the various character areas, and establishes the following guideline:

"Lighting fixtures shall be appropriately chosen for the character area within which they are located; the diagram and standards below shall be used as a guide to selecting fixtures."

COMMENT: The Applicant has chosen lighting fixtures which are consistent which match the adjacent site. Since the purpose of the standard is to provide consistent, high quality lighting, any modification of the lighting specified in the Sector Plan serves to enhance the area and be consistent with the intent of the Sector Plan. As a result, the lighting styles specified by the Applicant will benefit the development and the development district.

10. CONCLUSION

Based on the above, the Applicant submits that with the modifications requested, the proposed development conforms with the DDOZ Design Guidelines and Standards. In addition, the proposed Detailed Site 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. With the modifications requested, the proposed development conforms with the DDOZ Design Guidelines and Standards.

Respectfully Submitted

A handwritten signature in black ink, appearing to read "Thomas H. Haller". The signature is written in a cursive style with a large initial "T".

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