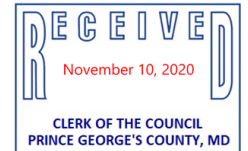


November 10, 2020



Core Campus Manager, LLC
1643 N. Milwaukee, 5th Floor
Chicago, IL 60647

Re: Notification of Planning Board Action on
Detailed Site Plan DSP-19054
The Hub At College Park

Dear Applicant:

This is to advise you that, on **November 5, 2020**, the above-referenced Detailed Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Section 27-290, the Planning Board's decision will become final 30 calendar days after the date of this final notice of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the Planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland; or
2. Within the 30 days (or other period specified by Section 27-291), the District Council decides, on its own motion, to review the action of the Planning Board.

(You should be aware that you will have to reactivate any permits pending the outcome of this case. If the approved plans differ from the ones originally submitted with your permit, you are required to amend the permit by submitting copies of the approved plans. For information regarding reactivating permits, you should call the County's Permit Office at 301-636-2050.)

Please direct any future communication or inquiries regarding this matter to Ms. Donna J. Brown, Acting Clerk of the County Council, at 301-952-3600.

Sincerely,
James R. Hunt, Chief
Development Review Division

By: 
Reviewer

Attachment: PGCPB Resolution No. **2020-148**

cc: Donna J. Brown, Acting Clerk of the County Council
Persons of Record

RESOLUTION

WHEREAS, the Prince George’s County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George’s County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on October 15, 2020, regarding Detailed Site Plan DSP-19054 for The HUB at College Park, the Planning Board finds:

1. **Request:** The detailed site plan (DSP) requests to construct a mixed-use building with 161 multifamily dwelling units and 1,022 square feet of ground floor commercial retail.
2. **Development Data Summary**

	EXISTING	APPROVED
Zone(s)	M-U-I/D-D-O	M-U-I/D-D-O
Use(s)	Multifamily Residential	Multifamily Residential/ Commercial Retail
Acreage	0.72	0.72
Lots	6	0
Parcels	0	1
Square Footage/GFA	3,484 (to be razed)	242,044
Dwelling Units	0	161
1 Bedroom		46
2 Bedroom		21
3 Bedroom		0
4 Bedroom		94

Other Development Data

Parking Requirements per the Sector Plan

Uses			Spaces Required
Walkable Node	161 dwelling units	1 space per dwelling unit	161
	1,022 sq. ft. retail	3 spaces per 1,000 sq. ft.	3
Total Parking Required			164
Total with Shared Parking		Shared Parking Factor=1.2*	137
Total Parking Provided			94**
Standard spaces (9.5 x 19 feet)			56
Parallel spaces (8 x 22 feet)			3
Compact Parking (8 x 19 feet)			15
Compact parking (8 x 16.5 feet)			16
Handicap Van-accessible			4

Notes: *Mixed-use developments may use a shared parking factor to determine a reduction in the number of required parking spaces. The applicant has chosen to utilize the shared parking factor to reduce the parking requirement from 164 spaces to 137 spaces.

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

Bicycle Spaces per the Sector Plan

Required (1 space per 3 parking spaces)	46
Provided	80
Interior	77
Exterior	3

Loading Spaces (per Section 27-546.18(b)* of the Zoning Ordinance)

Residential / Retail	0 spaces*
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Note: *The 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* does not have a standard for required loading spaces. Therefore, per the Mixed Use-Infill Zone regulations, when a mix of residential and commercial uses is proposed on a single parcel, the site plan shall set out the regulations to be followed. The subject site plan proposes no loading spaces, which the Planning Board finds as sufficient given the limited number of units and commercial space.

3. **Location:** The subject site is located on the north side of Knox Road, approximately 200 feet east of its intersection with Guilford Drive. The subject property is also located in Planning Area 66 and in Council District 3, within the City of College Park. The property is made up of six lots: Lots 7–12, Block G, Lord Calvert Manor, totaling 0.72 acre, which was recorded among the Prince George’s County Land Records at Plat Book WWW21 Page 96, in 1952.
4. **Surrounding Uses:** The property is bound to the north by Lehigh Road, a private road that is part of the University of Maryland College Park campus, and beyond by a dormitory South Campus Commons, which is zoned Rural Residential. The surrounding land uses include a fraternity house to the east, to the west is a multifamily building, and to the south is Knox Road, with commercial and residential land uses (Terrapin Row) beyond. All surrounding properties to the east, south, and west are in the Mixed Use-Infill (M-U-I) and Development District Overlay (D-D-O) Zones.
5. **Previous Approvals:** The property is currently developed with two residential duplex buildings used for student housing, which are to be razed. The properties were platted in 1952.

On October 8, 2020, Preliminary Plan of Subdivision (PPS) 4-20014, is scheduled to be heard by the Prince George’s County Planning Board.

6. **Design Features:** The applicant proposes to raze two, 3-story, residential duplex buildings on the site and a construct a single, mixed-use building with 161 multifamily dwelling units and 1,022 square feet of commercial retail uses. The applicant has indicated that the dwelling units will be marketed to the student population. The proposed 9-story building will have frontage on Knox Road and Lehigh Road and include two levels of below-grade parking. The site gains elevation as it moves west to east along Knox Road, and Lehigh Road is 20 feet higher than Knox Road. The Lehigh Road frontage will have one story below grade, as the building is cut into the slope, and a retaining wall will surround the building on three sides with maximum height of 16 feet in the northeast corner.

Architecture

The building façade will be made up of brick masonry, metal, and glass elements. The building will use grey metal panels on the 8th and 9th stories to cap the building. The southeast portion of the building provides additional grey metal panels on the 7th story as well to reduce the perceived height along the Knox Road frontage as the site elevations increase on the east side of the property. The north façade will have five fully visible stories of brick façade and the top two stories will have a grey metal giving a similar view as the southeast portion of the building. The City of College Park has expressed that they would prefer that the grey paneling be replaced on the southeast portion of the building with brick. The applicant is requesting an amendment for the allowed height and other development district standards, as discussed in Finding 7 below.

The buildings will be oriented towards Knox Road, and will have pedestrian access from the second level of the building via a bridge to Lehigh Road on the University of Maryland campus. The main pedestrian entrance will be located on the southeast end of the Knox Road frontage and

will have a large canopy with a partially raised outdoor terrace. The above ground transformer just to the east of the primary entrance will be wrapped with art that will be integrated into a wall mural on the eastern elevation. A two-level, 94-space parking garage will have access from a 21-foot curb cut on the western end of the Knox Road frontage. Private balconies will be provided on the upper stories and on the southeast portion of the building. Ground floor units will also have private terraces. A T-shaped light well will break the Knox Road façade into two distinct masses and provide light and air to interior units.

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

- a. Fitness center and spa including fitness machines, on-demand fitness, sauna, yoga room, gym, and turf flooring.
- b. Clubhouse on Level 8 (terrace), including televisions; game tables; kitchenette.
- c. Roof deck on Level 8 (terrace) including oversized hot tub, outdoor kitchen, trellises, and furniture.

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

Signage—The applicant proposes two signs on the building. One will be located on the top northwest corner of the building and the other will be attached above the entrance canopy along Knox Road. The submitted sign plan for the project includes square footage, but not all the details necessary to fully evaluate conformance with the sign requirements of the D-D-O Zone. A condition has been included herein that, prior to certificate approval, requires the applicant provide scaled details of all the signs and elevation drawings showing their location on the façades, in accordance with the applicable sign requirements.

Site Details—Details on the site plan include various paving types, trash receptacles, retaining walls, transformer screens, and bike racks. The Planning Board requires that the proposed bike rack be replaced with at least two inverted-U bike racks, and that the transformer screens have a design that is cohesive with the building mural.

Green Building Techniques—The 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (Central US 1 Corridor Sector Plan and SMA) requires the project to be Leadership in Energy and Environmental Design (LEED) certified at a minimum of the Silver level. The applicant has requested an amendment from this standard, as discussed in Finding 7 below, but is providing a green roof on the southwest part of the building that will cover roughly a quarter of the building.

COMPLIANCE WITH EVALUATION CRITERIA

7. **2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone:** The Central US 1 Corridor Sector Plan and SMA defines long-range land use and development policies, detailed zoning changes, design standards, and a D-D-O Zone for the US 1 Corridor area. The land use concept for the sector plan divides the corridor into four interrelated areas, walkable nodes, corridor infill, existing neighborhoods, and natural areas, 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 the Hollywood Commercial District. The overall vision of the Central US 1 Corridor is a vibrant hub of activity highlighted by walkable concentrations of pedestrian and transit oriented, mixed-use development; integration of the natural and built environments; extensive use of sustainable design techniques; thriving residential communities; a complete and balanced transportation network; and a world-class educational institution.

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

Requests to Amend Development District Standards

The submitted application and statement of justification indicate the need to deviate from several development district standards, in order to accomplish a uniform development on the subject property that is split between character areas. In accordance with Section 27-548.25(c), Site Plan Approval, of the Prince George's County Zoning Ordinance, if the applicant so requests, the Planning Board may apply development standards which differ from the approved development district standards. These alternate standards may be approved if they can be found to benefit the development and the development district and will not substantially impair implementation of the master plan, master plan amendment, or sector plan. The applicant is requesting the following modifications from the development district standards in Character Area 5A–Walkable Nodes (all page numbers reference the sector plan):

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

The proposed 9-story building height would conform to the Walkable Node (University) height provisions, but a 3-story amendment is required in the Walkable Node.

The applicant's justification is that the plan and County policies promote density at this location because of the proximity to the University of Maryland campus. In addition, the topography of the site changes 20 feet from one end to the other, and the proposed building will be the same height as the 6-story building to the south and 5-story building to the north. The building is twice as big as the existing buildings to the east and west, which are 4 stories. The applicant is also providing a 7-foot step-back to reduce the perceived height along Knox Road. The Planning Board approves this amendment.

- b. **Page 239–Building Form/Parking:** In the Walkable Node, the number of spaces required is one space per dwelling unit and three spaces per 1,000 square feet of retail. The total number of spaces required using the shared parking factor is 137 spaces. In this instance, the applicant is proposing 94 parking spaces. Thus, a modification of 43 parking spaces is required.

The applicant argues that because this development abuts the University of Maryland campus, it will be primarily occupied by college students, and the popularity of ride sharing will mitigate the requested reduction in parking spaces. Because of these reasons, the Sector Plan's emphasis on walkability, and the additional 29 bicycle spaces proposed over the requirement, as well as support of the University and City, the Planning Board approves this amendment.

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

The applicant proposes no setback of the parking garage from the property lines because the garage is the podium to the building above, not internal to the site. For this construction type and lot depth, it would be infeasible to set back the garage 50 feet from the property line. The Planning Board approves this amendment.

- d. **Page 246 – Building Form/Facades and Storefronts:** A building facing a street shall contain transparent windows covering 70 percent of the wall area and the applicant seeks to reduce the window area to 40 percent.

Due to the grade change across the site, the ground floor transitions between two building levels, which makes it difficult to strictly measure this standard. Furthermore, this standard is intended for commercial/retail uses on the ground floor, not residential. At the main entry level of this building, residential units occupy more façade area than commercial or public uses. Storefront windows and doors are not suitable for the residential units. The building's design does incorporate appropriate residential windows for the units, which meet the intent of façade porosity at the ground level. The Planning Board approves the applicant's request for a modification, and the alternative design standard should not be detrimental to the intent of the plan.

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

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

- f. **Page 226 - Section 4.1 Landscape Manual – Residential Requirements:** To allow 100 percent evergreen and ornamental trees on the site.

The provisions of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) regarding alternative compliance, commercial and industrial landscaped strip requirements, parking lot requirements, and buffering incompatible uses do not apply within the development district. All other standards and regulations of the Landscape Manual apply, as necessary. Section 4.1 of the Landscape Manual requires on-site planting within the green area for multifamily residential development. Shade trees are required, but evergreen or ornamental trees may be substituted at a two-to-one ratio, but only for one-quarter of the requirement. The applicant's justification for providing the entire requirement in evergreen and ornamental trees is that since the building is cut into a hill and has retaining walls on three sides, shade trees are not viable and the confined space limits the placement of these trees. The evergreen and ornamental trees will still meet the purposes of providing privacy and reducing negative effects. The Planning Board approves this amendment.

8. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-U-I Zone; Airport Compatibility, Part 10B; and the requirements of the D-D-O Zone.

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

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

(1) **The site plan meets all approval requirements in Part 3, Division 9;**

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

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

- (3) **Proposed uses on the property will be compatible with one another,**

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

The application proposes a mixture of multifamily residential and commercial/retail uses in a vertical mixed-use format, in a large building. The building will be targeted towards students, as is the adjacent student housing on the University of Maryland campus to the north. There are 4-story multifamily uses to the east and west. To the south is a 5-story mixed-use project. The developer has designed each of the components of the development to be compatible internally and externally. The height of the building exceeds the development standards and is much taller than the existing buildings to the east and west, but is similar to other surrounding buildings.

- (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;**

The adjacent properties to the east and west are developed with 4-story multifamily buildings. The adjacent property to the north is a 6-story student dormitory. The single building and uses proposed for the subject site are aligned with the vision and intent of the sector plan and development district, and is purposefully not compatible in size, height, and massing to existing buildings on adjacent properties to the east and west. However, the proposed building is compatible with other similar redevelopment projects in the US 1 Corridor, within the development district.

- (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;**

The primary façade of the building faces Knox Road, which is the property's only frontage, although the building is in close proximity to the University of Maryland campus and provides direct pedestrian access to Lehigh Road on the campus. Retail, residential entrances, and residential amenities face Knox Road. Sidewalks are provided along Knox Road, but the pedestrian connection, via a bridge, to the north will terminate in the middle of the block on the south side of Lehigh Road. There is one vehicular access to the garage from Knox Road, which will require the crossing of one driveway apron. The Planning Board requires a crosswalk and tabletop at this location as they have done with other projects in the development district.

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

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

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

The materials and colors selected to face the proposed building are compatible with those utilized in similar scale developments recently constructed within the development district.

The materials proposed include a mix of colored brick masonry and metal panels, in neutral tones of red and grey, and glass. Trim, coping, and other detail elements are provided in darker complimentary tones and materials, as well.

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

The DSP proposes decorative metal screens around transformers just to the east of the retail and residential entrances. The screens meet the screening requirement of Section 4.4 of the Landscape Manual. The applicant shows that the screens will be painted to be integrated into or compliment a mural on the building adjacent to the transformers. This will help to make the transformer location seem purposeful and not an afterthought.

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

The signs conform to the applicable development district standards.

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

(i) Hours of operation or deliveries;

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

(ii) Location of activities with potential adverse impacts;

Loading of trash will be located internal to the building on Knox Road.

(iii) Location and use of trash receptacles;

The proposed trash receptacles are located internally to the building and have no adverse impact on adjacent properties.

(iv) Location of loading and delivery spaces;

The applicant does not propose loading spaces on-site. On-site access and circulation has been evaluated and found acceptable by the Transportation Planning Section

(TPS). Any loading will happen from Knox Road or within the parking garage, but no designated space is provided, nor is one required by the D-D-O.

(v) Light intensity and hours of illumination; and

The site plan provides a photometric plan for the on-site lighting, confirming that there are minimal adverse impacts on adjacent properties and the surrounding neighborhood.

(vi) Location and use of outdoor vending machines.

The subject DSP does not propose any outdoor vending machines.

- b. The subject application is mostly located within Aviation Policy Area (APA) 6 under the traffic pattern for the small general aviation airport, 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.**

The height of the building included in the subject project exceeds the building height restriction of APA-6, and the applicant has to provide a letter as proof of compliance with Federal Aviation Regulation (FAR) Part 77.

9. **Preliminary Plan of Subdivision 4-20014:** PPS 4-20014 was approved by the Planning Board on October 8, 2020 (PGCPB Resolution No. 2020-147) with 10 conditions, of which four are applicable to the review of this DSP and warrant discussion, as follows:

2. **Prior to certification of any detailed site plan, the applicant shall illustrate the location, limits, specifications, and details of the required on-site facilities necessary to meet pedestrian and bicyclist adequacy throughout the subdivision, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations. These facilities shall include:**

- a. **Streetscape improvements, that include exterior inverted U-style bicycle racks, long-term bicycle parking interior to the building, lighting, benches, bicycle fix-it station, and trash receptacles.**
- b. **Width of the pedestrian bridge to be at least 5-foot-wide to comply with Americans with Disabilities Act standards.**

The requested exhibit will need to be provided, prior to certification of the DSP, as conditioned herein.

- 3. **Total development within the subject property shall be limited to uses that would generate no more than 62 AM and 81 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new PPS, with a new determination of the adequacy of transportation facilities.**

This condition establishes an overall trip cap for the subject property of 62 AM and 81 PM peak-hour trips. The proposed mixed-use building with 477 beds for student housing and retail space totaling 1,022 square feet would generate 62 AM and 81 PM peak-hour trips, as noted in the table below. The proposal complies with this condition.

Trip Generation Summary: DSP-19054: Hub at College Park								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Student Housing	477	Beds	14	48	62	48	33	81
Retail/Restaurant	1,022	square feet	0	0	0	0	0	0
Total Trips for DSP-19054			14	48	62	48	33	81
Trip Cap: PPS 4-20014					62			81

It is noted that during PPS review, the traffic study describes the small retail space as ancillary. While the use is not ancillary, as defined in Subtitle 27 of the Prince George’s County Code, the intent is to suggest that the retail component will not independently generate vehicle trips. A coffee outlet or similar type of student-oriented retail establishment of 1,022 square feet is likely to attract all (or nearly all) of its patronage from the subject building or other adjacent buildings, and few if any vehicle trips from beyond the immediate area, and TPS staff accepted that premise in establishing a trip cap for this site.

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

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

As discussed in Finding 6, an adequate and appropriate package of private recreational facilities have been provided, in accordance with the Prince George's County Parks and Recreation Facilities Guidelines. These facilities include a gym, yoga room, sauna, and a rooftop amenity space with club room and hot tub. A condition of approval of this DSP requires the applicant to demonstrate that all proposed recreational facilities have been satisfactorily provided, prior to final certificate of occupancy of the building.

10. **2010 Prince George's County Landscape Manual:** The Central US 1 Corridor Sector Plan and SMA states that Sections 4.2, 4.3, and 4.7 of the Landscape Manual do not apply within the development district (page 226). Therefore, the proposed development is only subject to the requirements of Sections 4.1, 4.4, and 4.9 of the Landscape Manual. Schedules have been provided for Sections 4.1 and 4.9. The Planning Board has reviewed the submitted plans against the requirements of the sections and found them to be in conformance with the requirements with exception of the requested amendment detailed in Finding 7 above. In addition, a review of the plans finds that the applicant has conformed to the requirements of Section 4.4, Screening Requirements.
11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is exempt from the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property contains less than 10,000 square feet of woodland and has no previous tree conservation plan approvals. A standard Letter of Exemption (S-131-2019) from the WCO was issued for this site, which expires on September 6, 2021. No additional information is required regarding woodland conservation.
12. **Prince George's County Tree Canopy Coverage Ordinance:** The subject site is located in the M-U-I Zone and a 10 percent tree canopy coverage requirement applies per Section 25-128(b) of the Tree Canopy Coverage Ordinance. This amounts to approximately 0.07 acre, or 3,136 square feet, to be provided in the tree canopy coverage. The subject DSP provides the appropriate schedule, showing on-site plantings and street trees along the Knox Road frontage meeting the requirement, which is allowed.
13. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and incorporated herein by reference:
 - a. **Historic Preservation and Archeological Review**—The Planning Board reviewed a memorandum dated June 17, 2020 (Stabler to Hurlbutt), which provided that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to

any Prince George's County historic sites or resources. This proposal will not impact any historic sites, historic resources, or known archeological sites. A Phase I archeology survey is not recommended.

- b. **Community Planning**—The Planning Board reviewed a memorandum dated September 14, 2020 (Hartfield to Hurlbutt), which provided an analysis of the subject DSP's conformance with the recommendations of the 2014 *Plan Prince George's 2035 Approved General Plan*, the applicable aviation policy area, the Central US 1 Corridor Sector Plan and SMA, and an analysis of the proposed alternative development district standards requirements, as included in Findings 7 and 8 above.
- c. **Transportation Planning**—The Planning Board reviewed a memorandum dated September 11, 2020 (Masog to Hurlbutt), which offered that access and circulation are acceptable. The number and locations of points of access are consistent with those reviewed and recommended for approval with the PPS. The site is not within, or adjacent to, any master plan transportation facilities.

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

- d. **Trails**—The Planning Board reviewed a memorandum dated September 14, 2020 (Smith and Hurlbutt), which offered the following summarized comments regarding the subject project:

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

- e. **Permits**—There are no permits-related comments on the subject application.
- f. **Environmental Planning**—The Planning Board reviewed a memorandum received September 11, 2020 (Juba to Hurlbutt), which offered the following:

Natural Resources Inventory/Existing Conditions

The site has an approved Natural Resources Inventory Plan (NRI-104-2019-01), which correctly shows the existing conditions of the property. No specimen or historic trees are associated with this site. This site is not associated with any regulated environmental features, such as streams, wetlands, 100-year floodplain or associated buffers. The site is not within the primary management area.

Soils

The predominant soils found to occur, according to the U.S. Department of Agriculture, Natural Resource Conservation Service Web Soil Survey, include Urban Land-Christiana-Downer complex (5–15% slopes); and Urban Land-Russett-Christiana complex (0–2% slopes). Unsafe soils containing Christiana complexes have been identified on-site. No unsafe soils containing Marlboro clay have been identified on or within the immediate vicinity of this property.

As part of the referral process, this case was referred to the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE) for review regarding the unsafe soils on-site. In an email dated July 28, 2020, DPIE stated that, in general, anytime the slope toe (not its top) is being loaded, the outcome will be a more stable land because the resistive forces against slope movement will increase. The email further contemplated several scenarios based on the possibility of different design elements.

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

Stormwater Management

An approved Stormwater Management (SWM) Concept Plan and letter (48561-2019-001) from DPIE was submitted with this application. The SWM concept plan shows the use of seven micro-bioretenion structures and one underground storage vault.

- g. **Prince George’s County Fire/EMS Department**—The Fire/EMS Department did not provide comments on the subject project.
- h. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—The Planning Board reviewed a memorandum dated July 24, 2020, in which DPIE offered numerous comments that will be addressed through DPIE’s separate permitting process.
- i. **Prince George’s County Police Department**—The Planning Board reviewed a letter dated June 17, 2020, (Contic to Hurlbutt), in which the Police Department stated they had no comment.
- j. **Prince George’s Health Department**—The Planning Board reviewed a letter dated September 9, 2020, (Adepoju to Hurlbutt), in which the Health Department offered comments on the subject application, which have been forwarded to the applicant.
- k. **Maryland State Highway Administration (SHA)**— SHA did not provide comments on the subject project.

- l. **Washington Suburban Sanitary Commission (WSSC)**—The Planning Board reviewed a letter received on November 8, 2019 (Madagu to Hurlbutt), in which WSSC offered numerous comments regarding the subject project, which will be addressed through their separate permitting process.
 - m. **City of College Park**—The Planning Board reviewed a letter dated September 29, 2020 (Schum to Hewlett), it was noted that the City of College Park City Council, at their meeting on September 22, 2020, voted 8-0-1 to recommend approval of DSP-19054 with conditions, and approval of the requested alternative development district standards, to increase building height, decrease number of parking spaces, use of NGBS instead of LEED, and decrease in loading spaces. The relative conditions have been added to this staff report.
 - n. **City of Greenbelt**—The City of Greenbelt did not provide comments on the subject project.
 - o. **Town of Berwyn Heights**—The Town of Berwyn Height did not provide comments regarding the subject project.
 - p. **Verizon**—The Planning Board reviewed an email received on June 10, 2020 (Higdon to Hurlbutt), Verizon offered no comments regarding the subject project.
 - q. **University of Maryland**—The Planning Board reviewed a letter received on October 11, 2020, (Maginnis to Hewlett), in which the University provided their support for the project.
- 14.** The subject application adequately takes into consideration the requirements of the D-D-O Zone and the Central US 1 Corridor Sector Plan and SMA. The amendments to the development district standards required for this development would benefit the development and the development district, as required by Section 27-548.25(c), and would not substantially impair implementation of the sector plan.
- Based on the foregoing and as required by Section 27-285(b)(1), the DSP, if approved with conditions, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
- 15.** Per Section 27-285(b)(4), which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:
- (4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

There are no regulated environmental features on the subject property; therefore, this finding is not applicable.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Detailed Site Plan DSP-19054 for the above described land, subject to the following conditions:

- A. APPROVAL of the alternative development district standards for:
1. **Page 234–Building Form/Character Area 5A/Walkable Nodes/Building Height:** To increase building height from six stories to nine stories and to allow covered parking to be provided in the second layer.
 2. **Page 239–Building Form/Parking:** To decrease the number of required parking spaces by 43 spaces.
 3. **Page 243–Building Form/Structured Parking:** To allow a below-grade parking structure at the property line.
 4. **Page 246–Building Form/Facades and Storefronts:** Reduce transparent windows to cover 40 percent of the building wall facing a street.
 5. **Page 256–Sustainability and the Environment/Leadership in Energy and Environmental Design (LEED) Certification:** To allow for National Green Building Standard Silver certification.
 6. **Page 226–Section 4.1 Landscape Manual – Residential Requirements:** To allow 100 percent evergreen and ornamental trees on the site, instead of shade trees.
- B. APPROVAL of Detailed Site Plan DSP-19054 for The Hub at College Park, subject to the following conditions:
1. Prior to certification, the applicant shall revise the plans as follows, or provide the specified documentation:
 - a. Correct the number of bicycle parking spaces to include exterior racks.
 - b. Provide 3 inverted-U bicycle racks to replace the Broadway rack near the main entrance and revise the detail.
 - c. Provide Americans with Disabilities Act access to the residential and retail entrances on Knox Road.

- d. Designate and reserve a minimum of 3 retail-only parking spaces in the parking garage near the exterior access walkway.
- e. Provide Americans with Disabilities Act-compliant curb cuts and crosswalks, where needed, and a tabletop crosswalk in front of the garage entrance subject to engineering and grading feasibility. If the tabletop crosswalk in front of the garage entrance is not feasible, provide other decorative paving to distinguish this crosswalk in front of the garage
- f. Correct the unit type counts to show consistency between the architecture plans and site plan relative to three-bedroom units.
- g. Indicate that retail glass windows will be clear glass.
- h. Provide a sign table listing the number of signs, size, material, lighting, and their location on the façades, in accordance with the applicable Development District Overlay Zone standards.
- i. Provide a letter from the Maryland Aviation Administration and/or the Federal Aviation Administration that demonstrates compliance with Zoning Ordinance Section 27-548.42 (Aviation Policy Area (APA-6) Height Restrictions-no obstruction over 198-feet Above Mean Sea Level) or obtain a variance in compliance with COMAR 11.03.05.06 with a finding that the height does not endanger the public health, safety and welfare, or revise the site plan to lower the height of the building to be compliant.
- j. Revise the detailed site plan, or provide an exhibit, in conformance with Preliminary Plan of Subdivision 4-20014, Condition 2.
- k. Provide a matrix demonstrating National Green Building Standard, Silver level is equivalent to LEED Silver, and how it will be achieved for the proposed development.
- l. Provide a streetscape detail for the pedestrian lighting fixtures to match the lighting fixtures along the southern side of Knox Road.
- m. Provide at least one electric car-charging station and infrastructure for the expansion of additional charging stations.
- n. Provide a crosswalk connecting the sidewalk on the north side of Lehigh Road to connect to the pedestrian bridge on the north side of the building, subject to the approval of the University of Maryland.

- o. Remove the note from the landscape plan that states “In addition, Section 4.4 is not applicable because loading, trash facilities, and mechanical equipment are all proposed within the building.”
 - p. Correct the landscape schedule and Schedule 4.1 to reflect the landscape plan.
 - q. Replace the metal panels at the 7th story (top floor) of the eastern side of the Knox Road façade with brick to provide a consistent 7 stories of brick on all façades of the building.
2. Prior to issuance of the final certificate of occupancy of the building, the applicant shall demonstrate that all on-site recreational facilities have been fully constructed and are operational.

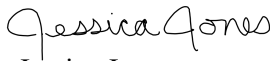
BE IT FURTHER RESOLVED, that an appeal of the Planning Board’s action must be filed with the District Council of Prince George’s County within thirty (30) days following the final notice of the Planning Board’s decision.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey and Hewlett voting in favor of the motion, and with Commissioner Doerner absent at its regular meeting held on Thursday, October 15, 2020, in Upper Marlboro, Maryland.

Adopted by the Prince George’s County Planning Board this 5th day of November 2020.

Elizabeth M. Hewlett
Chairman


By Jessica Jones
Planning Board Administrator

EMH:JJ:JH:nz

APPROVED AS TO LEGAL SUFFICIENCY
David S. Warner /s/
M-NCPPC Legal Department
Date: October 27, 2020