

ATTACHMENT ONE

Adopted Central US 1 Corridor Sector Plan and Proposed Sectional Map Amendment Revisions to Land Use and Urban Design Discussions for Seven Springs Village, the Autoville Community, and Uptown

The following text replaces the text on pages 96-98 per Amendments 7, 8, 9 and 10:

Autoville and Cherry Hill Road

Require appropriate development.

The land west of US 1 and south of Cherry Hill Road is an attractive location for development given its proximity to I-95/I-495. However, controversy over new development in the area has been tremendous. Residents are determined that when the next wave of development takes place, the mistakes of the past, such as increased traffic congestion, projects that are contrary to the overall community vision, and inconsistency between design regulations and built conditions, are not repeated.

New development in the area must respect the scale and character of existing neighborhoods, provide amenities for the community, and minimize the negative effect of cut-through traffic. A form-based code and innovative traffic-calming techniques may be essential.

Automobile-oriented strip development along Cherry Hill Road and a parallel network of roads west of US 1 that allows high-speed “cut-throughs” are not compatible with the existing residential neighborhood. It is essential that new development be built in a sensitive manner that respects the existing single-family detached development in the North Autoville community. Traffic calming features, such as narrow streets, on-street parking, roundabouts, and offset intersections, will help ensure that the traffic through the area is predominately local.

New development south of Cherry Hill Road along Autoville Drive should follow certain principles that the community supports. Page 97 contains an illustrative drawing that one option of incorporating these principles.

1. Generally, development should consist of a senior housing complex, residential townhouses, and small-scale professional office development to implement the community’s vision for the area and ensure that an appropriate transition is provided between US 1 and existing residences.
2. Big-box retail stores, fast food restaurants, convenience stores, and gas stations are inappropriate uses and should be prohibited in the Autoville Drive North area, including along Cherry Hill Road.

3. The properties fronting on Cherry Hill Road should consist of local retail and small-scale professional office development.
 - a. The principal focus of any buildings in this area shall be toward Cherry Hill Road.
 - b. Residential density on the properties fronting on Cherry Hill Road shall be limited to units above retail or office space up to six units to the acre.
 - c. If a bank is developed on Lot 19 and Lot 1 of Block B, it may have a drive-through component if approved through the Detailed Site Plan process. If permitted by DPWT, these properties may have an additional right-in only access from Cherry Hill Road.
4. Autoville Drive shall be realigned, and shall incorporate traffic calming features, such as narrow streets, on-street parking, roundabouts, and offset intersections.
 - a. The principal access point for realigned Autoville Drive shall be at the signalized intersection across from the Market Place Shopping Center. If approved by DPWT and SHA, the existing right-in/right-out access may be retained.
 - b. Due to the concern about the potential impact that the main access from Cherry Hill Road may have on homeowners at the end of Kiernan Road, if there is an assemblage of properties along Cherry Hill Road, efforts should be taken to bend the road to the southeast, away from the back of the homes.
 - c. A connection should be provided to the present IHOP restaurant to alleviate existing turning movement problems near the intersection of US 1 and Cherry Hill Road. No other connections shall be provided to the back of the commercial properties fronting on US 1.
 - d. Autoville Drive shall terminate near the southern end of the present Chinese Baptist Church property. No connection to US 1 at the Hollywood Road intersection shall be permitted.
 - e. Autoville Drive shall incorporate bike lanes, and a trail connection may continue further south to connect to the Mazza Property trail that connects to the Paint Branch Trail.
5. Development between the Relocated Autoville Drive and the Chinese Bible Church property shall be high quality, single-family attached homes (preferably one-family metropolitan dwelling units) with a density limit of eight units to the acre. As discussed below, these units should be centered around a neighborhood green.
6. Kiernan Road shall not be connected with the new development south of Relocated Autoville Drive. Substantial buffering and extensive landscaping shall separate the North Autoville community from the new single-family attached homes. In addition, there should be a small community park at the end of Kiernan Road.
7. The properties zoned R-55 shall remain in the R-55 zone, but shall be removed from the DDOZ to be consistent with the rest of the North Autoville community.
8. The southern parcels (21 and 24) shall be used for a senior housing complex.

- a. The complex shall be multi-family housing with structured parking, allowing substantial preservation of green space.
- b. There shall be extensive buffering and landscaping to the existing homes to the north.
- c. Maximum attention should be paid to the incorporation of innovative stormwater management techniques to facilitate the restoration of the Paint Branch.
- d. These parcels should be accessed directly from US 1 at Hollywood Road.

Unify the neighborhood with a central green.

A neighborhood green could provide a destination and gathering place within a five-minute walk from homes and businesses within the Autoville community. Increased walkability provides an alternative to an auto-dominated environment. The green could be a centerpiece of the townhouse community and serve as a transition from the four-story Mazza housing complex to the south. The green would serve as the centerpiece of the neighborhood and provide an important gathering spot and multi-use community space.

Manage access and parking.

Balance pedestrian and vehicular access to buildings by creating a community-sensitive circulation pattern of trails, pedestrian and bike paths, appropriately-located vehicular connections, and a variety of parking options. Automobile connectivity between Autoville Road North and Autoville Drive South should be prohibited. There should be no connections between Autoville Drive and Kiernan Drive, including pedestrian or bicycle paths, to ensure existing natural buffers between the Kiernan Road community and Autoville Drive are preserved and have an opportunity to flourish.

Parking should be located behind buildings, with on-street parking next to the sidewalk. Varied uses along US 1 and Cherry Hill Road (retail, entertainment, civic, office, housing) shall share their parking supply efficiently. These practices will reduce the amount of land dedicated to parking. This should allow for the preservation of tree canopy.

Create an access management program.

The existing conditions along US 1 and Cherry Hill Road are dominated by the automobile in part because of the abundant curb cuts which disrupt the sidewalk and place pedestrians at risk of being struck by turning cars. Reduce the number of curb cuts by consolidating the number of driveway entrances to each business from the roadway. This will create a continuous sidewalk for pedestrians and traffic will flow more efficiently.

Future Development along US 1 at Lackawanna Street.

There was an effort to assemble properties fronting on US 1 and 47th Place at Lackawanna Street to support a rezoning to the M-U-I Zone. The properties along US 1 in this area are likely to lose

significant road frontage to the US 1/Cherry Hill Road intersection improvement at some point in the future. However, the rezoning request is premature. The residents in this area were active at the public work sessions and vocal against seeing 47th Place transition to multi-family housing. Any future consideration of rezoning needs to include a public outreach effort and incorporate the concerns of the surrounding residents. In addition, if there is encroachment along 47th Place, development should be focused toward US 1 and Lackawanna Street with substantial buffering and set-backs along 47th Place. Height concerns should be taken into account when considering set-backs and buffering. In addition, residential development on these properties should be limited to 24 units to the acre.

Make Seven Springs Village a neighborhood.

Seven Springs Village lacks a sense of place due to the large, isolated buildings that are arranged within vast parking lots. In the southern portion of the property, the buildings are aging and should be considered for demolition. This will offer an opportunity to preserve, restore, and enhance the Paint Branch stream valley. Small-scale residential buildings integrated with the natural environment in an environmentally-sensitive manner in the southern portion of the property will help minimize adverse stream impacts and contribute to a restored natural habitat and watershed. Additionally, compact development can allow some of the southern portion to transition to dedicated open space, extending the open space network of farmland and wetlands that exist to the south. The allowance for additional density on the property shall be tied to the provision of green space and innovative storm water management techniques to assist with restoring the Paint Branch stream valley.

Adverse impacts to the floodplain and the stream valley should be minimized throughout the site. Maximum attention should be paid to the incorporation of innovative stormwater management techniques as the property redevelops to facilitate the restoration of the Paint Branch. Another way to achieve this key environmental goal would be to concentrate density and intensity in the center of the property near the existing multi-story tower buildings.

New, taller buildings near the center of the Seven Springs Village property may exceed the height maximums set for the corridor infill area by the Development District Standards (upon request by the applicant at the time of Detailed Site Plan submittal) because an opportunity exists on the site to provide development at a height and scale compatible with the existing buildings. This will help implement principles of smart growth development by providing appropriate infill development that mitigates the feeling of isolation fostered by the existing pattern of development, provide opportunities to increase sense of place through detailing and design, especially at the ground level, and allow for structured parking to replace the large amounts of surface parking on the site. In reviewing the Detailed Site Plan, the Planning Board shall encourage the development of high rise multi-family buildings.

Development near the center of the site should transition to small-scale, four-story buildings along the northern portions of the property. Along the southern edge of the property, existing aging buildings should be replaced by green space and storm water management to enhance the Paint Branch. By taking a comprehensive and sensitive approach to redevelopment of the site, Seven Springs Village can become a compact environmental neighborhood that can serve as an example for the rest of the county.

While an extension to the Paint Branch Stream Valley Park trail system is envisioned along Cherry Hill Road and may fall across parkland to the north of the property, due to difficulties with crossing the Beltway on the Cherry Hill Road bridges, the preferred alignment for the trail shall be along the western side of Cherry Hill Road. Therefore, a dedicated trail easement should be provided along the northern boundary of the Seven Springs Village complex on the western side of Cherry Hill Road to facilitate the implementation of this important regional trail connection across the Capital Beltway to the Beltsville Recreation Center and trail networks located north of I-95/495.

Uptown

Create transit-oriented development.

Transit-oriented development (TOD) is walkable, mixed-use, and generally dense development that is designed with comfortable, convenient pedestrian connections to existing, or anticipated, public transit stops. A TOD can be as modest as a block of dense development around a transit stop, or it can encompass an entire neighborhood or cluster of neighborhoods that are built within a half-mile radius of a rail station. When developed correctly, TODs allow residents and visitors to meet all of their needs without using automobiles. This allows for greater density without the traffic impacts of conventional, auto-oriented development.

With strategic infill and structured parking, the current Holiday Inn site can be retrofitted into a TOD complementing the existing Camden/Roadside property north of the entrance to IKEA. Housing and offices above commercial uses can be constructed at densities that support public transportation in the form of bus transit. In the long-term, as the IKEA property redevelops, the building site and parking lot can be developed as a walkable, mixed-use community that builds upon the mixed-use development already begun in uptown. Developing uptown as a TOD will link this otherwise-isolated area of College Park to the rest of the city through a more reliable and frequent transit system. The beginning stages of this linkage have been provided by the recent implementation of The Bus Route 17 by the county Department of Public Works and Transportation, which serves US 1 from IKEA south to Mount Rainier.

Build appropriately-scaled, multi-story buildings.

Successful streets depend on the sense of spatial enclosure that is created when certain proportional relationships are achieved between the width of the street space and the height of the buildings on either side. To achieve a comfortable sense of enclosure and reinforce the pedestrian- and transit-oriented vision for uptown, new development and redevelopment should focus on buildings and uses that are compatible with the smaller-scale, mixed retail and office uses on the Camden/Roadside property.

Multi-story buildings can also adapt better to a changing market than large, single-story, single-use buildings because of the wider range of potential tenants and the ability to include multiple tenants who provide a mix of goods and services.

Build for the long-term with a variety of types and sizes, emphasizing office uses.

Set at a major intersection of I-95/495 and US 1, Uptown offers one of the most desirable locations in the county for high-intensity office uses, particularly when the area begins to realize additional bus transit connectivity to the rest of College Park and northern Prince George's County. While the initial focus should be on implementing vertical mixed-use development compatible with that existing north of the IKEA access drive, tall office buildings are appropriate for Uptown and should be permitted to develop as the market evolves. These buildings can be integrated in a new street grid system and would not be incompatible with the vision for TOD in Uptown.

Require developers to build for the long-term with buildings that can be adapted and reused. Places with a variety of uses and building types adapt well to economic changes and create the stronger sense of place necessary to fully realize the sector plan goals for walkable nodes. Buildings should be provided in a variety of types and sizes, configured for incremental growth. The mix should include civic buildings, mixed-use shopfront buildings, apartment buildings, attached rowhouses, and single-family detached houses. Big-box retail stores are not appropriate for the Uptown area.



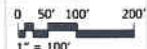
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CONCEPTUAL MASTER PLAN

MAY 27, 2010

AUTOVILLE DRIVE
 PRINCE GEORGE'S COUNTY, MD

MICHAEL COMPANY
 MCI013A



ATTACHMENT TWO

Adopted Central US 1 Corridor Sector Plan and Proposed Sectional Map Amendment Revisions to Land Use and Urban Design Discussions for Seven Springs Village, the Autoville Community, and Uptown

The following text revises the text on pages 100 and 101 per Amendments 13 and 84:

Page 100

Delete the language and the map indicator for “m”. Retabulate accordingly.

Page 101

Replace the first section of the Hollywood Commercial District discussion with the following language:

Maximize the potential of the Rhode Island Avenue Multiway Boulevard.

Rhode Island Avenue in the area of the Hollywood Commercial District is in need of investment. The central lanes and side access lanes are separated by wide, landscaped medians that can be designed to include jogging paths. Wide tree-lined sidewalks would help encourage pedestrians to visit shopfronts, dine at outdoor cafes, or walk to their neighbors' houses.

To reinvigorate the area, public investment is needed. New sidewalks and parallel parking should be added, and street trees should be planted in rows on the median along the sidewalks. The City and the County shall pursue streetscape and improvements along the side access lanes, including brick pavers, widened sidewalks, bicycle racks, street furniture, pedestrian streetlights, trash cans, and street trees. These improvements should be tied to the Rhode Island Avenue improvements currently planned by Prince George's County. Private investment will follow public investment.

Properly reinvigorated, the Hollywood Commercial District can be come a central gathering place for the community and provide a place to shop, dine and recreate for residents of College Park.

Redevelop the Hollywood Commercial District to better serve the surrounding community

In order to better serve the residential community around it, the Hollywood Commercial District should be revitalized with neighborhood-serving and specialized retail centered around a community center and a public green space. The community center and public green space will generate civic involvement in the area. Neighborhood –serving retail including restaurants, coffee shops, book, and music stores will provide opportunities to foster community interaction and tie in well with the existing recreational store, organic market and violin store. Public art and streetscape improvements should also tie into a natural organic theme.

Public investment is necessary to attract foot traffic and a community presence in this area. Therefore, the City of College Park and M-NCPPC should work together to develop a community center west of Rhode Island Avenue and a community green in the center of the commercial district. The community green may include public art, a gazebo, street furniture, a tot lot, and other facilities to make it attractive to local families.

Public incentive programs, such as a Business Improvement District and other municipal incentives should be used to spark reinvestment in the commercial district. Municipal, County and state incentive programs should be used to attract small and local businesses that tie into Hollywood’s themes of nature and music. Retail may be supplemented with limited office or high-scale residential development provided the office or residential development takes place on the second or third story of redeveloped buildings.

Share the parking and interconnect it

Delete the first sentence under the header “Share the parking and interconnect it” as follows:

[Create shared parking regulations.]