



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

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

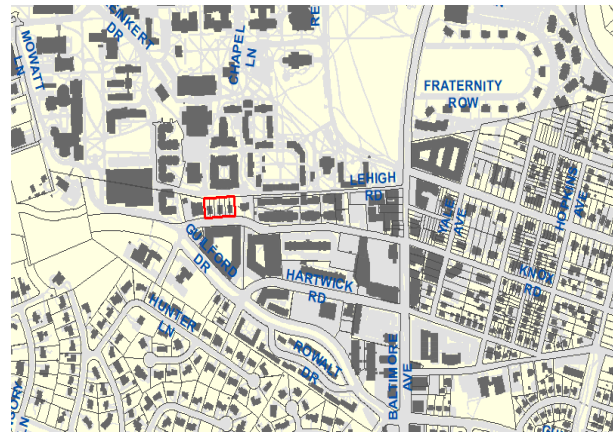
Detailed Site Plan

The HUB at College Park

DSP-19054

REQUEST	STAFF RECOMMENDATION
A mixed-use building with 161 multifamily dwelling units and 1,022 square feet of commercial space.	APPROVAL with conditions

Location: On the north side of Knox Road, approximately 200 feet east of its intersection with Guilford Drive.	
Gross Acreage:	0.72
Zone:	M-U-I/D-D-O
Dwelling Units:	161
Gross Floor Area:	1,022 sq. ft.
Planning Area:	66
Council District:	03
Election District:	21
Municipality:	College Park
200-Scale Base Map:	209NE04
Applicant/Address: Core Campus Manager, LLC 1643 N. Milwaukee, 5th Floor Chicago, IL 60647	
Staff Reviewer: Jeremy Hurlbutt Phone Number: 301-952-4277 Email: Jeremy.Hurlbutt@ppd.mncppc.org	



Planning Board Date:	10/15/2020
Planning Board Action Limit:	11/23/2020
Staff Report Date:	09/30/2020
Date Accepted:	06/09/2020
Informational Mailing:	10/15/2019
Acceptance Mailing:	06/02/2020
Sign Posting Deadline:	09/22/2020

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-19054
The Hub at College Park

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

EVALUATION CRITERIA

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

- a. The requirements of the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment;
- b. The requirements of the Prince George's County Zoning Ordinance for the Mixed Use-Infill (M-U-I) and Development District Overlay (D-D-O) Zones;
- c. The requirements of Preliminary Plan of Subdivision 4-20014;
- d. The requirements of the 2010 Prince George's County Landscape Manual;
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and,
- g. Referral comments.

FINDINGS

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

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

2. Development Data Summary

	EXISTING	PROPOSED
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 is recommended 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

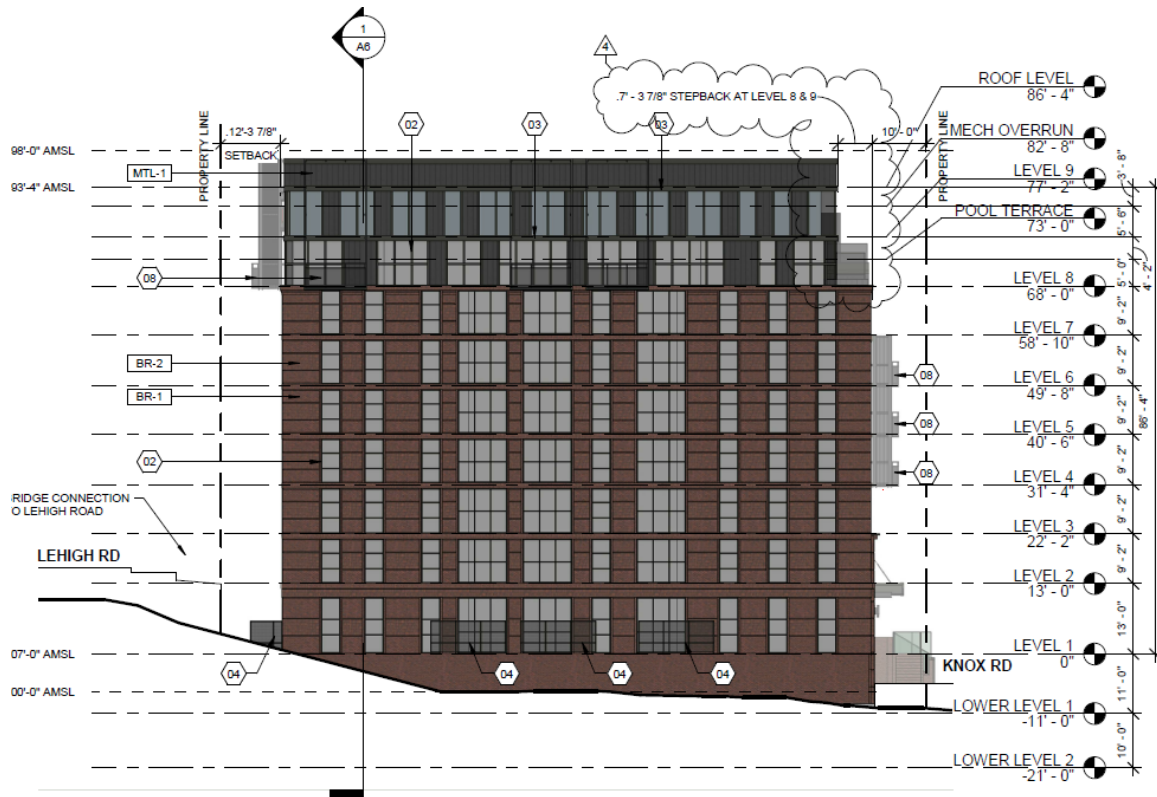
The building façade will be made up of brick masonry, metal, and glass elements. The building will use grey metal panels on the 8th and 9th stories to cap the building. The southeast portion of the building provides additional grey metal panels on the 7th story as well to reduce the perceived height 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.



Figure 1: South Elevation

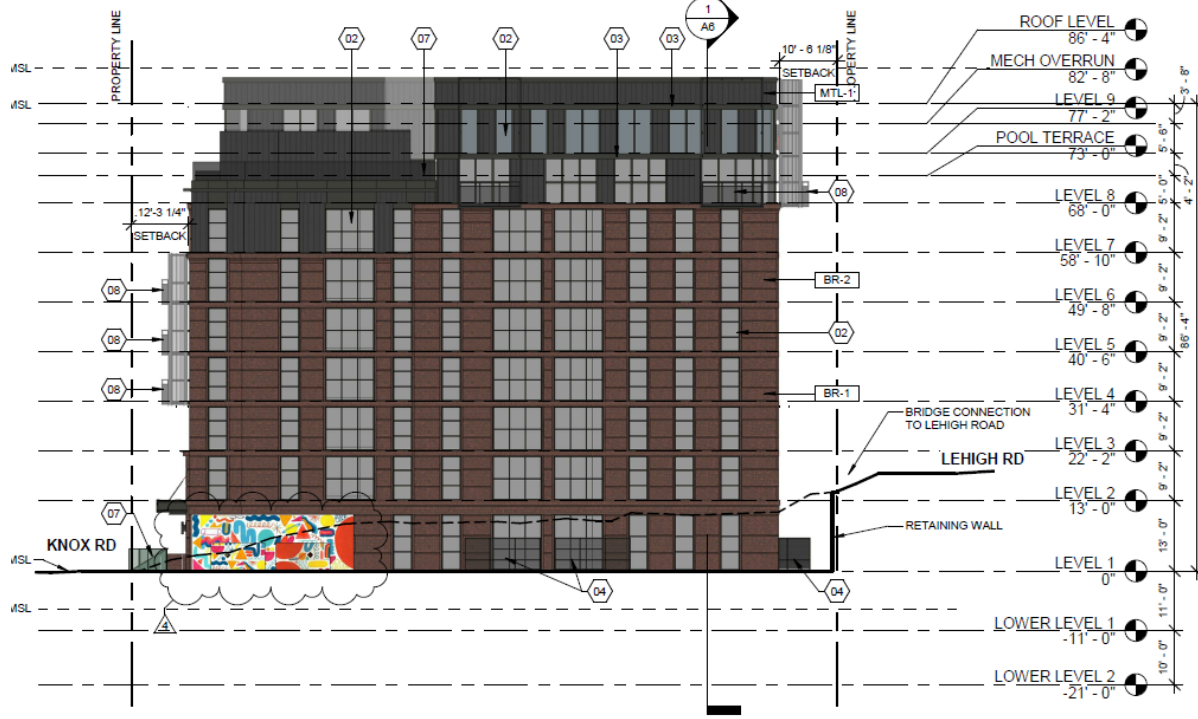


Figure 2: North Elevation



2 BUILDING ELEVATION - WEST
 1/16" = 1'-0"

Figure 3: West Elevation



1 BUILDING ELEVATION - EAST
 1/16" = 1'-0"

Figure 4: East Elevation

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.

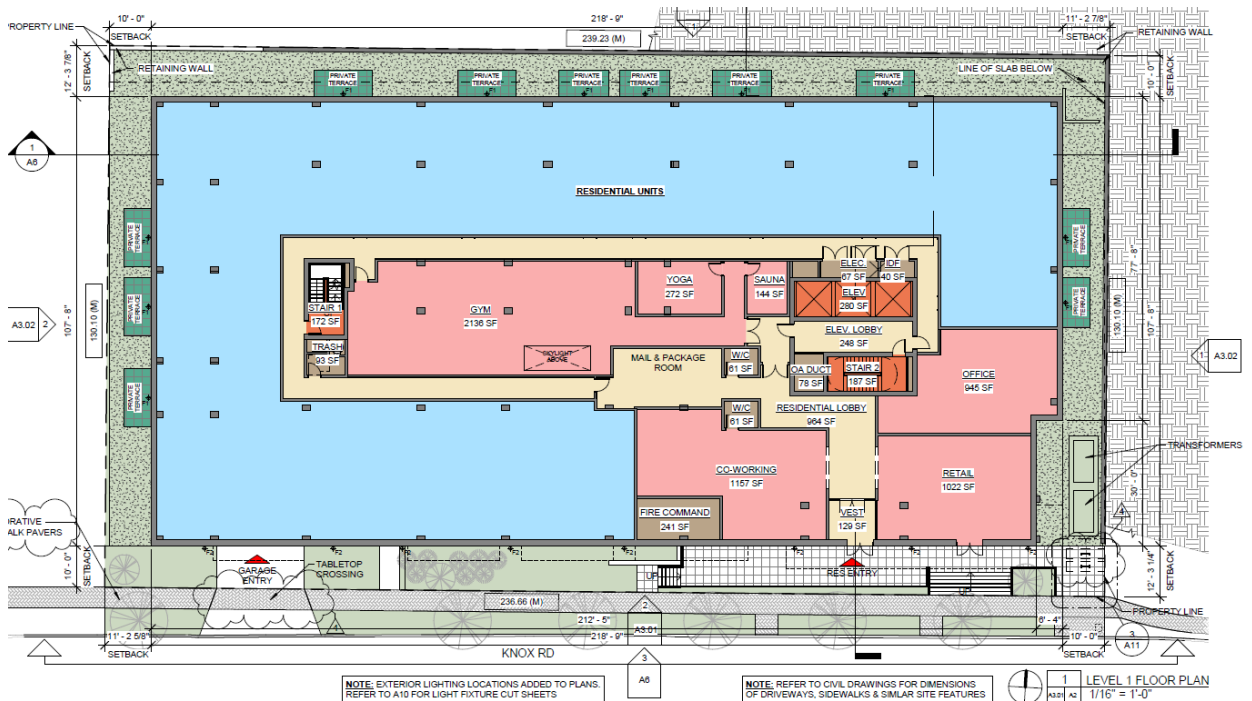


Figure 5: Level 1 floor plan with Fitness Center and Spa

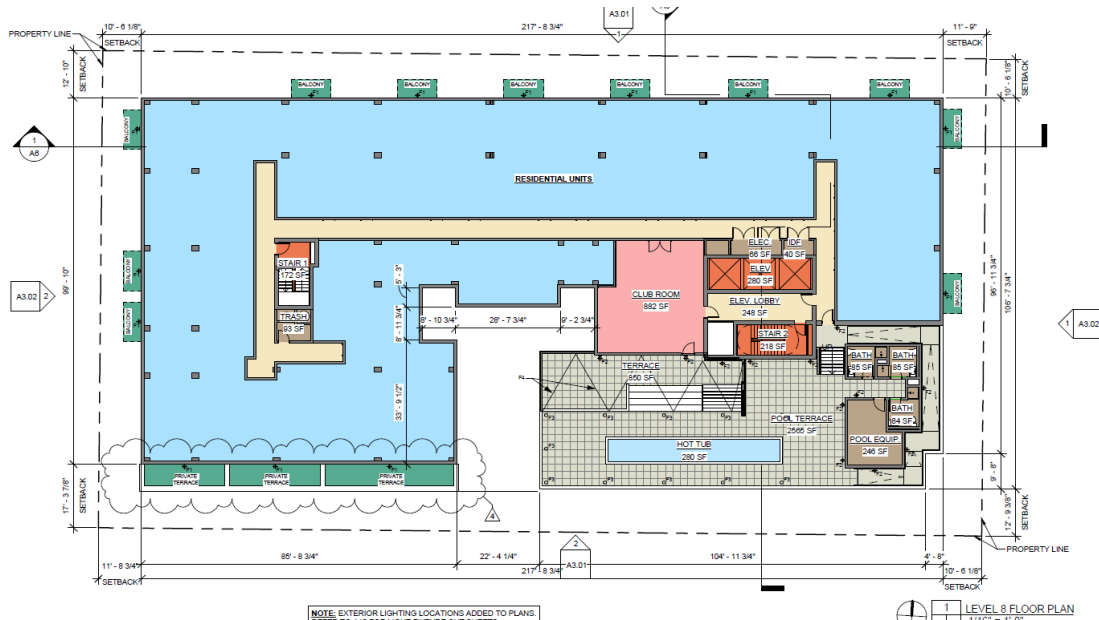


Figure 6: Level 8 floor plan with club room and roof deck

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 proposed condition has been included in the Recommendation section 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.

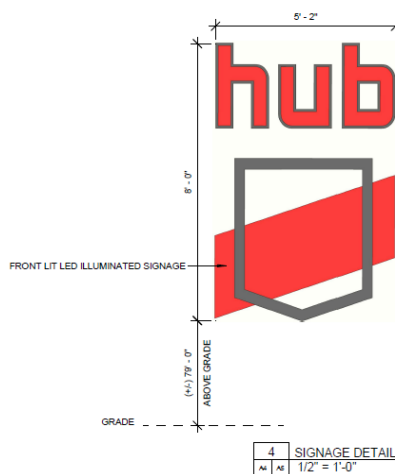


Figure 7: Wall sign located on the northwest corner of the ninth story

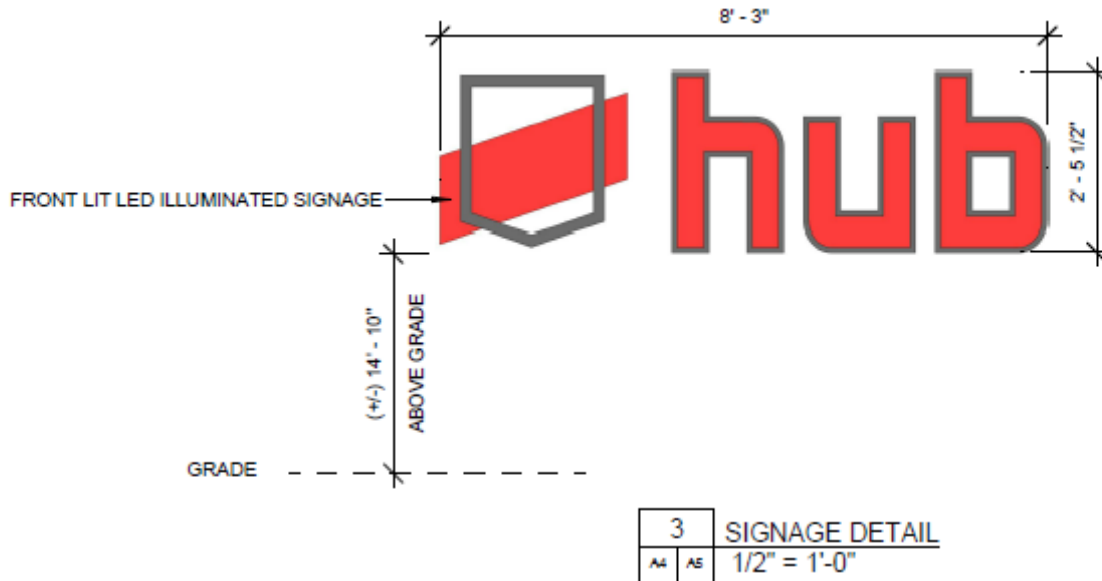


Figure 8: Sign above main entrance canopy

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

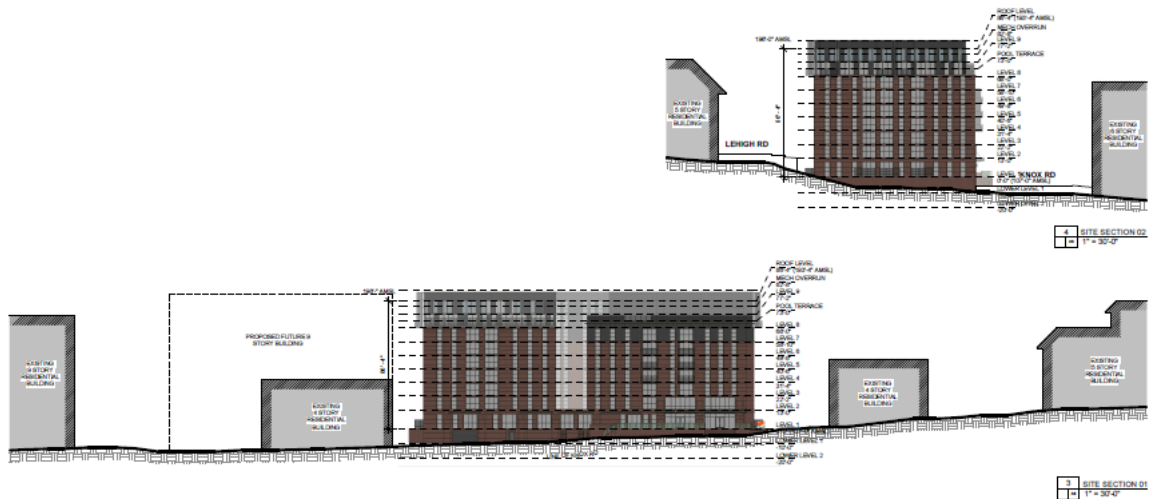


Figure 9: Building sections showing the height compared to surrounding buildings. Top: West elevation Bottom: South elevation

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. Staff recommends **approval** of 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, staff recommends **approval** of 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. Staff recommends **approval** of 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. Staff recommends **approval** of 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. Staff believes that this amendment will benefit the development and the development district by providing green design techniques and will not substantially impair implementation of the sector plan. Therefore, staff recommends **approval** of this amendment request with a condition to provide an NGBS matrix and documentation that it is equal to the LEED Silver certification.

- 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. Staff recommends **approval** of 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. Staff has recommended 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 is scheduled to be heard by the Planning Board on October 8, 2020. The technical staff report, as published on September 22, 2020 recommends approval of the PPS with six conditions, of which four are applicable to the review of this DSP and warrant discussion, as follows:

- 2. **In conformance with the 2009 Approved Countywide Master Plan of Transportation and the 2010 Approved Central US 1 Corridor Sector Plan, the applicant and the applicant's heirs, successors, and / or assigns shall provide an exhibit that depicts the following improvements prior to acceptance of any detailed site plan:**
 - a. **Shared lane markings (e.g. "sharrow") along the subject site's frontage of Lehigh Road, unless modified by the University of Maryland, with written correspondence.**
 - b. **Crosswalk crossing the access driveway to the proposed parking garage.**

Staff has recommended conditions herein to show these improvements on the DSP, prior to certification.

- 3. **Prior to certification of any detailed site plan, the applicant shall provide an exhibit that illustrates 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). These facilities shall include:**

- a. **Streetscape improvements throughout the subdivision including, but not limited to, 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 five-foot-wide to comply with ADA standards.**

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

- 4. **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.

- 5. **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.**
- 6. **The applicant, his successors, and/ or assigns, shall provide adequate, private recreational facilities on site in accordance with the standards outlined in the Parks and Recreation Facilities Guidelines. The private recreational facilities**

shall be reviewed by the Urban Design Review Section of DRD and approved by the Planning Board with the Detailed Site Plan for this project.

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 gym, yoga room, sauna, and a rooftop amenity space with club room and hot tub. A recommended 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. Staff 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. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and incorporated herein by reference:
 - a. **Historic Preservation and Archeological Review**—In a memorandum dated June 17, 2020 (Stabler to Hurlbutt), the Historic Preservation Section provided that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any Prince George's County historic sites or resources. This proposal will not impact any historic sites, historic resources, or known archeological sites. A Phase I archeology survey is not recommended.

- b. **Community Planning**—In a memorandum dated September 14, 2020 (Hartfield to Hurlbutt), the Community Planning Division provided an analysis of the subject DSP’s conformance with the recommendations of the 2014 *Plan Prince George’s 2035 Approved General Plan*, the 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**—In a memorandum dated September 11, 2020 (Masog to Hurlbutt), TPS 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**—In a memorandum dated September 14, 2020 (Smith and Hurlbutt), the trails coordinator offered the following summarized comments regarding the subject project:

Based on the findings presented above, staff 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**—At the time of the writing of this technical staff report, permits offered no comments on the subject application.
- f. **Environmental Planning**—In a memorandum received September 11, 2020 (Juba to Hurlbutt), the Environmental Planning Section 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.

The Environmental Planning Section recommends approval of DSP-19054 with no conditions.

- g. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, staff has not received comment from the Fire/EMS Department regarding the subject project.
- h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated July 24, 2020, DPIE offered numerous comments that will be addressed through DPIE's separate permitting process.
- i. **Prince George's County Police Department**—In a letter dated June 17, 2020, (Contic to Hurlbutt), the Police Department stated they had no comment.
- j. **Prince George's Health Department**—In a letter dated September 9, 2020, (Adepoju to Hurlbutt), the Health Department offered comments on the subject application, which have been forwarded to the applicant.
- k. **Maryland State Highway Administration (SHA)**—At the time of the writing of this technical staff report, SHA offered no comments on the subject application.
- l. **Washington Suburban Sanitary Commission (WSSC)**—In a letter received on November 8, 2019 (Madagu to Hurlbutt), WSSC offered numerous comments regarding the subject project, which will be addressed through their separate permitting process.
- m. **City of College Park**—In 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**—At the time of the writing of this technical staff report, staff has not received comments from the City of Greenbelt regarding the subject project.
 - o. **Town of Berwyn Heights**—At the time of the writing of this technical staff report, staff has not received comment from the Town of Berwyn Height regarding the subject project.
 - p. **Verizon**—In an email received on June 10, 2020 (Higdon to Hurlbutt), Verizon offered no comments regarding the subject 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.

RECOMMENDATION

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

- A. APPROVAL of the alternative development district standards for:
 - 1. **Page 234–Building Form/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 shared lane markings (e.g. sharrows) along the subject site's frontage of Lehigh Road, unless modified by the University of Maryland, with written correspondence.
 - j. 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.
 - k. Revise the detailed site plan, or provide an exhibit, in conformance with Preliminary Plan of Subdivision 4-20014, Condition 3.
 - l. Provide a matrix demonstrating National Green Building Standard, Bronze level is equivalent to LEED Silver, and how it will be achieved for the proposed development.
 - m. Provide a streetscape detail for the pedestrian lighting fixtures to match the lighting fixtures along the southern side of Knox Road.
 - n. Provide at least one electric car-charging station.
 - o. 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.
 - p. 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."
 - q. Correct the landscape schedule and Schedule 4.1 to reflect the landscape plan.
 - r. Consider replacing 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, and provide a prominent cornice treatment around the entire building at the 7th story, as requested by the City of College Park.
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.

ITEM: 6

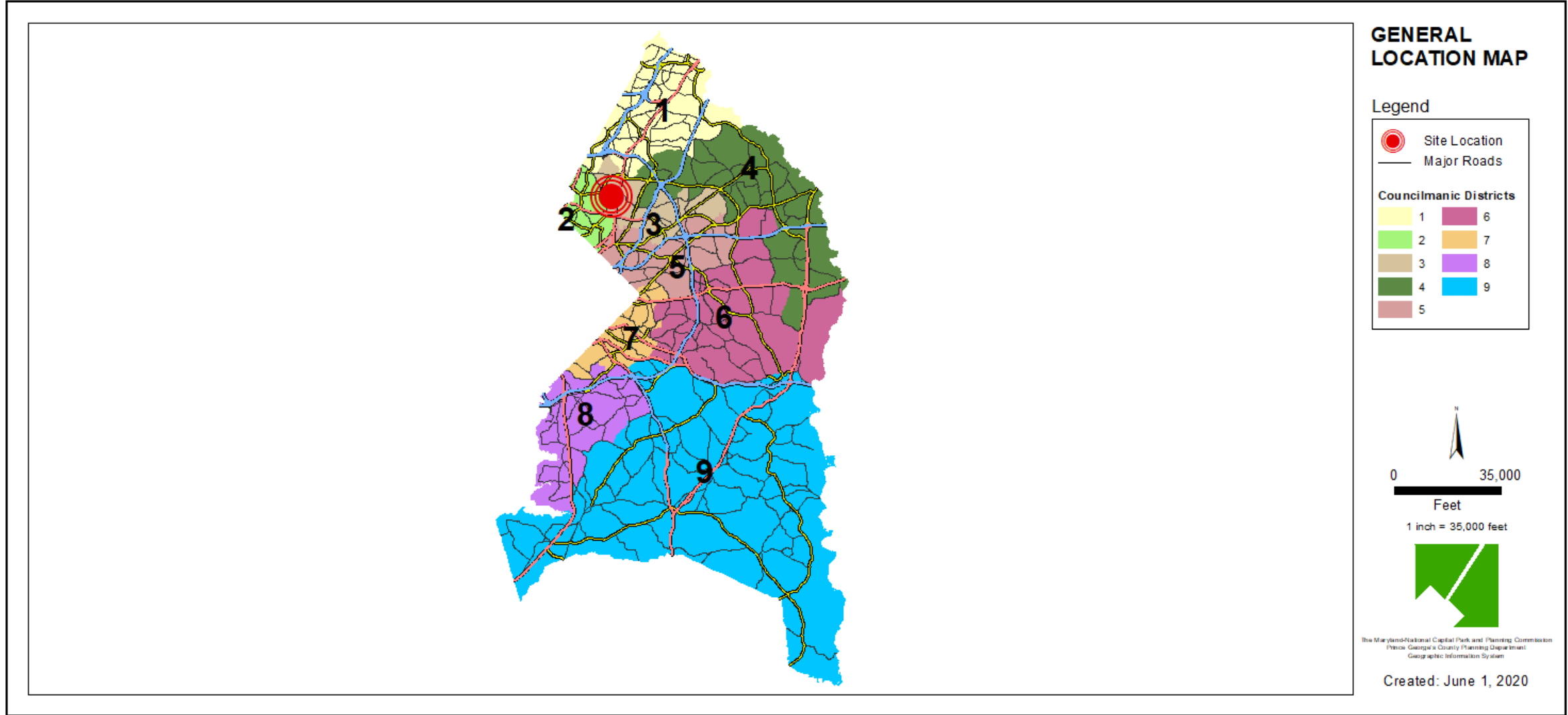
CASE: DSP-19054

THE HUB AT COLLEGE PARK

THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



GENERAL LOCATION MAP



GENERAL LOCATION MAP

Legend

- Site Location
- Major Roads

Councilmanic Districts

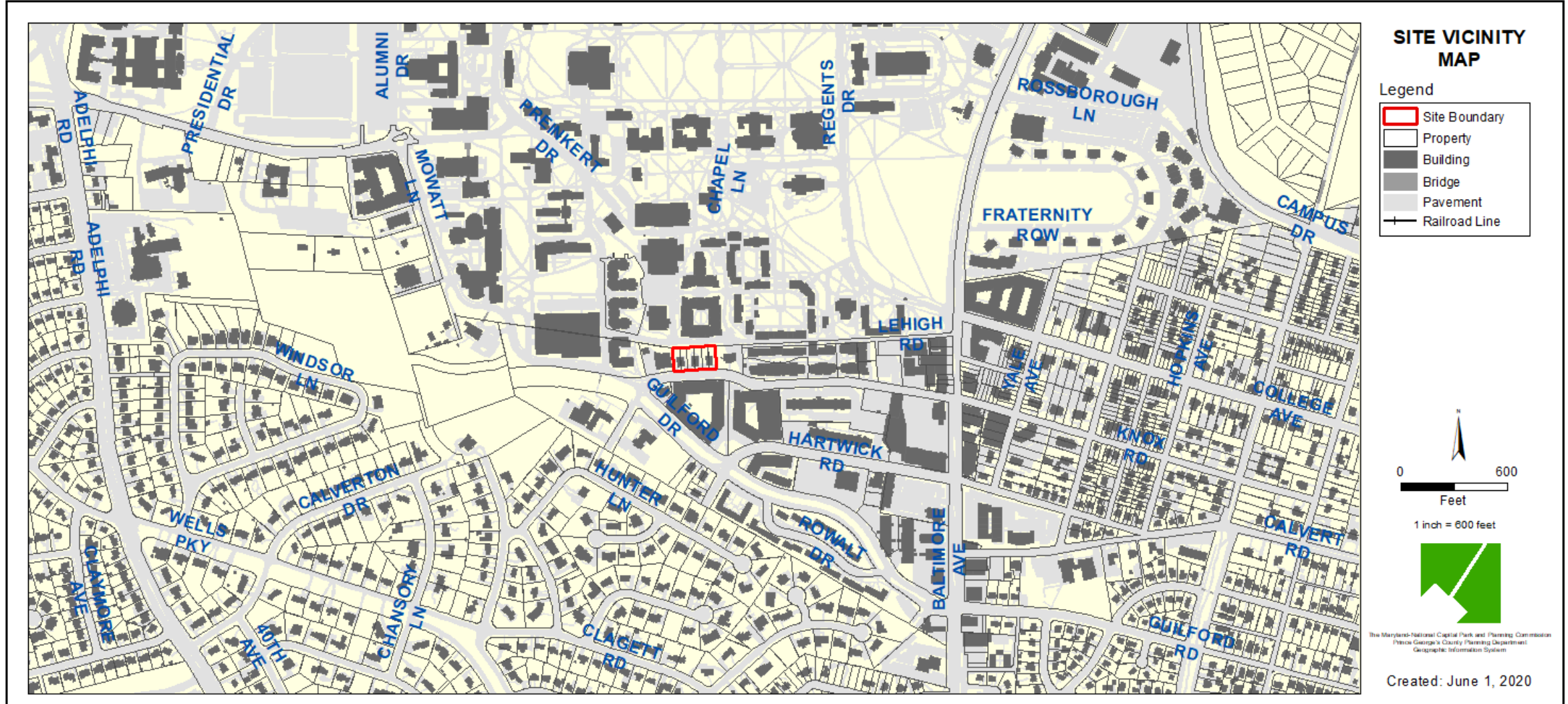
1	6
2	7
3	8
4	9
5	

0 35,000
Feet
1 inch = 35,000 feet

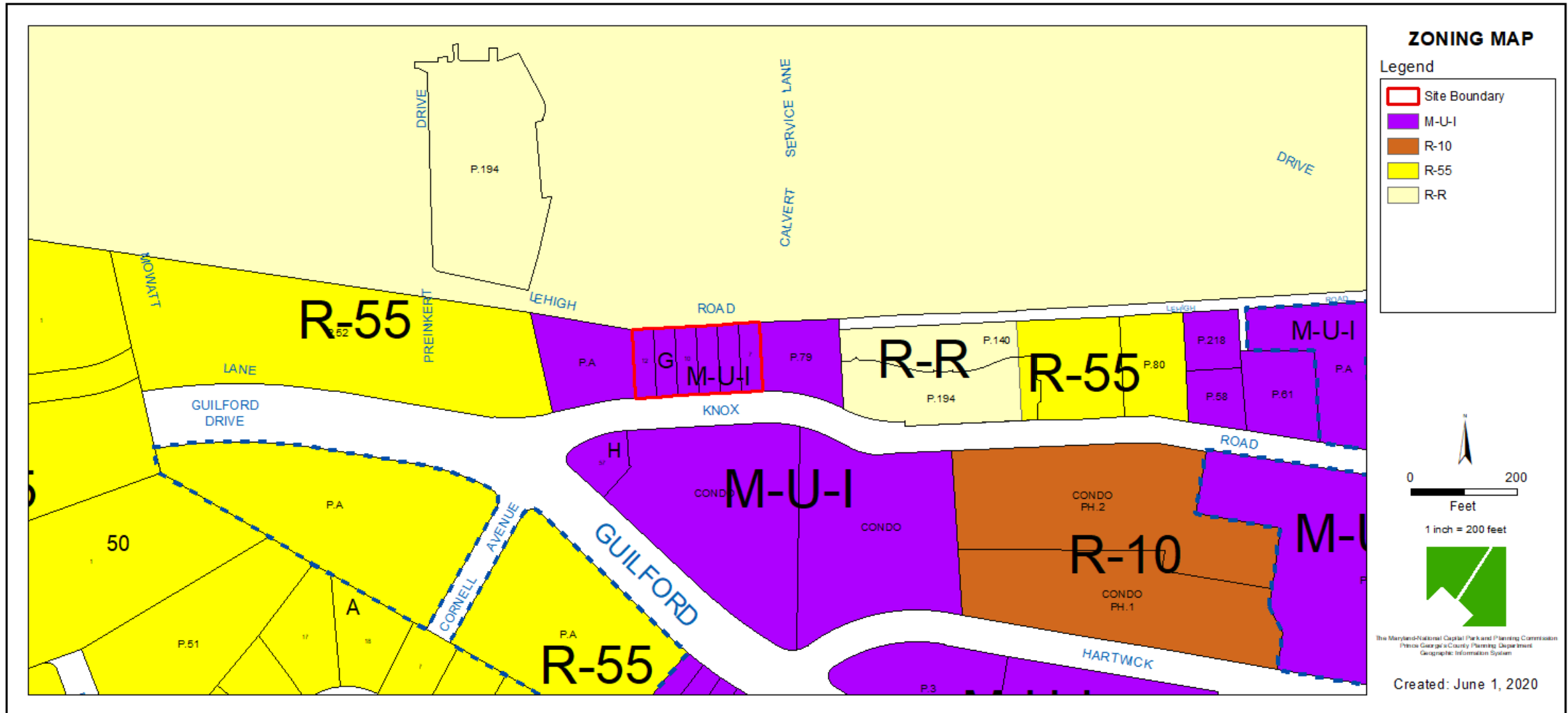
The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Geographic Information System

Created: June 1, 2020

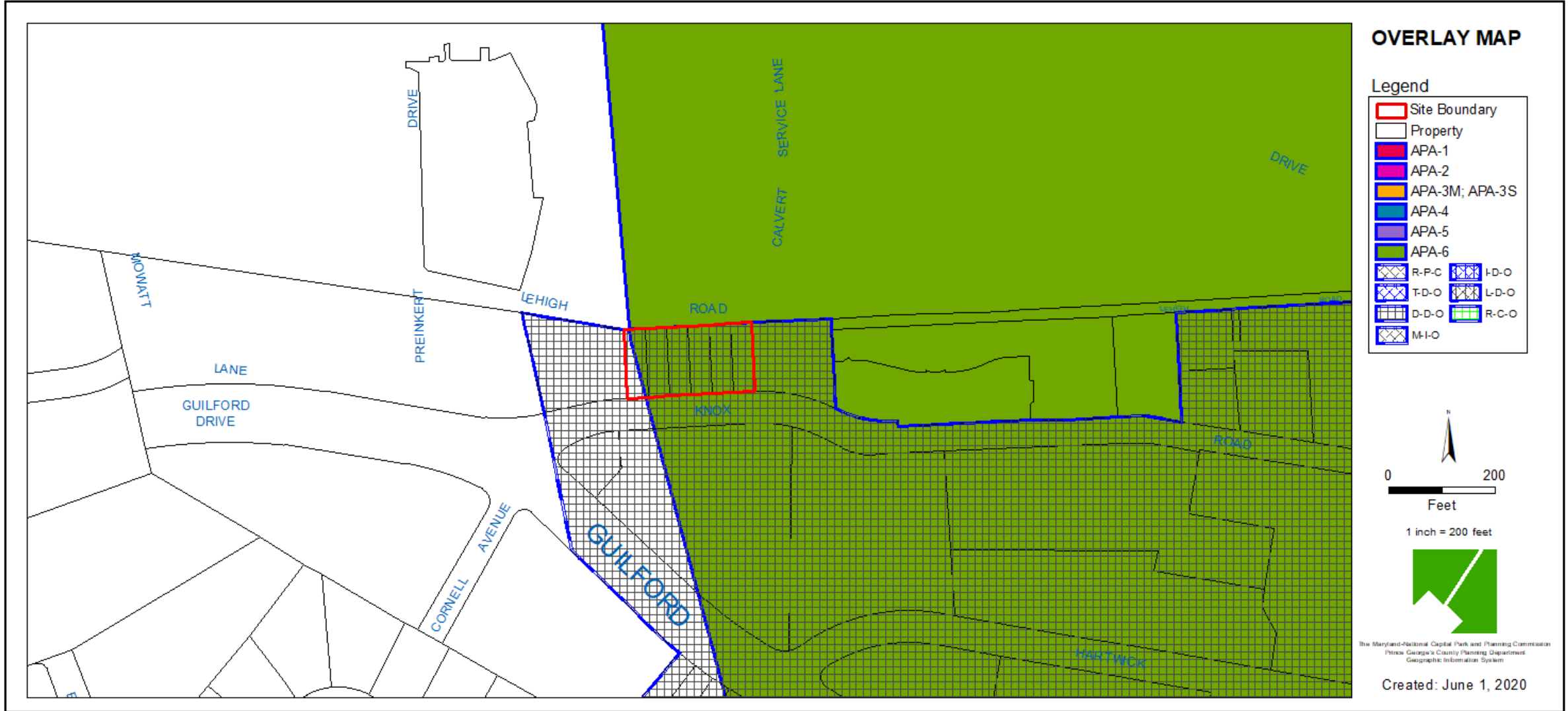
SITE VICINITY



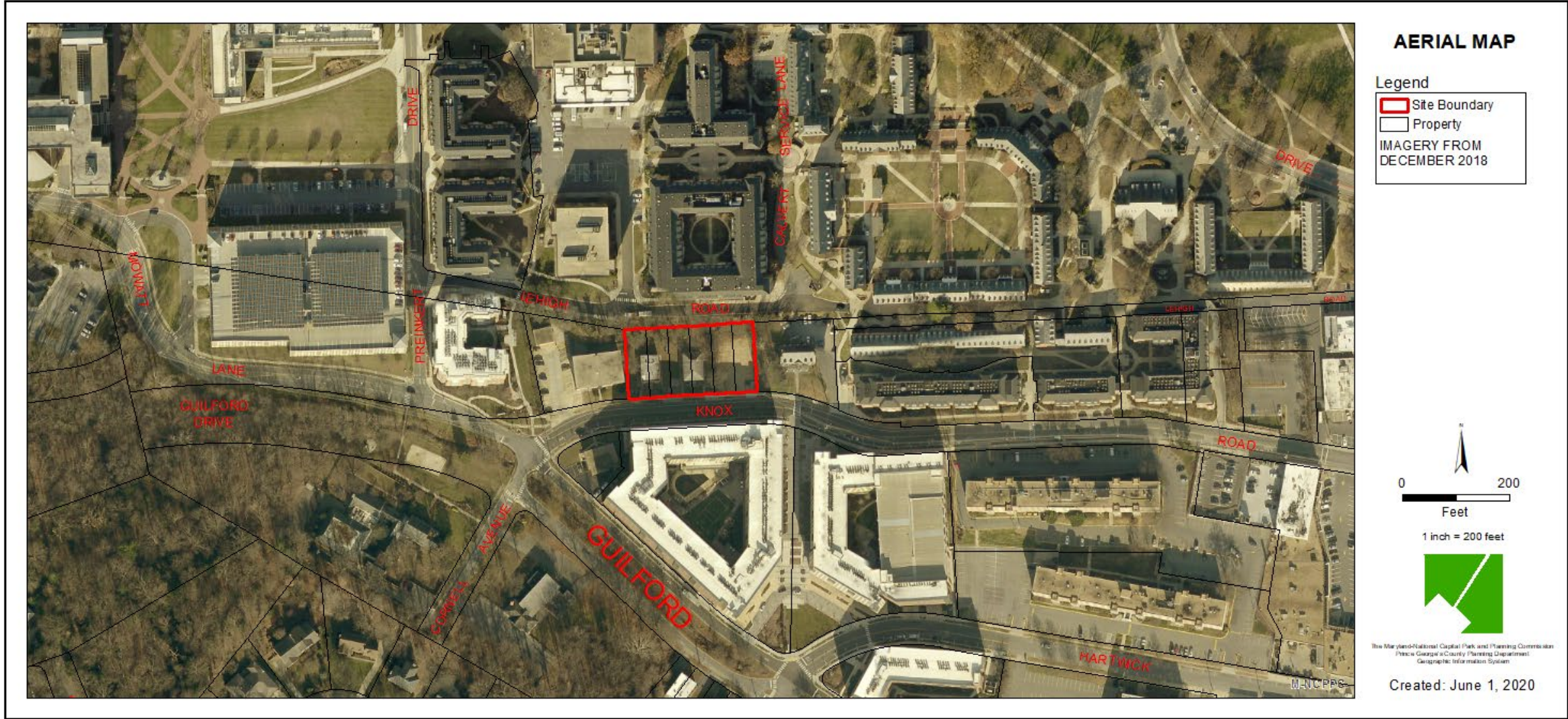
ZONING MAP



OVERLAY MAP



AERIAL MAP



SITE MAP



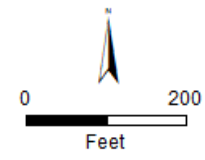
MASTER PLAN RIGHT-OF-WAY MAP




MASTER PLAN RIGHT-OF-WAY

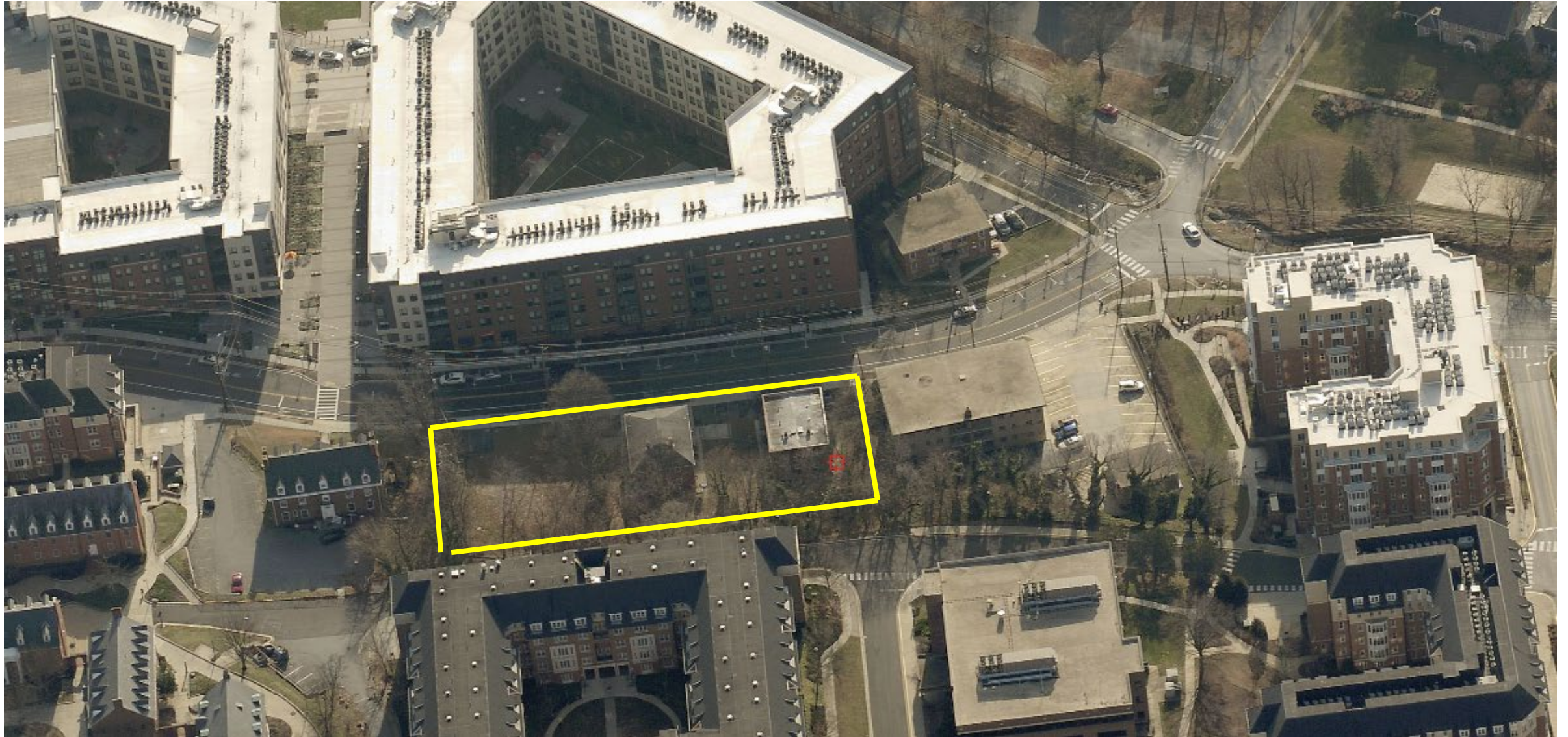
Legend

- Site Boundary
- Property
- Master Plan Right-of-Way
 - Arterial
 - Collector
 - Expressway
 - Freeway
 - Industrial
 - Major Collector
 - Primary

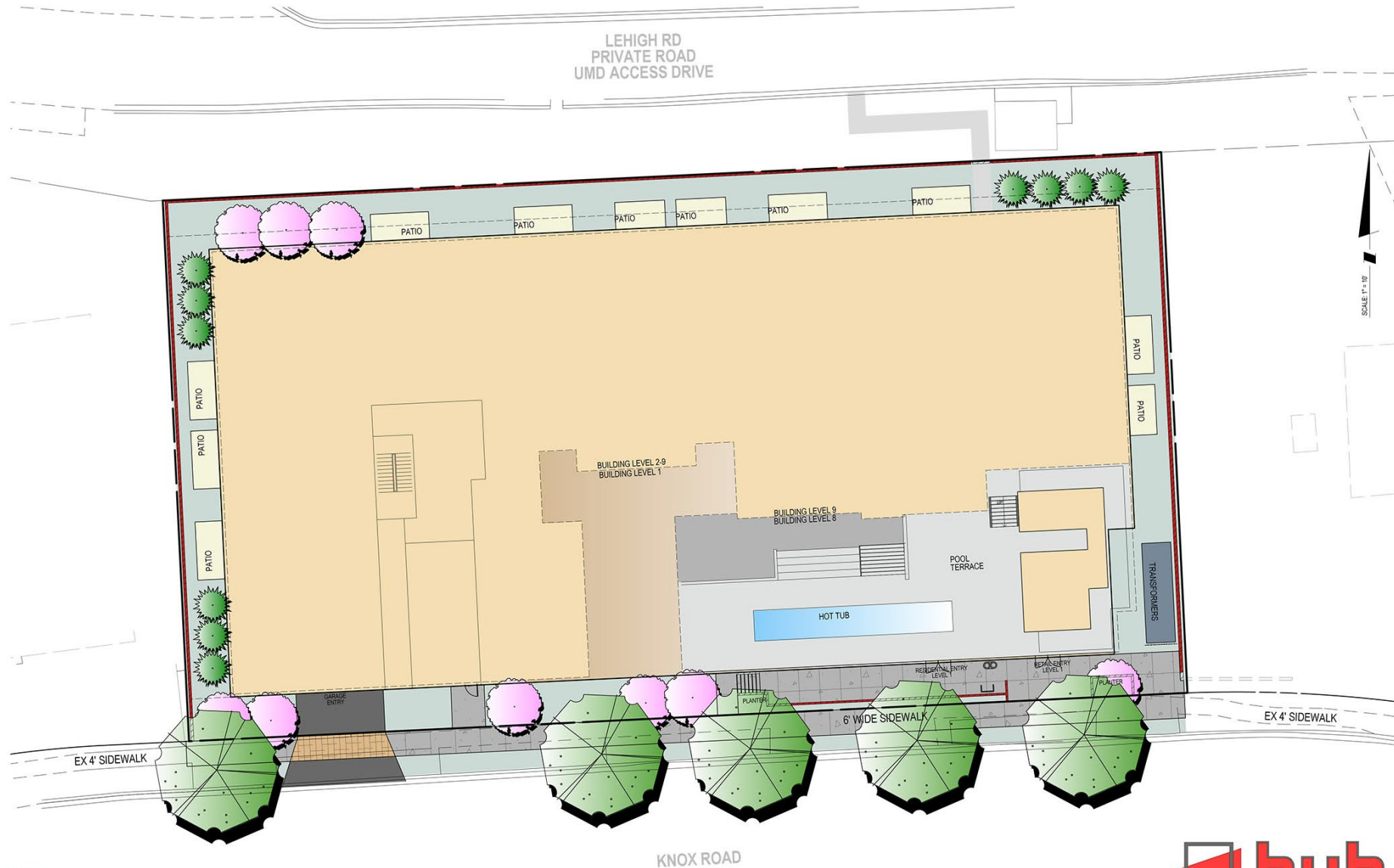



The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Geographic Information System
Created: June 1, 2020

BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



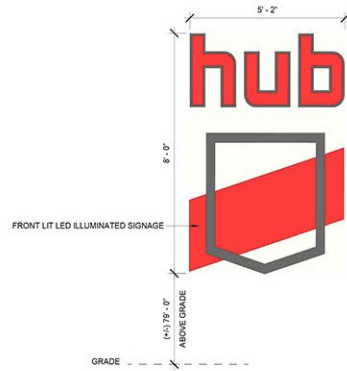
ILLUSTRATIVE SITE PLAN



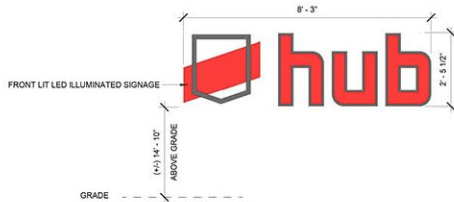
SOUTH AND NORTH ELEVATIONS



WEST AND EAST ELEVATIONS



4 SIGNAGE DETAIL
1/2" = 1'-0"



3 SIGNAGE DETAIL
1/2" = 1'-0"



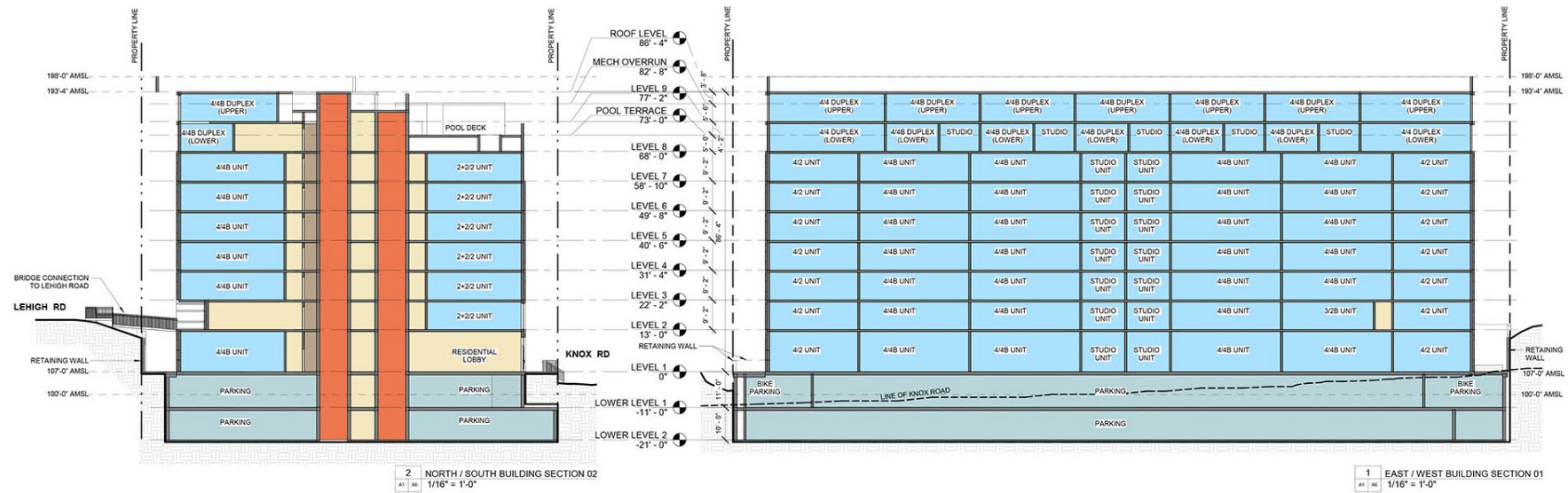
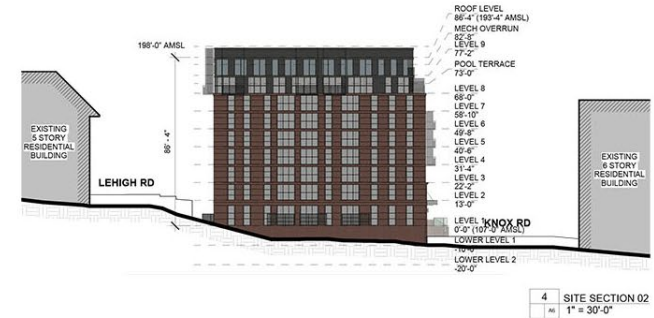
2 BUILDING ELEVATION - WEST
1/16" = 1'-0"



1 BUILDING ELEVATION - EAST
1/16" = 1'-0"



BUILDING SECTIONS



RENDERINGS



VIEW LOOKING NORTHEAST FROM KNOX ROAD



VIEW LOOKING NORTHWEST FROM KNOX ROAD

NOTE: TRANSFORMER DECORATIVE CONCEPTS, FINAL DESIGN TO BE DETERMINED PRIOR TO CONSTRUCTION



VIEW LOOKING NORTHWEST FROM KNOX ROAD



VIEW LOOKING SOUTHEAST FROM LEHIGH ROAD

RENDERINGS



VIEW LOOKING NORTHWEST FROM KNOX ROAD

NOTE: TRANSFORMER DECORATIVE CONCEPTS, FINAL DESIGN TO BE DETERMINED PRIOR TO CONSTRUCTION



VIEW LOOKING NORTHWEST FROM KNOX ROAD

NOTE: TRANSFORMER DECORATIVE CONCEPTS, FINAL DESIGN TO BE DETERMINED PRIOR TO CONSTRUCTION



VIEW LOOKING EAST ALONG KNOX ROAD



VIEW LOOKING SOUTHWEST FROM LEHIGH ROAD

DETAILS



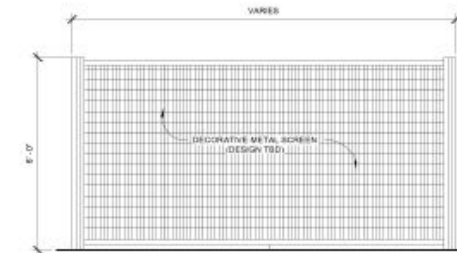
CROSSWALK - STAMPED CONCRETE
EARTH TONE COLOR/PATTERN TO BE DETERMINED



OR AN APPROVED EQUAL
TRASH RECEPTACLE
MODEL: LEX20 WELSON.COM



TRANSFORMER SCREEN - MURAL
NTS



TRANSFORMER SCREEN - DECORATIVE PANEL
NTS

BROADWAY BACK Specifications and Spacing

Product: Steel Backings that are fabricated to the size back.

Material: 2" x 2" x 1/4" square tube - mild steel
2" x 2" x 1/2" square tube - stainless steel

Finish: An after fabrication hot dipped galvanized finish is our standard option. 200 Year powder coat colors, transparent coating, and stainless steel finishes are also available as alternate options.

Our powder coat finish assures a high level of adhesion and durability by the following three steps:

1. Primer primer electrochemically applied
2. First finish EPOXY primer powder coat
3. Second finish 500 gram metallic aluminum/iron/bronze in a high quality finish or a color finish.

Installation: In ground mount is embedded into concrete base. Verify to ground mount for the system.

Vertical member: has top 1.5" x 1.5" foot plate with anchor per foot. Specify fast mount for the system. **Fast mounted:** fast mounting system is not available.

Surface Mount: In ground mount **FAST MOUNT**

Clearance and setbacks: A minimum of 2" should be left between the wall and the top edge of the back. 3" is the recommended setback.

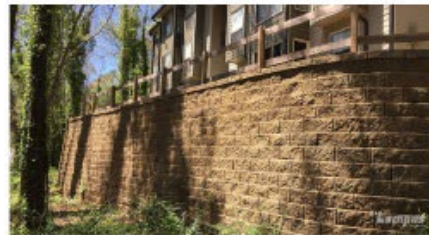
Mount setback: For rails on parallel to the street, a 20" setback is recommended. For walls installed perpendicular to the street, 24" is the minimum setback. 30" is recommended.

Minimum Radius: For rails set next to each other, 24" is the minimum setback. 30" is recommended.

DERO
www.dero.com 1.800.801.1154

OR AN APPROVED EQUAL

BIKE BACK
NTS



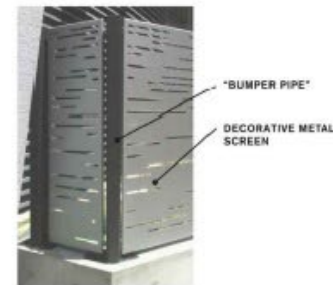
18" x 12" x 8"
80 lbs. / unit = 3 unit / sq. ft.
24 units / pallet = 1,920 lbs. / pallet
112 cu. ft. / per size

SETBACK:

- Chamfer = 0.30" per course or 2.5"
- First Groove = 1" per course
- Second Groove = 2" per course

RETAINING WALL
EARTH TONE COLOR

APPROACH:
MODULAR SCREEN PANELS
ATTACHED TO "BUMPER
PIPES"



TRANSFORMER SCREEN - DECORATIVE PANEL
NTS

PRECEDENTS



AMENDED
STATEMENT OF JUSTIFICATION
DSP-19054

APPLICANT/
CONTRACT PURCHASER: Core Campus Manager, LLC
1643 N. Milwaukee, 5th Floor
Chicago, Illinois 60647

OWNERS: Knox MD, LLC
17 W. Jefferson Street, Suite 100
Rockville, Maryland 20854

State of Maryland
Administration and Finance
2119 Main Administration Building
College Park, Maryland 20742

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

CIVIL ENGINEER: Soltesz, LLC.
4300 Forbes Boulevard, Suite 230
Lanham, Maryland 20706
(301) 794-7555 Voice

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

ARCHITECT: Antunovich Associates
224 West Huron Street, Suite 7E
Chicago, Illinois 60654
(312) 266- 1126 Voice

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

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

I. DESCRIPTION OF PROPERTY

1. Addresses – 4210-4220 Knox Road, College Park, Maryland 20740.
2. Proposed Use – Approximately 161 multifamily dwellings for student housing and approximately 1,022 square feet of commercial/retail space envisioned as an eating or drinking establishment (possibly a coffee shop)
3. Election District – 21.
4. Lots – Lots 7-12, Block G.
5. Total Area – 0.72 acres
6. Tax Map & Grid – 33/C-3.
7. Location – Located on the north side of Knox Road, approximately 200 feet east of its intersection with Guilford Drive.
8. Zone – M-U-I & DDO
9. Overlay Zone – DDOZ within the *2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*
10. Zoning Map – 209NE04
11. Incorporated Area – College Park
12. Archived 2002 General Plan Tier – Developed
13. General Plan Growth Policy – Established Communities.

II. NATURE OF REQUEST

Core Campus Manager, LLC (hereinafter the “Applicant”) is requesting the approval of a Detailed Site Plan to construct approximately 161 multifamily dwellings for student housing and approximately 1,022 square feet of commercial/retail space envisioned to be an eating or drinking establishment (possibly a coffee shop). The applicant is requesting limited modifications to the Development District Standards contained in the *2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (hereinafter “Sector Plan”).

III. APPLICANT’S PROPOSAL

The Applicant is requesting the approval of a Detailed Site Plan to construct approximately 161 multifamily dwellings for student housing and approximately 1,022 square feet of commercial/retail space envisioned to be an eating or drinking establishment (possibly a coffee shop). The current addresses of the included properties are 4210-4220 Knox Road, College Park, Maryland, which are currently improved with two (2) duplex buildings for student housing totaling 9,880 square feet of GFA. Based on property tax records the property has been improved with this use since at least 1953. The existing structures will ultimately be razed. The total area of the property is 0.72 acres, and is known as Lots 7-12, Block G, of the Lord Calvert Manor Subdivision, as reflected on a plat recorded in Plat Book WWW 21 at Page 96. This Detailed Site Plan (DSP-19054) is being submitted to accommodate the development of 161 multifamily residential dwelling units and 1,022 square feet of commercial/retail space. Parking will be provided via a parking garage beneath the multifamily building. Modifications to the parking standards as well as other development standards are requested for the HUB at College Park multifamily development. The requested amendments are discussed in Section VI of this statement.

The applicant is a vertically integrated developer, owner, and operator of real estate assets in educational markets throughout the United States. Indeed, the applicant has received a number of awards and accolades, which include:

AWARDS AND ACCOLADES



STUDENT HOUSING BUSINESS INNOVATOR AWARDS

- 2014 Best Architecture/Design - Tempe
- 2014 Best New Development - Tempe
- 2015 Best New Development - Tucson
- 2015 Best Package and Offering of Amenities - Columbia
- 2015 Best Renovation of an Existing Project - Columbia
- 2016 Best Package and Offering of Amenities - Madison
- 2017 Best New Development - Tucson
- 2018 Best New Development - Seattle
- 2018 Best Architecture/Design - Madison
- 2019 Best Package And Offering of Amenities - Tuscaloosa
- 2019 Best Implementation of Mixed Use - Minneapolis
- 2019 Best New Development 400 Beds or Fewer - Ann Arbor
- 2019 Best New Development 400 Beds or More - Minneapolis

ENGINEERING NEWS RECORD

- 2013 Best Residential/ Hospitality Project - Tempe

FINANCE & COMMERCE

- 2019 Top Projects of 2018 - Minneapolis

Their flagship brand, “Hub on Campus,” is best-in-class student housing and is designed for every aspect of college life. This is the brand that the applicant is bringing to College Park and Prince George’s County.

DESIGN FEATURES

The site plan proposes one point of vehicular access from Knox Road into the garage. The redevelopment of this site will create a mixed-use environment within the walkable node character area that will provide 161 multifamily student housing units located next door to the University of Maryland College Park campus. The project is located on the north side of Knox Road, approximately 200 feet east of its intersection with Guilford Drive. For that reason, great detail, time, and expense have gone into the site and building elevations, which, as reflected on the plans submitted herewith, reflect high quality design and material selections. The project's contemporary architecture, will become a cohesive part of the revitalized downtown College Park. The building façades will contain a combination of sustainable materials such as brick masonry, metal, and glass. Building mounted signage is proposed on the southern façade of the building at the pedestrian entry, and on the western façade of the building at the top, which will be visible from the University of Maryland campus.

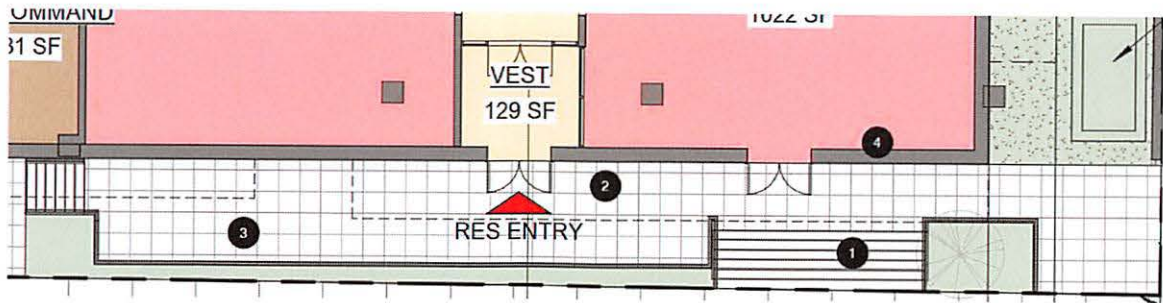
Specifically, the proposed building design utilizes heavier brick at the base of the building with a clearly defined brick podium. The brick continues above before it gives way at the upper levels to a metal panel system. Both the brick and the metal panel accentuate the horizontal nature with the use of soldier coursing in the brick and horizontal steel channels in the metal panel. Material changes take place predominantly at floor level lines. The overall building has a broken down three tier effect: a clear base at human scale that incorporates brick detailing and extruded canopies; a middle with elongated horizontal brick detailing; and a top of dark grey metal panel with framed windows. The building will utilize high quality architectural materials that conform to the standards of the Development District Standards. Brick is used as the primary building material, as encouraged by the development standards. Again, a metal panel system is used to compliment the brick. The metal panels are expressed with steel channels running horizontally at level lines. Architectural grade metal framed window wall systems make up the fenestration of the façade.

The Applicant is also proposing an amenities package that includes, but not necessarily limited to, the following:

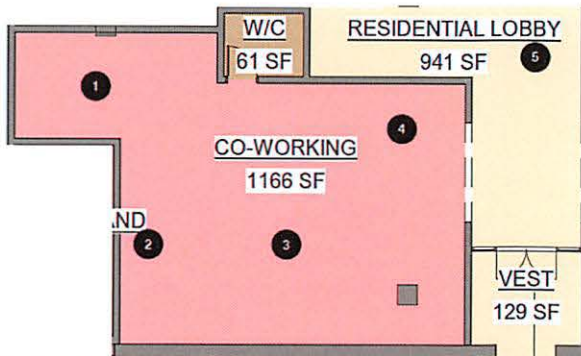
- Convenient Access to University of Maryland Campus and Downtown College Park;
- On-Site Professional Management and Maintenance;
- Cable and High Speed Internet;
- Study Rooms and Computer Facilities;
- Rooftop Sundeck, BBQ Area, Pool/Hot Tub and Social/Club Space/Areas;
- Secured and covered Bike Storage and Repair Station;
- Controlled Access and Key FOB System Throughout;
- Gym/Fitness Center and Yoga Space; and
- Co-Working Space.

Conceptual prospective of the private and public amenity spaces, which capture the applicant's vision for the programing of these spaces include:

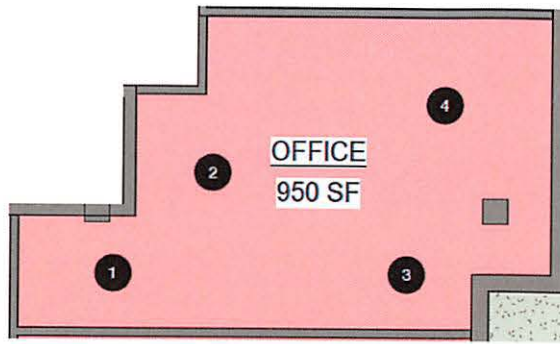
ENTRY PROMENADE



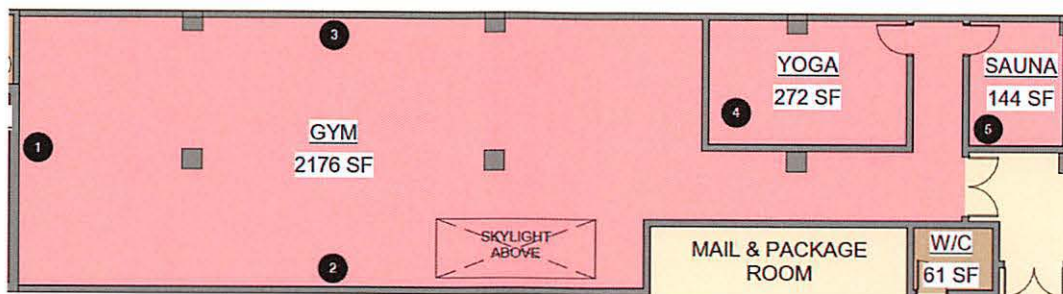
CO-WORKING



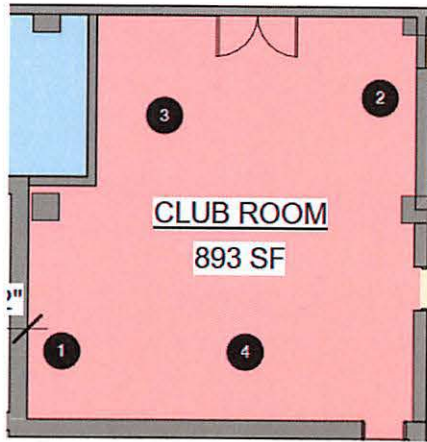
OFFICE



WELLNESS AND GYM



CLUB ROOM



1
KITCHENETTE
+Table/Chairs
+Sink
+Storage
+Coffee
+Mini Fridge



2
GAME TABLES
+Pool Tables
+Gaming Consoles
+High Top Seating

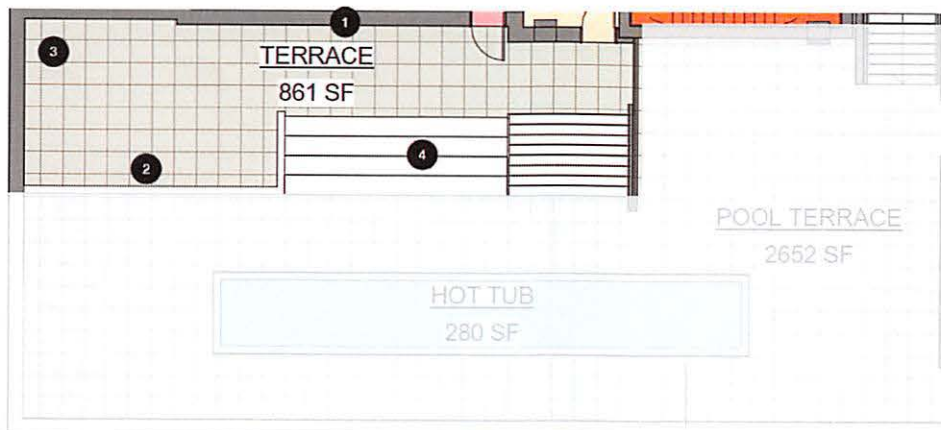


3
COMMUNAL SEATING
+TV's
+Kings Table



4
LOUNGE
+Lounge Seating
+Coffee Tables
+Bookshelves

TERRACE



1
GARAGE DOOR
+Access to Clubroom Functions on Warmer Weather Days



2
LOUNGE
+Soft Seating
+Tables & Chairs
+Fire Pit (30ft From Building)

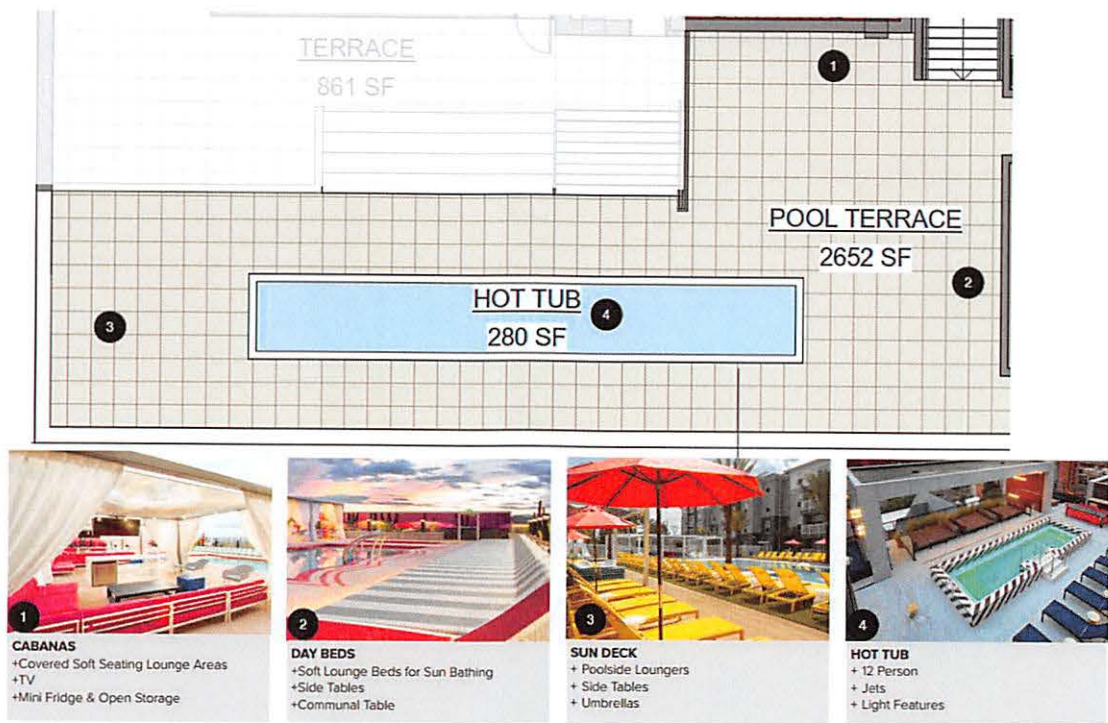


3
GRILLING
+Grilling Stations To Support Individual or Group Gathering Cooking Functions
+Seating
+Storage For Utensils



4
STADIUM SEATING
+Tiered Seating for Optimal View of Pool Terrace Activities From Swimming, to Cooking to Playing Outdoor Games Like Shuffleboard or Bags

POOL TERRACE



IV. COMMUNITY

The subject property is located in Planning Area 66, Councilmanic District 3, within the City of College Park. More specifically, the site is located on the north side of Knox Road, approximately 200 feet east of its intersection with Guilford Drive. The property is located in the Mixed Use-Infill (“M-U-I”) Zone and is subject to the Development District Overlay (“D-D-O”) Zone standards found in the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (“Central US 1 Corridor Sector Plan and SMA” or “Sector Plan”), and is further located in the Walkable Node Character Area.

The subject property is surrounded by the following uses:

North: Lands owned by the University of Maryland in the R-R/D-D-O Zone.

South: Knox Road, and beyond, student housing apartments in the M-U-I/D-D-O Zone.

East: Student housing apartments in the M-U-I Zone.

West: Student housing in the M-U-I/D-D-O Zone.

Indeed, the Central US 1 Corridor Sector Plan and SMA rezoned the subject property from the R-18 Zone to the M-U-I Zone (SMA Change No. 13) to “allow for a mix of uses and a

walkable, transit-oriented pattern of development in keeping with the recommendations of the sector plan for walkable notes. In addition, the subject properties are in close proximity to the University of Maryland and represent a prime opportunity for additional student housing within walking distance to the University.” The requested DSP is in fulfillment of this recommendation, as this DSP capitalizes on the location of the property being contiguous to the University of Maryland campus. The applicant’s design includes a pedestrian bridge at the buildings second level that connects to Lehigh Road, facilitating immediate pedestrian accessibility for the residents of The Hub to the campus. Thus, while the south side of the building will create an urban edge on the north side of Knox Road, the rear (or north side) fronts onto the campus – creating direct access to the same. As provided in Exhibit A, attached hereto, the University of Maryland has indicated that instead of sidewalks along the frontage of Lehigh Road, which is on University property and only used as a service road, it prefers a decorative or raised crosswalk across Lehigh Road. The University indicated that this would serve two purposes. First, even with very limited service traffic on Lehigh Road, a strong visual marker of this pedestrian connection makes the location safer. Second, it serves the Hub to “announce” this entry point as a feature and amenity of this project. The applicant agrees, and suggests using BPIS finds for this crosswalk.

The proposed building also compliments the use of the surrounding midrise residential developments. As the DSP depicts, the design of the project actively engages with the topography of the site in a way that reflects the hierarchy of the architectural program by giving prominence to the pedestrian experience. The main pedestrian entrance to the residential and retail areas includes a large canopy with an outdoor terrace and is located in close proximity to the existing Terrapin Row walkway and crosswalk, enhancing an activity zone. Further to the west, the vehicular entrance to the parking and loading area is much less celebrated, being comprised of brick and located a level lower than the pedestrian entrance. The sidewalk and adjacent landscape areas compliment that of the surrounding buildings and create an improved walkability factor with the elimination of two existing curb cuts, creating a more continuous sidewalk.

V. GENERAL CRITERIA FOR DSP APPROVAL

Section 27-285. Planning Board Procedures.

(b) Required findings.

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

COMMENT: The plan does represent a reasonable alternative for satisfying the site design guidelines. The site design guidelines are found in the Sector Plan, the intent of which is to regulate the design and character of the Central US 1 Corridor. “The purpose of these standards is to shape high-quality public spaces with buildings and other physical features to create a

strong sense of place for College Park and the University of Maryland, consistent with the land use and urban design recommendations of the Sector Plan.” (Sector Plan at p. 227). These standards “are intended as a supplement to the existing zoning regulations for the Central US 1 Corridor.” (*Id.*). “All new development and redevelopment of existing structures within the DDOZ shall comply with the development district standards and the general intent and goals of the US 1 Corridor Sector Plan.” (*Id.* at p. 223).

VI. D-D-O ZONE REQUIREMENTS

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

The sector plan recommends mixed use residential land uses for the subject property (*see* Map 8, page 60). These land uses are described on page 57 of the Sector Plan. The walkable node character area consists of higher-density mixed-use, buildings that accommodate retail, offices, row houses, and apartments, with emphasis on nonresidential land uses, particularly on the ground level. The proposed development of approximately 161 multifamily dwellings for student housing and approximately 1,022 square feet of commercial/retail space envisioned as an eating or drinking establishment is in conformance with the land use recommendations of the Sector Plan. Moreover, the subject property is within the M-U-I Zone, which permits mixed use multifamily residential dwellings units and commercial/retail uses, by right.

The proposed development is located in the Walkable Node Character Area, as shown on the diagram on page 61 of the Sector Plan, and on Map 27 on page 230. As mentioned previously, the Walkable Node Character Area consists of higher-density mixed-use, buildings that accommodate retail, offices, row houses, and apartments, with emphasis on nonresidential land uses, particularly on the ground level. The applicant contends, and despite any requested modifications that are necessary to facilitate the development, that the proposed development is in substantial conformance with the intent of the Walkable Node areas to serve as a transition from the University of Maryland campus. Moreover, the proposed development not only serves as a transition from the University of Maryland to the surrounding existing student housing, and beyond to the commercial uses to the east and south east, but also helps to ensure consistency in size, scale, and context with the surrounding development. Indeed, the proposed building compliments the use of the surrounding midrise residential developments. The design actively engages with the topography of the site in a way that reflects the hierarchy of the architectural program by giving prominence to the pedestrian experience.

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

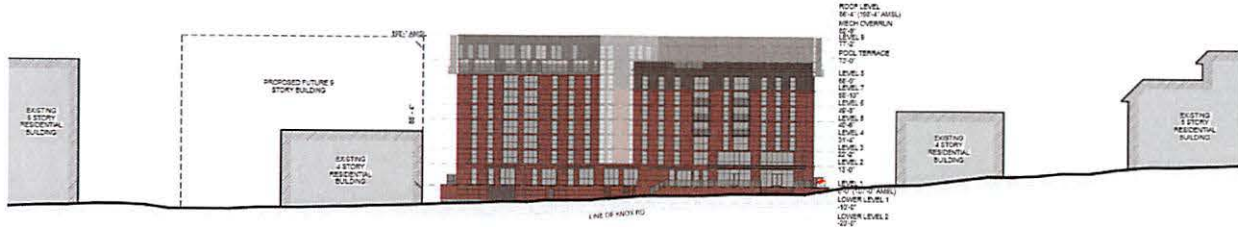
The submitted application and the justification materials provide the basis needed to deviate from a limited number of development district standards in order to accommodate the proposed development on the subject property. These modifications to applicable standards are discussed as follows (all page numbers reference the sector plan):

BUILDING FORM

- Building Height (Page 234)

COMMENT: The Walkable Node Character Area provides that the principal building height shall be a maximum of 6 stories and a minimum of 2 stories. An amendment/modification to this development standard is requested. Nine (9) stories are proposed (the actual building height is 86’-4”). Moreover, the building’s massing is designed to reflect its surroundings, and are not out of character. Below is a view depicting the cross section between the development on the north and south sides of the subject property – with the proposed building superimposed to demonstrate how this development is compatible with the existing development on Lehigh Road and Knox Road.





Specifically, the proposed building compliments the use of the surrounding midrise residential developments and is complementary to existing and proposed multifamily development to the west, as depicted on the above graphic. The design actively engages with the topography of the site in a way that reflects the hierarchy of the architectural program by giving prominence to the pedestrian experience. The main pedestrian entrance to the residential and retail areas includes a large canopy with an outdoor terrace and is located in close proximity to the existing Terrapin Row walkway and crosswalk, enhancing an activity zone. Further, to the west, the vehicular entrance to the parking and loading area is much less celebrated, being comprised of brick and located a level lower than the pedestrian entrance. The sidewalk and adjacent landscape areas compliment that of the surrounding buildings and create an improved walkability factor with the elimination of two existing curb cuts, creating a more continuous sidewalk. The connection to the site is further enhanced by a walkway from the building’s second level to Lehigh Road. This will allow residents to further connect with university’s campus to the north.

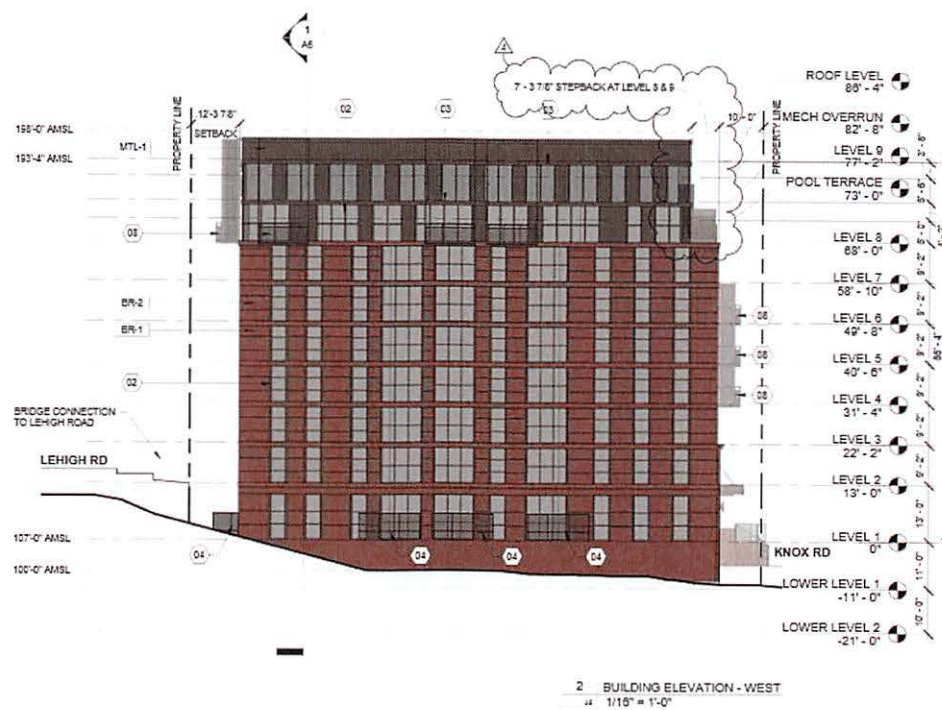
Moreover, and as mentioned, the subject property is contiguous to the University of Maryland campus, yet, oddly, the property was not placed in the Walkable Node (University) (“WNU”) Character Area of the Sector Plan. This is confounding, especially considering the fact that the property on the south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

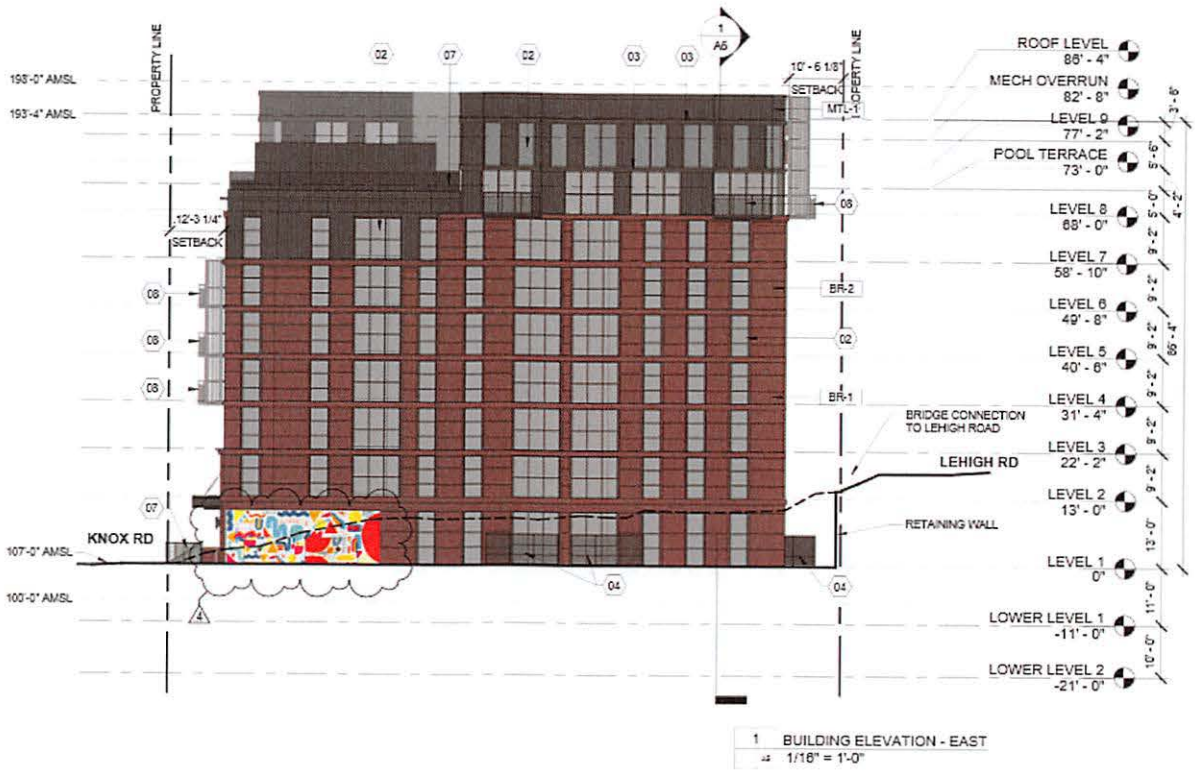


It is illogical why property that is contiguous with the University of Maryland campus was placed in the WN Character Area and not the WNU Character, while property on the south side of Knox Road – not contiguous with the University of Maryland Campus and separated by the subject property, was placed in the WNU Character Area. This is relevant to the applicant’s

request for a height modification since the WNU Character Area allows up to 10 stories compared to the WN Character Area, which only allows 6 stories. The applicant contends that its requested height modification, to allow the development on the subject property to be 9 stories, will not substantially impair the Sector Plan, since the property is contiguous with the University of Maryland campus, and should be in the WNU Character Area. Indeed, given that property on the south side of Knox Road was placed in the WNU Character Area despite it not being contiguous with the University was a mistake. In other words, the plan, as adopted, as you move south from the campus across Knox Road and across Guildford Road, allows 6 stories (WN), then 10 stories (WNU), back down to 4 stories (CI). This is confounding. Instead, and given the grades and the existing development on the University of Maryland side, allowing the modification requested herein not only ensures higher density where the Sector Plan desires it, at the doorstep of the University, but it will also create a more cohesive roof line of buildings as you move south, instead of the up and down effect that would otherwise be required by the differing character areas.

Moreover, since received comments at SDRC, the applicant redesigned the building elevations along Knox Road to provide a seven (7) foot step-back in the building architecture above level 7, as recommended in the Sector Plan at page 237. This step-back will lower the perceived height as viewed from the sidewalk along Knox Road. This modification to the building elevation also corresponds with a change to the building materials on levels 8 and 9, which will cause an even greater emphasis of the horizontal nature of the massing. This further reduces the massing of the building and justifies the requested modification.





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

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

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

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

- Parking (Page 239)

COMMENT: The number of parking spaces required in the Sector Plan area is specified and any deviation from the standard requires a modification of the development district standard. The number of required parking spaces within the Walkable Node Character Area for a mixed-use residential project is 1.2 shared parking factor. Based on the proposed uses, the required number of parking spaces for this development is 143 spaces. The applicant is proposing a total of 94 spaces within a subterranean parking garage. Therefore, the applicant is requesting a modification to the development district standard to allow the proposed number of parking, which is only 49 spaces below the required number. The applicant contends that the requested modification will benefit the development and the Development District, and will not substantially impair implementation of the . . . Sector Plan

Although the applicant's proposed parking is less than that which is required, the parking lot has been designed to provide safe and efficient vehicular and pedestrian circulation within the site – with parking spaces designed within an integrated parking garage to be located under the use that it serves. It must be noted that the bicycle spaces required for this development is 48 spaces. The applicant, however, is providing 77 bicycle parking spaces, which is 29 spaces over the requirement. Moreover, given the close proximity to the University of Maryland Campus and

the site's location within downtown College Park (include the City's parking garage on Knox Road), the applicant contends that the location of the property lends itself to be better accessible to pedestrian walkable routes, and providing less vehicular parking and more bicycle spaces is more practical – especially given the recent revisions to the building elevations that now include a pedestrian bridge connecting the development to Lehigh Road. Simply put, a use that provides less parking in the Walkable Node Character Area than that which is required should be encouraged and not discouraged, as the same encourages pedestrian activity and alternate modes of transportation including ride share (e.g., Lyft, Uber, bike share, and scooters). Students today, unlike when the Sector Plan was adopted ten years ago, simply do not rely on cars like they once did. Given the location of the subject property is contiguous with the University of Maryland campus and is within walking distance to existing infill commercial areas along Baltimore Avenue, the applicant contends that the modification to deviate from the required number of parking is warranted, and it will not substantially impair the Sector Plan, but instead benefit the development and the goal to encourage multi-modal transportation.

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

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

- Parking Access (Page 241)

COMMENT: At SDRC, the Community Planning Section indicated that a modification to this standard is not required, as it is not applicable since alleys or internal drives are not present, and the only access to parking from Knox Road is necessary. ~~The applicant is requesting a modification to this development standard. It must be highlighted that this standard provides that “when present, alleys shall be the primary source of access to off street parking.” (Emphasis added). When alleys are not present, “secondary frontage or side streets may be used as the primary source of access to off street parking.” (Emphasis added). Alleys do not exist; consequently, the only form of access to the site is a primary street, Knox Road. The project is proposed on only 0.72 of an acre. Due to the minimal size of the subject property, the frontage buildout lot occupation is 93%. Given there are no alleys available and this design requirement provides flexibility in the use of the word “may,” the applicant contends that by utilizing one consolidated access point, it results in a better design, safety, circulation, and access. The requested modification does not impair the implementation of the Sector Plan. This Detailed Site Plan illustrates that all parking and loading areas are located and designed to provide safe and efficient vehicular and pedestrian circulation within the site.~~

- Parking Access – Access Drive (Page 241)

COMMENT: The applicant is requesting a slight modification to this development standard. It must be highlighted that this standard provides that “[t]he vehicular access drive of a parking lot or garage shall be no wider than 22 feet.” Although the access drives within the parking lot measure 22 feet wide, the garage ramp measures 20 feet wide, which is sufficient for the two way traffic. In addition, and in response to comments received at SDRC, the applicant has proposed a table-top crosswalk across the garage entry to ensure a visual marker for safer pedestrian activity.

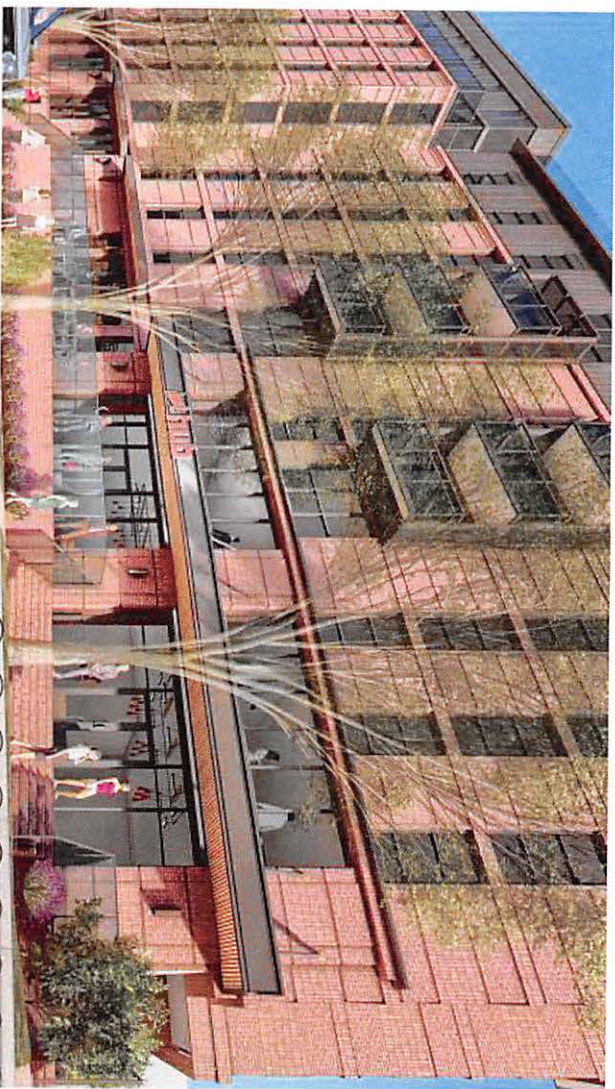
- Structured Parking (Page 243)

COMMENT: The applicant is requesting a modification to this development standard. The Sector Plan states that “parking structures shall be set back a minimum of 50 feet from the property lined of all adjacent thoroughfares.” The garage is the lower two levels of the multifamily building. The building is setback 11.2 feet from the north property line, 10.1 feet from the west property line, 10.1 feet from the south property line, and 10.4 feet from the ease property line, in conformance with building placement standards. The property consists of only 0.72 acre, and is only approximately 130’ deep, so the strict application of the 50 foot setback for structured parking would render this property undevelopable. Such an outcome would contradict the purpose of placing the property in the M-U-I Zone through the SMA. Simply stated, it is not feasible to comply with this particular standard under these circumstances. Therefore, the applicant requests an amendment to this requirement, as it will not substantially impair the implementation of the Sector Plan.

FACADES AND SHOPFRONTS

- Facades and Shopfronts (Page 246)

COMMENT: The applicant is requesting a slight modification to this development standard. The Sector Plan states that “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.” As indicated at SDRC by Community Planning, this standard is intended for commercial/retail uses on the ground floor, not residential. DSP-19054 proposes 40 percent of the ground floor to have untinted transparent store front windows and doors due to the fact that residential units are also located on the first floor. That said, the applicant has designed the Knox Road frontage to provide details that address the purpose of this standard. Indeed, the utilization of full length windows and awning is indicative of design features recommended in the Sector Plan. The main pedestrian entrance to the residential and retail areas includes a large canopy with an outdoor terrace and is located in close proximately to the existing Terrapin Row walkway and crosswalk, enhancing an activity zone. Consequently, the requested amendment does not substantially impair the implementation of the Sector Plan.



VIEW LOOKING NORTHWEST FROM KNOX ROAD



VIEW LOOKING NORTHWEST FROM KNOX ROAD



VIEW LOOKING EAST ALONG KNOX ROAD

ARCHITECTURAL ELEMENTS

- Signage (Page 254-255)

COMMENT: At SDRC, the Community Planning Section indicated that a modification to this standard is not required, as the DSP adheres to the development district standard. The applicant does not believe that a modification to this standard is required, but is including in its requested modifications in the abundance of caution. The Sector Plan states that “Signs shall be externally lit from the front with a full-spectrum source. Internal and 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). The “Hub” signage located at the top of the north elevation is proposed to be internally illuminated with LED lights, and will be channel lettering, which is permitted to be internally illuminated. Page A4 shows the location of this sign and Page A5 provides a detail of the sign. The sign will be located approximately seventy-nine (79) feet above finished grade. The applicant contends that in order for this sign to be viewed from this distance, it must be internally lit. The design, however, complies with the allowance to be internally illuminated, as the sign design utilizes channel letters.

SUSTAINABILITY AND THE ENVIRONMENT

- LEED Certification (page 256)

COMMENT: Within Walkable Nodes, all development shall obtain a minimum of silver certification in one of the applicable LEED rating systems. Since the Applicant is not yet sure whether it will pursue LEED certification, a modification is being requested. Notwithstanding the same, the applicant, if LEED Silver is not ultimately pursued, does intend to meet the

certification criteria of the National Green Building Standard (NGBS) at the bronze level. As previously determined by the Planning Board, in general, both NGBS and LEED are green building rating systems that set standards and scoring criteria for evaluating energy performance measures associated with the construction and operation of new, or renovated buildings.

The Planning Board has previously determined that while there are some differences, both ranking programs require evaluation of similar building systems and design features to determine efficiency levels and apply a score. Although the Applicant, at a minimum, will seek NGBS certification, the development standard specifically requires LEED certification only. Thus, the applicant is requesting a modification to this standard to allow NGBS certification as an option if LEED Silver is not pursued. As determined by the Planning Board in other matters, the applicant contends that this modification will benefit the development and the development district by providing green design techniques which will not substantially impair implementation of the Sector Plan.

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

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

- Donation of Items Left by Residents.

There is no doubt that the development demonstrates a commitment to including design features and building systems that will achieve the equivalent of LEED silver certification. This requested modification meets the spirit of the development district standard, and will benefit the development and the development district by providing a number of green design techniques and will not substantially impair the implementation of the Sector Plan.

VII. PURPOSES OF DETAILED SITE PLANS

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

(b) General purposes.

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

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

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

COMMENT: The US 1 Corridor Sector Plan and Sectional Map Amendment rezoned the subject property from the R-18 Zone to the M-U-I Zone (Change Number 13) to “allow for a mix of uses and a walkable, transit-oriented pattern of development in keeping with the recommendations of the sector plan for walkable notes. In addition, the subject properties are in close proximity to the University of Maryland and represent a prime opportunity for additional student housing within walking distance to the University.” The requested DSP is in fulfillment of this recommendation, as this DSP capitalizes on the location of the property in proximity to the University of Maryland campus. The applicant’s design includes a pedestrian bridge that connects the north side of the subject property directly with Lehigh Road, facilitating immediate pedestrian accessibility for the residents of The Hub to the campus. Thus, while the south side of the building will create an urban edge on the north side of Knox Road, the rear (or north side) fronts onto the campus – creating direct access to the same. In addition, the main pedestrian entrance to the residential and retail areas includes a large canopy with an outdoor terrace and is located in close proximity to the existing Terrapin Row walkway and crosswalk, enhancing an activity zone. Further to the west, the vehicular entrance to the parking and loading area is much less celebrated, being comprised of brick and located a level lower than the pedestrian entrance. The sidewalk and adjacent landscape areas compliment that of the surrounding buildings and create an improved walkability factor with the elimination of two existing curb cuts, creating a more continuous sidewalk.

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

VIII. PURPOSES OF THE M-U-I ZONE

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

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

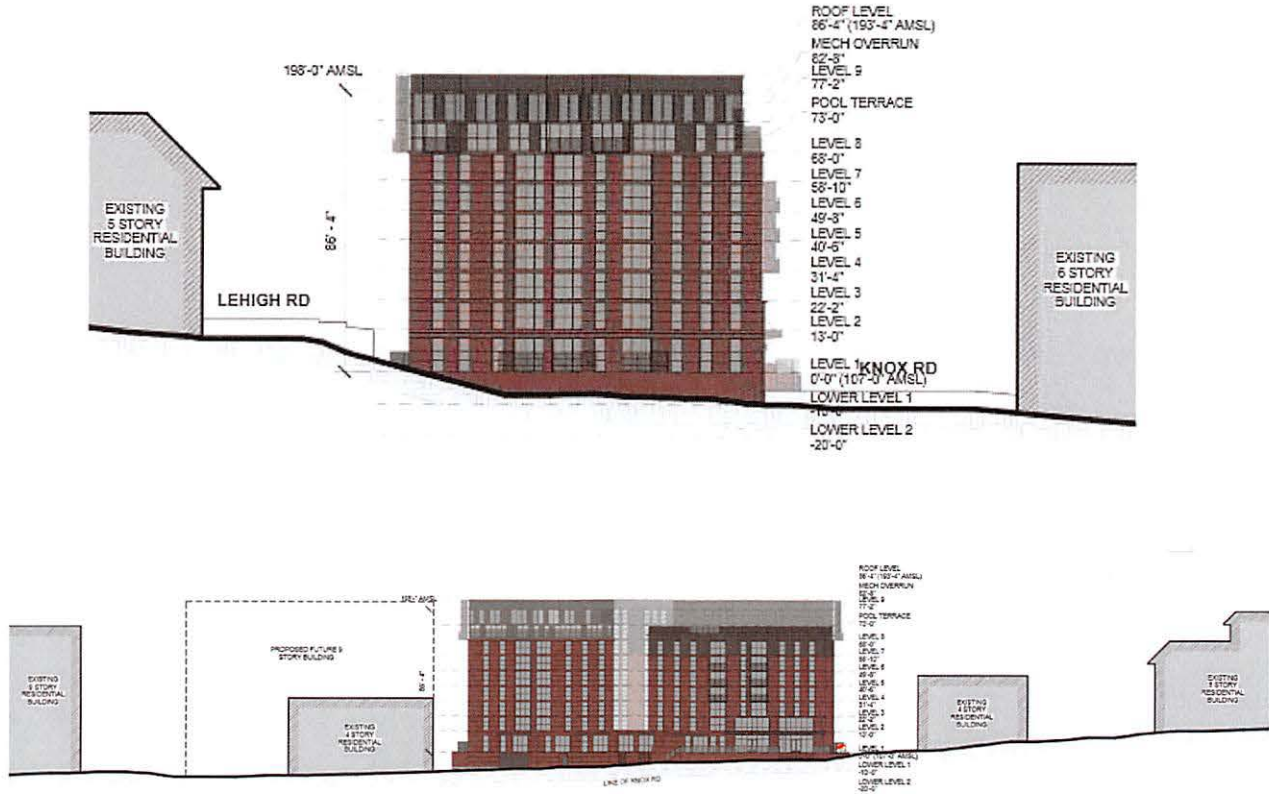
(b) The specific purposes of the M-U-I Zone are:

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

COMMENT: Again, the subject property was rezoned to the M-U-I Zone to “allow for a mix of uses and a walkable, transit-oriented pattern of development in keeping with the recommendations of the sector plan for walkable notes. In addition, the subject properties are in close proximity to the University of Maryland and represent a prime opportunity for additional student housing within walking distance to the University.” The development proposed is consistent with the purpose for rezoning the property to the M-U-I Zone. Moreover, the proposed development is not inconsistent with development that has occurred in recent years

along the south side of Knox Road (known as Terrapin Row), that property also having been rezoned in the SMA in Change No. 13 to the M-U-I Zone.

The applicant further contends that the proposed development meets the specific purposes of the M-U-I Zone. The development, in addition to implementing the recommendations of the Sector Plan, contemplates a number of design concepts and density that is only achievable through the M-U-I Zone. The development proposes a mix of uses that include residential multifamily units (to accommodate student housing for the University of Maryland) and commercial/retail (envisioned as an eating or drinking establishment) space, which permits the density envisioned in the Sector Plan and proposed with DSP-19054. (See Sec. 27-546.18(b) (“Where an owner proposes a mix of residential and commercial uses on a single lot or parcel in the M-U-I Zone, the site plan as approved shall set out the regulations to be followed.”)). The proposed development, as depicted on the DSP, facilitate the seamless blend of the southern campus of the University to the existing development on the south side of Knox Road.



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

IX. M-U-I ZONE REQUIREMENTS

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

(a) Except as provided in Subsection (b), the regulations governing location, setbacks, size, height, lot size, density, and other dimensional requirements in the M-U-I Zone are as follows:

1. R-18 Zone regulations apply to all uses in Section 27- 441(b)(3), Miscellaneous;

COMMENT: Not applicable

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

COMMENT: Not applicable.

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

COMMENT: Not applicable.

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

COMMENT: Not applicable.

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

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

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

(c) A Detailed Site Plan may not be approved unless the owners shows:
1. The site plan meets all approval requirements in Part 3, Division 9;

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

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

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

COMMENT: The proposed uses on the property are predominantly multifamily residential and a 1,022 square foot, street-level (Knox Road), retail component. These uses are compatible with one another. The abutting properties to the south, east, and west, are all zoned M-U-I and are included in the development district. The property to the north is the University of Maryland, and all uses are compatible with the proposed use. The existing uses are compatible with the proposed mixed-use residential development, and the future development of abutting sites are either already redeveloped or envisioned by the sector plan to be compatible with the proposed uses of the subject site.

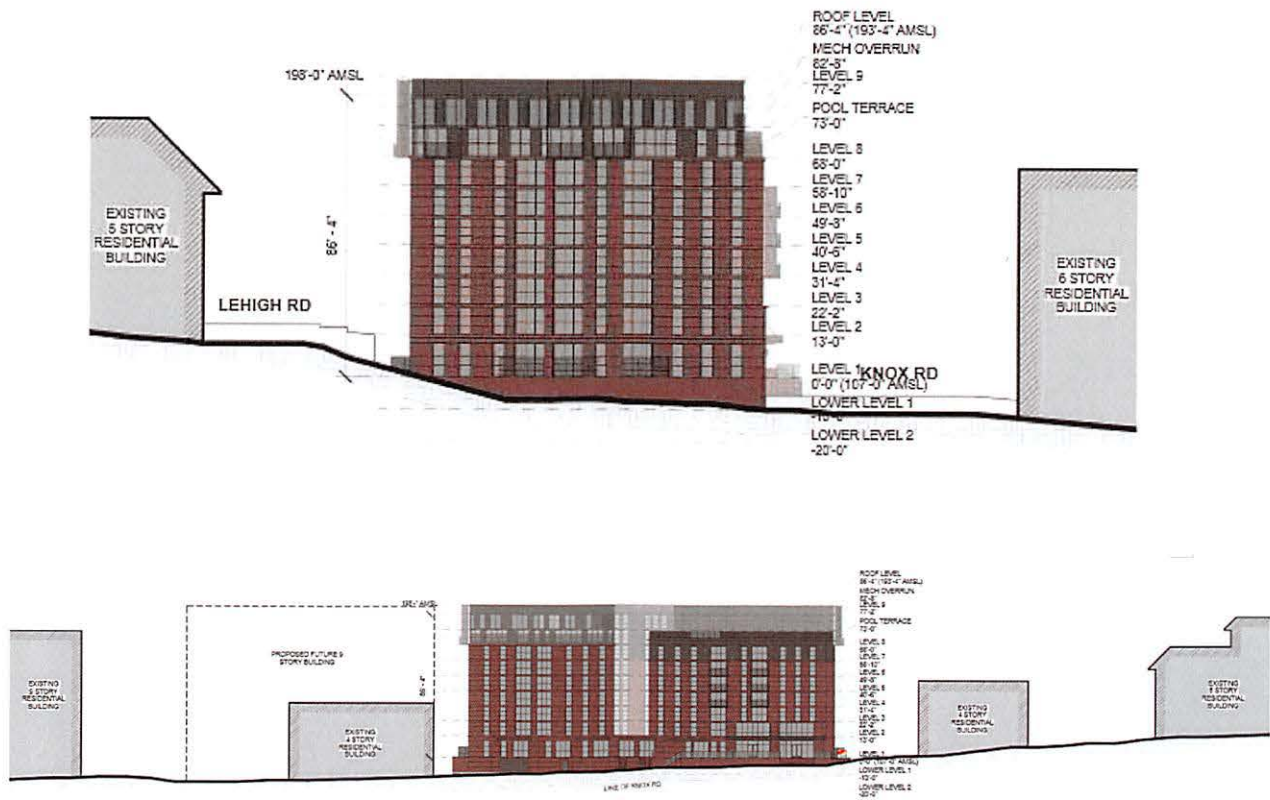


VIEW LOOKING NORTHWEST FROM KNOX ROAD

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

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

COMMENT: The adjacent properties to the north and south are developed with multi-story institutional/residential building and multi-family units, respectively. The adjacent property to the west is a multi-family development envisioned for multi-story redevelopment. 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 generally compatible in size, height, and massing to existing buildings on adjacent properties. Moreover, and as outlined above, the applicant further contends that the proposed development meets this requirement as it facilitates the seamless blend of the southern campus of the University to the existing development on the south side of Knox Road as follows:



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

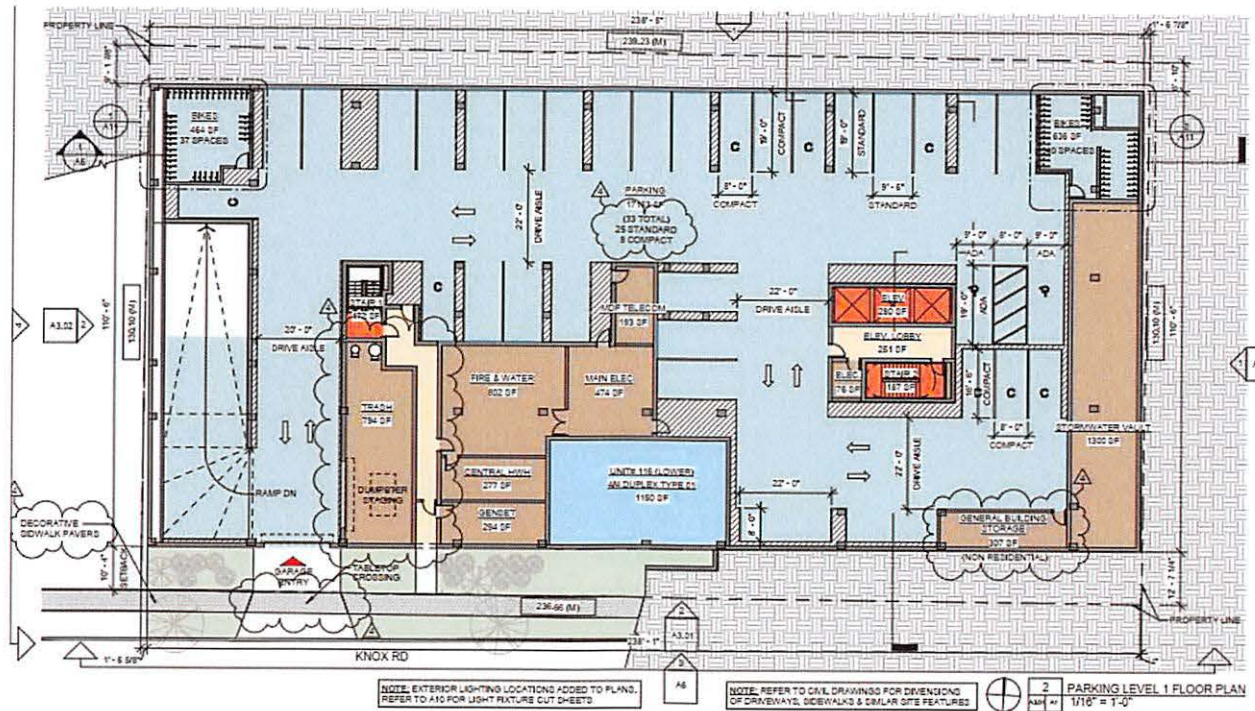
(B) Primary facades and entries should face adjacent streets or public walkways and be connected by on-site walkways, so pedestrians may avoid crossing parking lots and driveways;

COMMENT: The primary façade of the building faces Knox Road, the only accessible street abutting the site. Lehigh Road, on the north side is wholly within state owned property, and sits much higher than the subject property. In response to comments, the applicant redesigned its site plan to propose a private pedestrian connection from the second floor of the building to Lehigh Road, and to provide a decorative stamped concrete sidewalk along Knox Road.



VIEW LOOKING SOUTHWEST FROM LEHIGH ROAD

Moreover, on-site vehicular circulation is limited to a two-level internal parking structure, with one access point to Knox Road. The sidewalk along Knox Road will cross the driveway aprons, using a table-top crossing, featuring decorative/stamped concrete, but otherwise, pedestrian and vehicular circulation on-site is separated, minimizing the need for pedestrians to cross parking lots and driveways.



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

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

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

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

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

COMMENT: The DSP does not propose outdoor storage areas and includes most of the mechanical equipment internal to the building. However, a single electrical transformer is proposed to be located at the southeast corner of the building, adjacent to Knox Road. The options for siting the transformer are more than limited, and the location selected provides for the least visually obtrusive placement. In coordination with the City and Technical Staff, the applicant is suggesting two different options to choose from in order to satisfy this requirement. The first potential option includes a mural with painted transformers, as further depicted on the DSP. A second possible screening option includes the use of decorative screen panels. The applicant contends that either option sufficiently screens the transformers, and is consistent with recent approvals, and as such can provide whichever option is preferred, so long as any screening satisfies applicable clearance needs and safety requirements.

Option 1



Option 2



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

COMMENT: Much of the signage proposed by the DSP conforms to the D-D-O Zone standards, and where it does not, the applicant has requested amendments to the D-D-O Zone standards to allow such signage, as it supports the goals and objectives of the sector plan. That said, the applicant believes that the proposed signage meets the said development 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;

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

(ii) Location of activities with potential adverse impacts;

COMMENT: No activities with potential adverse impacts are proposed on-site, except for loading and trash facilities, which are located internal to the proposed building.

(iii)Location and use of trash receptacles;

COMMENT: An internal location within the parking garage area of the building is designated for the storage of trash receptacles. The internal location will minimize potential adverse impacts on adjacent properties and the neighborhood. Moreover, pursuant to Section 27-546.18(b), since the applicant is proposing a mix of residential and retail uses in both buildings, which are, respectively, on a single lot or parcel, the site plan shall set out the regulations to be followed. In this instance, the applicant does not propose any loading spaces due to the fact that all residential units are fully furnished, and residents only need to bring personal items when moving in. Moreover, there is sufficient room in the garage to serve any deliveries for the proposed commercial/retail space, which will not depend on large truck deliveries.

(iv)Location of loading and delivery spaces;

COMMENT: Pursuant to Section 27-546.18(b), since the applicant is proposing a mix of residential and retail uses in both buildings, which are, respectively, on a single lot or parcel, the site plan shall set out the regulations to be followed. In this instance, the applicant does not propose any loading spaces due to the fact that all residential units are fully furnished, and

residents only need to bring personal items when moving in. Moreover, there is sufficient room in the garage to serve any deliveries for the proposed commercial/retail space, which will not depend on large truck deliveries.

(v) Light intensity and hours of illumination; and

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

(vi) Location and use of outdoor vending machines.

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

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 Regulations Part 77 or the Code of Maryland, COMAR 11.03.05, Obstructions to 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 subject property is the very western edge of APA-6. Consequently, from an airport perspective, at a maximum building height of 198 feet above mean sea level (“AMSL”) (which is calculated at 150 feet above the 48 foot ground elevation of the western end of the airport’s runway) is allowed. This dimension is provided on the architectural plans. Based on the ground elevation of AMSL, which is 107 feet, the maximum building height allowed, pursuant to FAR Part 77 is 91 feet. As depicted on the architectural plans, the building height is 86’ - 4”.

X. LANDSCAPE MANUAL

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

the development district. Therefore, the DSP is only subject to Sections 4.1 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 us required to be planted for each 1,000 feet of green area provided.**

COMMENT: The provided Landscape Plan, filed in conjunction with DSP-19054, conforms to this requirement. Specifically, and as provided on the Landscape Plan, six (6) shade trees are required and five (5) major shade trees, nine (9) ornamental trees and ten (10) evergreen trees are proposed.

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

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

XI. TREE CANOPY COVERAGE REQUIREMENT

The subject site is located in the M-U-I Zone and a ten percent (10%) tree canopy coverage (TCC) requirement applies pursuant to Section 25-128(b) of the County Code. The subject property is 0.72 acres and requires 0.07 acre, or 3,136 square feet, of TCC area/coverage. A TCC schedule is provided on the DSP; however, since SDRC, and in response to City and Staff comments, the applicant reassessed its proposed planting schedule. As a result, the proposed on-site plantings now provides 3,150 square feet of TCC, or 10% tree canopy coverage. Therefore, the applicant is withdrawing the previously requested waiver from this requirement.

~~Section 25-130(a) provides the following:~~

- ~~(a) An applicant may request a full or partial waiver from the requirements of this Division. To approve a full or partial waiver, the approving authority shall find that the application meets the following standards:~~

- ~~(1) Topography, site limitations, or other site conditions are such that the full compliance to the requirements are impossible or impractical to comply with the provision of tree canopy coverage on the site in accordance with this Division;~~

~~COMMENT: The subject property is small, only totaling 0.72 acres, and is bounded on all four sides by development or roads. Moreover, the north side of the property has significant topographically challenges, as Lehigh Road sits significantly higher than the subject property, which requires a retaining wall on the north side of the property. The below image depicts how Lehigh Road sits higher than Knox Road:~~



Moreover, the applicant's development, adheres to the Building Form, saving the height limitation, which is confounding since the property is contiguous with the University of Maryland Campus, requirements of the Walkable Node Character Area, that allows 0'—10' setbacks and up to 80% lot coverage. The site is also burdened by stormdrain pipes and structures and pads for the transformer(s), which cannot go on the roof of the building due to the amenity space on the roof. Simply stated, there is simply no room on the site for more tree planting—plantings have already been maximized to the fullest extent possible. Therefore, compliance to the requirement is impossible and impractical given the urban infill development that is proposed herein and envisioned/recommended by the Sector Plan.

~~(2) Provision of the full extent of the tree canopy coverage requirement cannot reasonably be expected because of a lack of rooting space and or soil volume to accommodate healthy tree growth.~~

COMMENT: As indicated previously, the applicant is proposing tree plantings along its Knox Road frontage, which is the only conceivable green area on the property to provide sufficient rooting space or soil volume to accommodate healthy tree growth. The remainder of the property is either proposed for development (approximately 73% lot coverage is being utilized; the Sector Plan allows up to 80%); is burdened by topography, which requires retaining walls; includes stormdrain pipes, and/or is required to accommodate a utility pad for the necessary transformer. Therefore, the full extent of the tree canopy coverage requirement cannot reasonably be expected to be accommodated under these circumstances.

~~(3) The planting of additional trees will result in the need to remove existing pavement being used to meet other County Code requirements;~~

COMMENT: Due to the Sector Plan's vision and goals for rezoning the subject property to the M-U-I Zone in order to accommodate the development of a mixed-use student housing building along with the limitations that the infrastructure for such a development create and/or require, there is simply no room to accommodate any additional planting on the subject property. Indeed, given the area constraints, the applicant is required to provide underground parking.

~~(4) Existing or proposed parking and loading spaces are not in excess of the minimum necessary according to Subtitle 27, Part 11, Parking and Loading Standards; and~~

~~COMMENT: As indicated above, the proposed underground parking is not in excess of the minimum necessary required by the Sector Plan. Indeed, due to the property location being contiguous with the University of Maryland, as well as other factors discussed in greater detail herein, the applicant requested a modification to provide less parking than what is required.~~

~~(5) The waiver is the minimum necessary based on the criteria above.~~

~~COMMENT: The applicant has maximized the number of plantings given all of the constraints that exist; therefore, the waiver request is the minimum necessary.~~

~~In summary, the applicant contends that it has demonstrated that planting to fully meet the tree canopy coverage requirements on site is not possible, and that the requested partial waiver is the minimum necessary based on the circumstances outlined above. Again, topographic challenges, requirements to provide retaining walls, the location of at grade and subsurface utilities, and limit planting opportunities on the southern side of this of the small site make compliance impossible. Moreover, the D-D-O Zone encourages dense, infill development in the subject area, and the development proposed conforms to this vision, including build to lines and lot coverage. Landscape plans show that the provision of additional trees on site is not possible due to a lack of space to accommodate healthy tree growth. Proposed parking and loading spaces are not in excess of the minimum requirements and a proposal to plant additional trees on site would result in the need to reduce the size of the building, which is not practical given site constraints and other development requirements.~~

~~Given circumstances unique to this application, including topographic, environmental, and utility constraints, conformance with the Sector Plan vision for dense, mixed use development of the small site, the applicant requests approval for a partial waiver from Section 25-128(b).~~

XII. EXEMPTION TO FILING A PRELIMINARY PLAN OF SUBDIVISION

Although the applicant has filed a preliminary plan of subdivision (PPS 4-20014), based upon consistent interpretations and applications by the Planning Board of Section 24-111(c)(4), that spa decades, the applicant still maintains that the subject property is exempt from Subtitle 24. However, in order to avoid further delay and/or contrived debate or disagreement on the issue, the applicant filed PPS 4-20014, which is accepted and currently under review. Nevertheless, and solely to preserve all rights and arguments, the applicant wishes to maintain the following in support of its original position that the subject property is exempt from filing a preliminary plan of subdivision.

The subject property is known as Lots 7-12, Block G, located on Tax Map 33 in Grid B-4, zoned M-U-I, and is approximately 0.72 acre. The property is reflected on a plat entitled "Lord Calvert Subdivision," recorded in Plat Book WWW 21 at Page 96, approved on November 13, 1952. The addresses for the property are 4210-4220 Knox Road, College Park, Maryland, and is currently improved with two, three-story, duplex buildings for student housing totaling 9,880 square feet of GFA. Similarly to the recently razed development to the south (the other Knox Boxes that became Terrapin Row), the existing development was constructed in 1953, and

make up some of the last remaining Knox Boxes. The existing structures will ultimately be razed and replaced with the development proposed herein.

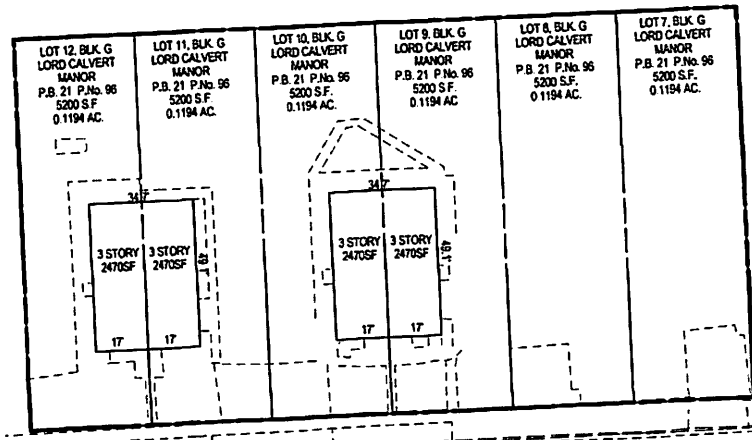
Section 24-111 of the Subdivision Regulation provides for exemptions from the requirement of filing of a preliminary plan of subdivision for parcels with a record plat. Specifically, in this instance, the applicant contends that this development is exempt from the requirement to file a preliminary plan 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.

COMMENT: Lots 7-12 in Block G, are the subject of a record plat approved in 1952, and recorded among the Land Records on November 20, 1952. A copy of this plat is attached hereto and made a part hereof as Exhibit "A." The subject property qualifies for the exemption cited above because it is not the subject of a Regulating Plan approved in conformance with Subtitle 27A of the County Code, and, as explained in detail below, development of more than 5,000 square feet exists on the development site which was legally constructed in 1953 (along with the other Knox Boxes) – or prior to December 31, 1991.

Attached hereto as Exhibit "B" is a plan prepared by Soltesz that depicts the subject property along with detailed calculations of the existing development. The plan provides information demonstrating that the existing building area on the subject property exceeds 5,000 square feet and is greater than 10% of the site area. Specifically, and as depicted on Exhibit "B," there are two (2), three-story, duplex buildings (or, more specifically, four (4) three-story structures) on the subject property. Each three-story structure totals 2,470 square feet, which equals 9,880 total square feet of building gross floor area. This exceeds the 5,000 square foot requirement in the exemption. In addition, the total site area equals 31,200 square feet and the existing development comprising of two (2), three-story, duplex buildings make up 31.7% of the site area, which is greater than 10% of the total area of the site. This is depicted on the chart below:



LOT #	EX. GFA	LOT SF
LOT 7	0SF	5,200SF
LOT 8	0SF	5,200SF
LOT 9	2,470SF	5,200SF
LOT 10	2,470SF	5,200SF
LOT 11	2,470SF	5,200SF
LOT 12	2,470SF	5,200SF
TOTAL	9,880SF	31,200SF

10% OF 31,200SF=3,120SF
 9,880GFA/31,200SF=31.7%

It must be noted and highlighted that this same determination was made with DSP-13025, said development being located on the south side of Knox Road – immediately across from the subject property. The development that previously existed on that property, which was also platted in 1952 in Plat Book WWW 21 at Page 96, was identical to the development that currently exists on the subject property (i.e., duplex buildings) on multiple lots known as Knox Boxes. During the review of DSP-13025, the same exact analysis, based on the same exact facts, was undertaken, and the Subdivision Section, in a memorandum dated September 25, 2013 (From Nguyen via Chellis to Fields, attached hereto as Exhibit “C”) confirmed and acknowledged that the exemption provided for in Section 24-111(c)(4) applies. Finally, and in an effort to vet and confirm the same, undersigned counsel contacted the Subdivision Section of DRD on or around August 23, 2019. On August 27, 2019, the Subdivision Section responded and confirmed that the property met the exemption in Section 24-111(c)(4). (See collectively Exhibit “D”).

For all of these reasons, Section 24-111(c)(4) is met, and the proposed development is exempt from the requirement to file a new preliminary plan of subdivision. Any other determination would be contrary to prior determinations by the Subdivision Section based on identical facts and circumstances and would be arbitrary and capricious.


XIII. CONCLUSION

The Applicant requests approval of its Detailed Site Plan to allow the subject property to be developed with 161 multifamily dwelling units for student housing and approximately 1,022 square feet of commercial/retail space (envisioned to be an eating or drinking establishment). The Applicant contends that this request, with limited modifications to certain development district standards, will benefit the development and the Development District, and will not substantially impair implementation of the Sector Plan. That is, based on the foregoing and the evidence that has or will be submitted into the record, this application does not substantially impair the implementation of the Sector Plan and the modifications to the standards are needed to facilitate the development. Therefore, the Applicant respectfully requests that DSP-19054 be approved.

The applicant respectfully submits that all of the criteria for granting the proposed detailed site plan with modifications to the design standards and the waiver to the TCC requirement have been met, and as such, the plan does represent a reasonable alternative for satisfying the site design guidelines. Thus, this application should be approved.

Respectfully submitted,

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

By: 

Matthew C. Tedesco
Attorney for the Applicant

Date: September 1, 2020
(Amended in response to SDRC)

Matthew C. Tedesco

From: Edward John Maginnis <maginnis@umd.edu>
Sent: Sunday, August 30, 2020 11:32 AM
To: Matthew C. Tedesco
Cc: Bill Campbell; Mark Goehausen
Subject: Re: The Hub - DSP

Matt:

It was nice speaking with you last week about the Hub student housing project. I want to follow up and confirm some of the matters we discussed. First, the University, as part of its transaction approvals, has agreed to grant an easement to the Hub to allow direct connectivity from the building to Lehigh Road on the University's campus. The exact design and layout of that connectivity is still subject to negotiation, but the University agrees with your assessment that a sidewalk on the south side of Lehigh Road is not practical given site topography and the need to keep Lehigh Road in its current dimension. However, even prior to our conversation, the University team had discussed Lehigh Road internally. Lehigh Road is not a through road, but functions as a mere service road. The University proposes that Lehigh Road be gated at a location at the western end of the South Campus Commons Building 1. Traffic on Lehigh would be limited by restricted gate access to service vehicles (primarily trash removal) and for special events, such as move-in and move-out.

At the point where pedestrian traffic enters and exits the Hub entry, the University would like to see a decorative or raised crosswalk. We think this would serve two purposes. First, even with very limited service traffic on Lehigh, we think a strong visual marker of this pedestrian connection makes the location safer. Second, we think it serves the Hub to "announce" this entry point as a feature and amenity of this project. As we discussed in our call, we have asked our campus planning department to work out more specific details regarding the function and aesthetics of this crosswalk and entry point and will share them with your team in the near future.

We also discussed a call for a height reduction. The University believes students should live close to campus. One cannot get closer to campus than the Hub. Basic tenets of smart growth are curbing urban sprawl and encouraging sustainability. The University has a goal of carbon neutrality by the Year 2050. One way to achieve that important goal is to increase the access and appeal of the campus for pedestrians. Providing the most student housing in the best, most pedestrian-friendly locations advances this goal.

Another related sustainability goal is encouraging the use of transportation other than personal automobiles. To that end, we think parking at the Hub should be kept to a minimum. The University's robust bus shuttle service and our joint bike share program with the City of College Park encourage, and allow, transportation options other than automobiles. A mere stone's throw away from the Hub site, Bozzuto Development and Willard Retail are under construction of a mixed use project that will include 61,000 square feet of new retail that will include grocery and restaurant options, further enhancing the walkability of the Hub.

I look forward to our continued work together to advance this exciting project.

Ed

Edward J. Maginnis
Assistant Vice President--Real Estate
(301) 405-4939



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

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

Preliminary Plan of Subdivision Hub at College Park

4-20014

REQUEST	STAFF RECOMMENDATION
One parcel for mixed-use development of 1,022 square feet of commercial use and 161 multifamily dwelling units.	APPROVAL with conditions
Variation from Section 24-122(a)	APPROVAL

Location: On the north side of Knox Road, approximately 200 feet east of its intersection with Guilford Drive.	
Gross Acreage:	0.72
Zone:	M-U-I/D-D-O
Gross Floor Area/ Dwelling Units:	1,022 sq. ft./ 161 DUs
Lots:	0
Parcels:	1
Outparcels:	0
Planning Area:	66
Council District:	03
Election District:	21
Municipality:	College Park
200-Scale Base Map:	209NE04
Applicant/Address: Core Campus Manager, LLC 1643 N Milwaukee Ave, 5th Floor Chicago, IL 60647	
Staff Reviewer: Antoine Heath Phone Number: 301-952-3552 Email: Antoine.Heath@ppd.mncppc.org	



Planning Board Date:	10/08/2020
Planning Board Action Limit:	10/16/2020
Mandatory Action Timeframe:	70 days
Staff Report Date:	09/22/2020
Date Accepted:	07/07/2020
Informational Mailing:	06/12/2020
Acceptance Mailing:	07/02/2020
Sign Posting Deadline:	09/08/2020

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

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-20014
Hub at College Park

OVERVIEW

The subject property is located on the north side of Knox Road, approximately 200 feet east of its intersection with Guilford Drive. The property consists of 0.72 acre and is currently comprised of six lots, known as Lots 7, 8, 9, 10, 11, and 12, Block G of Lord Calvert Manor, recorded in Plat Book WWW 21, page 96. The site is within the Mixed Use-Infill (M-U-I) and Development District Overlay (D-D-O) Zones, and is subject to the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (Central US 1 Corridor Sector Plan and SMA). There are currently existing residential buildings on Lots 9, 10, 11, and 12, which are to be razed. Lots 7 and 8 are currently vacant. This preliminary plan of subdivision (PPS) proposes consolidation of the properties into one parcel for mixed-used development, including 1,022 square feet of commercial use and 161 multifamily dwelling units. The proposed development is subject to PPS approval, in accordance with Section 24-111(a) of the Prince George's County Subdivision Regulations. A detailed site plan (DSP) will be required for the development of this site, in accordance with the requirements of the underlying M-U-I/D-D-O Zones.

Section 24-122(a) of the Subdivision Regulations requires that a 10-foot-wide public utility easement (PUE) be provided along public rights-of-way. Knox Road abuts the property to the south. No PUEs currently exist on the subject property and none are proposed with this application. The applicant requests approval of a variation to remove the requirement, which is discussed further in this report.

Staff recommends **APPROVAL** of the PPS with conditions, and the variation, based on the findings contained in this technical staff report.

SETTING

The subject property is located on Tax Map 33 in Grid C3, in Planning Area 66, and is zoned M-U-I within a D-D-O Zone. To the south of the property is Knox Road, and beyond is property also in the M-U-I Zone, developed with multifamily dwellings; abutting the property to the north is Lehigh Road, a private road that is part of the University of Maryland College Park Campus; and to the east and west are multifamily dwellings in the M-U-I Zone. Abutting properties to the east, west, and south are also in the D-D-O Zone.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

- 1. Development Data Summary**—The following information relates to the subject PPS application and the proposed development.

	EXISTING	PROPOSED
Zone	M-U-I/D-D-O	M-U-I/D-D-O
Use(s)	Multifamily Residential	Multifamily (161 dwelling units) Commercial (1,022 sq. ft.)
Acreage	0.72	0.72
Lots	6	0
Parcels	0	1
Outparcels	0	0
Dwelling Units	12	161
Variance	No	No
Variation	No	Yes Section 24-122(a)

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee meeting on July 27, 2020, along with its variation request from Section 24-122(a), in accordance with Section 24-113 of the Subdivision Regulations.

- 2. Previous Approvals**—A final plat was approved by the Maryland-National Capital Park and Planning Commission (M-NCPPC) on November 13, 1952. The existing development on Lots 9, 10, 11, and 12 were certified as a nonconforming use in 2017, as per CNU-24976-2015, CNU-24977-2015, CNU-24978-2015, and CNU-24979-2015, after having been issued electrical permits in error for 3-unit apartment buildings.
- 3. Community Planning**—The subject site is within the area of the sector plan, which retained the subject property in the M-U-I/D-D-O Zones. Conformance with the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and the sector plan are evaluated, as follows:

Plan 2035

The subject property falls within the University of Maryland (UMD) East and UMD Center Local Centers and the designated Employment Area. These local centers, classified as Campus Centers, are focal points for development because of their access to transit (future Purple Line) and major highways (Plan 2035, page 19). The desired development for Campus Centers is mid- and low-rise apartments, condos, townhouses, and small-lot single family residential at a density of 10–15 dwelling units per acre. The desired Federal Aviation Regulations (FAR) for new development is 0.5-3 (Plan 2035, Center Classification, page 108).

Employment Areas have the highest concentration of economic activity in the County's targeted industry clusters and is where Plan 2035 recommends supporting business growth, concentrating new business development near transit where possible, improving

transportation access and connectivity, and creating opportunities for synergies (Plan 2035, page 19).

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

Sector Plan

The sector plan recommends mixed-use commercial land use on the subject property. The subject property is in downtown College Park, and within the Walkable Node character area of the sector plan. Walkable Nodes “spaced about a half mile to one mile apart along the corridor serve as excellent transit and multimodal stops and encourage pedestrians to congregate at appropriate retail and employment areas” (page 53). Walkable Node Policy 1 recommends development of “a series of pedestrian-friendly, transit-oriented, mixed-use walkable nodes at appropriate locations along the Central US 1 Corridor” (page 65).

Applicable strategies to achieve this policy include:

- a. Providing generous sidewalks along US 1 and all side streets in the walkable nodes, with a width between 15 to 20 feet along US 1 and 6 to 10 feet on the side streets.
- b. Ensuring a vertical mix of uses in the walkable nodes. The ground floor of buildings should be designed to look like storefronts, with windows and primary entrances facing the street. Retail and service uses should be provided on the ground floor.
- c. Concentrating office and residential uses above the ground floor.
- d. Locating service uses, such as loading facilities and trash collection, to alleys or secondary streets.

Aviation Policy Area 6 (APA 6)

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 (APA) regulations, Sections 27-548.32 through 27-548.48 of the Prince George’s County Zoning Ordinance. Specifically, the subject property is located in APA 6. The APA regulations contain height restrictions in Section 27-548.42 and purchaser notification requirements for property sales in Section 27-548.43 that are relevant to the 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 Federal Aviation Regulations (FAR) Part 77. Because this PPS is not approving building location or architecture, including the height of buildings, the applicant should provide a letter from the Federal Aviation Administration stating that the proposed development does not pose any hazard to air navigation, prior to certification of the DSP. The final plat shall note the site’s proximity to a general aviation airport, in accordance with the notification requirements of Section 27-548.43.

Staff finds that, pursuant to Section 24-121(a)(5) of the Subdivision Regulations, this application conforms to the sector plan.

4. **Stormwater Management/Unsafe Soils**—A Stormwater Management (SWM) Concept Plan (48561-2019-0) and letter approved by the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE) on April 13, 2020 was submitted with this

application. The applicant is proposing seven micro-bioretenion structures and one underground storage vault.

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

5. **Parks and Recreation**—This PPS has been reviewed for conformance with the requirements and recommendations of the sector plan, the Land Preservation and Recreational Program for Prince George’s County, the 2013 *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, and the Prince George’s County Subdivision Regulations (Subtitle 24) as they pertain to public parks and recreational facilities. As per Section 24-134(a)(1) of the Subdivision Regulations, mandatory dedication of parkland applies to the residential portion of this development proposal. Based on the density of the residential portion of the proposed subdivision, 0.11 acre of mandatory dedication of parkland would be required to M-NCPPC for public parks. However, the mandatory dedication of parkland is not recommended due to the size and location of the parcel, which is not contiguous to any existing parkland. As per Section 24-135 of the Subdivision Regulations, the Prince George’s County Planning Board may approve a fee-in-lieu of parkland dedication or private on-site recreational facilities.

The subject property is not adjacent to any existing M-NCPPC-owned property or parks. Parks in the surrounding area include University Hills Park (approximately 1 mile to the west), and Calvert Park (approximately 1 mile to the southeast). The applicant proposes the mandatory dedication requirement be met by providing on-site recreational facilities, in accordance with Section 24-135(b). The applicant has provided a description of private recreational facilities to be provided on-site that will be available for future residents. These onsite facilities will include a fitness center, yoga/multipurpose room, hot tub area, and roof-top terrace.

The on-site recreational facilities may be approved by the Planning Board provided that the facilities will be superior, or equivalent to those that would have been provided under the provisions of mandatory dedication. Further, the facilities shall be properly developed and maintained to the benefit of future residents through covenants, or a recreational facilities agreement, with this instrument being legally binding upon the subdivider and his heirs, successors, and/or assignees. Staff has reviewed the list of the proposed recreational facilities and has determined that they are equivalent or superior to those that would be provided under provision of mandatory dedication of parkland. The details of the private recreational facilities will be reviewed by the Urban Design Section and approved by the Planning Board with the DSP.

6. **Trails**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the sector plan to provide the appropriate pedestrian and bicycle transportation recommendations. The subject site is in the Central US 1 Corridor and the UMD East and UMD Center General Plan Centers and is subject to Section 24-124.01 of the Subdivision Regulations.

Existing Conditions, Sidewalks and Bike Infrastructure

The subject property has existing sidewalks along its southern frontage of Knox Road, which is an existing MPOT shared roadway. Lehigh Road, directly to the north, is a planned shared roadway. There are existing bike lanes along both sides of Knox Road.

Review of Proposed On-Site Improvements

The submitted plans include the 5-foot-wide sidewalk along the property frontage and a pedestrian bridge connecting the north side of the property to Lehigh Road. The preliminary plans do not include blocks over 750 feet long and therefore does not need to provide additional walkway facilities and mid-block crossing facilities, pursuant to Section 24-121(a)(9).

Review of Connectivity to Adjacent / Nearby Properties

The subject site is adjacent to residential areas and the University of Maryland connected via sidewalk along both sides of Knox Road, shared roadway pavement markings along the south side of Knox Road, and a striped bicycle lane along the north side of Knox Road. The subject application includes a pedestrian bridge connection from the proposed building to Lehigh Road. Staff recommends the width of the pedestrian bridge be at least 5-foot-wide to comply with Americans with Disabilities Act (ADA) standards.

Review of Master Plan Transportation Conformance

This development case is subject to MPOT. The master plan trail facility impacts the subject site, the existing bicycle lane along westbound Knox Road, the existing shared roadway along eastbound Knox Road, and a planned shared facility along Lehigh Road. The MPOT provides policy guidance regarding multimodal transportation, and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling:

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

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

The subject site has existing sidewalk and bikeway facilities on Knox Road, which fulfills the intent of Policy 1. Staff recommends that at least two bicycle racks be provided at a location convenient to the building entrance. The inverted U-style, or a style that allows two points of secure contact, are preferred. Staff also recommends shared road pavement markings, also referred to as sharrows, along the site's frontage of Lehigh Road, subject to the approval by the University of Maryland. The recommended bicycle parking and pavement markings along Lehigh Road will fulfill the intent of Policy 4.

Review of Area Master Plan Compliance

The Central US 1 Corridor Sector Plan and SMA includes the following recommendations regarding the accommodations of pedestrian and bicycle facilities:

- a. Design land uses, including the mix of uses and the physical design of buildings and streets, to support pedestrian and bicyclist access as the primary modes of travel. (page 139)

- b. Provide bicycle parking, including bicycle racks and lockers, to encourage and facilitate bicycle travel. (page 153)
- c. Encourage nonresidential and mixed-use developments to provide shower facilities and bicycle lockers as further incentives for increasing bicycle use. (page 153)
- d. 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. (page 264)
- e. Sidewalk materials should be continued across driveways whenever possible, and accent paving should be used to define pedestrian crossings. (page 264)

Additional recommended pedestrian and bicycle facilities will be further evaluated at DSP. Staff recommends a crosswalk be provided crossing the parking garage entrance to provide a continuous connection along Knox Road. The proposed and recommended improvements fulfill the intent of the policies recommended above and follow the master plan, pursuant to Section 24-121(a)(5).

Pedestrian and Bicycle Adequacy

The proposed development is subject to Section 24-124.01, pedestrian and bikeway adequacy in centers and corridors. The applicant has submitted an off-site adequacy exhibit to provide sidewalk improvements.

Adequacy of On-Site Improvements:

The submitted plans include a 6-foot-wide frontage sidewalk and a pedestrian connection to Lehigh Road. Staff recommends that the pedestrian connection to Lehigh Road be a minimum 5-foot-wide, that a bicycle fix-it station be located adjacent to the proposed interior bicycle parking, that a minimum of two bicycle parking racks be located on the outside of the building, and that trash receptacles are at a location convenient to the building entrance. The applicant has indicated that they agree with these improvements, and they are included in the associated DSP. Staff recommends that long-term bicycle parking be provided on the interior of the building, and it is included in the pending DSP-19054 associated with the site.

The proposed and recommended pedestrian and bicycle facility improvements reflect the minimum facilities necessary for adequacy within the subdivision, pursuant to Section 24-124.01(b) if the applicant also provides the additional on-site amenities.

Adequacy of Off-Site Improvements

The subject application includes an exhibit for the off-site pedestrian and bicycle adequacy improvements, pursuant to Section 24-124.01(c). The cost cap for the site is \$53,719.89. This number was calculated by multiplying the nonresidential square footage by \$0.35 (1,000 sq. ft. x \$0.35= \$350), adding the number of dwelling units multiplied by \$300 (\$48,300), and then adjusting the total amount (\$48,650) for inflation based on the U.S. Bureau of Labor Statistics Cost Price Index between June 2013, the effective date of the adequacy legislation, and today.

In coordination with the City of College Park, the applicant has proffered to upgrade 750 linear feet of sidewalk, along the south side of Guildford Road, to 5-foot-wide for the required off-site facilities.

The cost estimate of the applicant's proffered option is approximately \$47,437.

The required off-site facilities reflect the minimum facilities necessary for adequacy in the area surrounding the subject site, pursuant to Section 24-124.01(b) and staff finds that the facility meets pedestrian and bicycle adequacy.

Demonstrated Nexus Finding

The off-site pedestrian improvements proffered by the applicant will improve the overall pedestrian network within the vicinity by upgrading the existing sidewalk to meet ADA standards. Pursuant to Section 24-124.01, staff finds that there is a demonstrated nexus between the proffered improvements for the proposed development and nearby destinations.

Staff concludes that the submitted plans meet the necessary findings for this PPS and is deemed acceptable from the standpoint of pedestrian and bicycle transportation, subject to the conditions recommended in this technical staff report.

7. **Transportation**—Transportation-related findings related to adequacy are made with this application, along with any determinations related to dedication, access, and general subdivision layout. Access and circulation are proposed by means of private driveways from Knox Road.

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

The site is within the Central US 1 Corridor Sector Plan and SMA area, which requires that traffic counts be averaged, as indicated by the following standard: "Within the Central US 1 Corridor Development District, the transportation facilities adequacy standard shall be Level of Service E, based on the average peak period levels of service for all signalized intersections in three designated segments of the Central US 1 Corridor." The site falls within the segment between Campus Drive and Guilford Drive. Each traffic count is grouped together and averaged with other signalized intersections within the segment, as defined by the sector plan to determine adequacy. This process is explained the "Transportation Review Guidelines, Part 1" (Guidelines) on pages 31 and 32. The study area includes the following signalized intersections:

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

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

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

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

Analysis of Traffic Impacts

The application is a PPS for a plan that includes residential and commercial uses. The trip generation is estimated using trip rates and requirements in the Guidelines. Pass-by and internal trip capture rates are in accordance with the Trip Generation Handbook (Institute of Transportation Engineers). It is noted that the traffic study describes the small retail space ancillary. While the use is not ancillary, as defined in Subtitle 27, the intent is to suggest that the retail component will not independently generate vehicle trips. A coffee outlet or similar type of student-oriented retail establishment of 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 the Transportation Planning Section accepts that premise in this instance. The table below summarizes trip generation in each peak-hour that will be used in reviewing traffic for the site:

The table below summarizes trip generation in each peak-hour that will be used in reviewing traffic for the site:

Trip Generation Summary: 4-20004: Hub at College Park								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Student Housing	476	Beds	14	48	62	48	33	81
Retail/Restaurant	1,022	square feet	0	0	0	0	0	0
Total Proposed Trips for 4-20014 (sum of all bold numbers above)			14	48	62	48	33	81

A September 2020 traffic impact study was submitted and accepted as part of this PPS. The following tables represent results of the analyses of critical intersections under existing, background, and total traffic conditions:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM and PM)		Level of Service (LOS, AM and PM)	
	Guilford Drive and Knox Road	11.8*	44.4*	--
US 1 and Campus Drive	947	981	A	A
US 1 and Hotel Drive	647	783	A	A
US 1 and Rossborough Drive	581	731	A	A
US 1 and Fraternity Row	533	583	A	A
US 1 and College Avenue/Regents Drive	592	720	A	A
US 1 and Knox Road	684	900	A	A
US 1 and Hartwick Road	426	555	A	A
US 1 and Calvert Road	432	660	A	A
US 1 and Guilford Drive	638	730	A	A
Link Peak-Period Level of Service	604	733	A	A
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

None of the critical intersections identified above are programmed for improvement with 100 percent construction funding within the next 6 years in the current Maryland Department of Transportation Consolidated Transportation Program, or the Prince George's County Capital Improvement Program. Background traffic has been developed for the study area using a listing of 19 approved developments in the area and a growth rate of 1 percent per year over 6 years. A second analysis was done to evaluate the impact of background developments. The analysis revealed the following results:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM and PM)		Level of Service (LOS, AM and PM)	
	Guilford Drive and Knox Road	14.3*	110.8*	--
US 1 and Campus Drive	1,144	1,284	B	C
US 1 and Hotel Drive	830	1,055	A	B
US 1 and Rossborough Drive	760	1,021	A	B
US 1 and Fraternity Row	709	864	A	A
US 1 and College Avenue/Regents Drive	771	1,110	A	B
US 1 and Knox Road	948	1,272	A	B
US 1 and Hartwick Road	769	919	A	A
US 1 and Calvert Road	630	937	A	A
US 1 and Guilford Drive	852	1,062	A	B
Link Peak-Period Level of Service	824	1,047	A	B
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

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

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM and PM)		Level of Service (LOS, AM and PM)	
Guilford Drive and Knox Road (standards for passing are shown in parentheses)				
Delay Test (50 seconds or less)	14.6*	120.2*	Pass	Fail
Minor Street Volume Test (100 or fewer)	--	262	Pass	Fail
CLV Test (1,150 or less)	--	1,069	Pass	Pass
US 1 and Campus Drive	1,148	1,296	B	C
US 1 and Hotel Drive	835	1,068	A	B
US 1 and Rossborough Drive	764	1,033	A	B
US 1 Fraternity Row	714	876	A	A
US 1 and College Avenue/Regents Drive	776	1,022	A	B
US 1 and Knox Road	995	1,316	A	D
US 1 and Hartwick Road	772	921	A	A
US 1 and Calvert Road	633	940	A	A
US 1 and Guilford Drive	855	1,069	A	B
Link Peak-Period Level of Service	832	1,060	A	B
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

It is found that all critical intersections operate acceptably under total traffic in both peak hours. A trip cap consistent with the trip generation assumed for the site, 62 AM and 81 PM peak-hour vehicle trips is recommended.

Master Plan Roads

The site is not within, or adjacent to, any master plan transportation facilities. Access and circulation are acceptable.

Based on the preceding findings, adequate transportation facilities will exist to serve the proposed subdivision, as required, in accordance with Section 24-124, subject to the conditions provided in this technical staff report.

- 8. **Schools**—The residential development proposed with this PPS was reviewed for impact on school facilities, in accordance with Section 24-122.02 and Prince George’s County Council Resolution CR-23-2001. The subject property is located within Cluster 2, as identified in the Pupil Yield Factors and Public School Clusters 2020 Update, which is within the I-95/I-495 Capital Beltway. Staff has conducted an analysis and the results are as follows:

Impact on Affected Public School Clusters by Dwelling Units

Affected School Clusters Number	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2
Multi-family Total Dwelling Units (TDU):	161 DU	161 DU	161 DU
Multi-family Pupil Yield Factor (PYF):	0.162	0.089	0.101
TDU X PYF	26.08	14.3	16.3
Total Future Subdivision Enrollment	26	14	16
Adjusted Enrollment in 2019	22,492	9,262	9,372
Total Future Enrollment	22,539	9,276	9,388
State Rated Capacity	19,425	7,121	8,494
Percent Capacity	116%	130%	111%

Section 10-192.01 of the Prince George’s County Code establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24. The current amount is \$9,741 per dwelling if a building is located between Interstate 495 and the District of Columbia; \$9,741 per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$16,698 per dwelling for all other buildings. This fee is to be paid to DPIE at the time of issuance of each building permit. Nonresidential development is exempt from a review for school facilities.

9. **Public Facilities**—In accordance with Section 24-122.01, water and sewerage, police, and fire and rescue facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section, dated August 17, 2020 (Thompson to Heath), provided in the backup of this technical staff report and incorporated herein by reference.
10. **Use Conversion**—This PPS was analyzed based on the proposal for a mixed-use development with 161 dwelling units and 1,022 square feet of gross floor area in the M-U-I/D-D-O Zones. If a substantial revision to the mix of uses on the subject property is proposed that affects Subtitle 24 adequacy findings, that revision of the mix of uses would require approval of a new PPS, prior to approval of any building permits.
11. **Public Utility Easement (PUE)**—Section 24-122(a) requires that, when utility easements are required by a public utility company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

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

The standard requirement for PUEs is 10 feet wide along both sides of all public rights of way. The subject site fronts on the public right-of-way of Knox Road. The applicant requests approval of a variation from the standard requirement, in accordance with the findings outlined below.

Variation Request—Section 24-122(a) requires the following (in **BOLD**), followed by review comments:

Section 24-122. Public Facilities Requirements.

- (a) **When utility easements are required by a public utility company, the subdivider shall include the following state in the dedication document: Utility easements are granted pursuant to a declaration record among the County Land Record in Liber 3703 at Folio 748.**

The standard requirement for PUEs is in the form of an easement, which is typically 10 feet wide along both sides of all public rights-of-way. The property has frontage along the public right-of-way of Knox Road. Requiring a 10-foot-wide PUE along this public right-of-way is unnecessary and would make it very challenging for the project to implement the development district standards associated with the Walkable Node University.

The standard PUE is not necessary for the proposed project, as there is no need to extend electric, telecommunications, and gas facilities around or through the property. Such utilities are already provided along Knox Road.

The applicant has requested a variation from the standard PUE requirement, in accordance with Section 24-113, which sets forth the following required findings for approval of a variation (in **BOLD**), followed by review comments:

Section 24-113 Variations

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

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

The granting of the variation will not be detrimental to public safety, health, or welfare, or injurious to other properties. As previously described, the standard PUE is not necessary for the proposed site, as there is not a need to extend electric, telecommunications, and gas facilities around or through the property. Utilities are currently existing in the public right-of-way and provide adequate utility service to the developed site.

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

The property is located within the Walkable Node University character area of the sector plan and is surrounded by developed properties. The project cannot implement the associated D-D-O Standards and simultaneously accommodate the requisite 10 foot PUE width required by Section 24-122(a). The front build-to line requirements under the Walkable Node University character area (i.e. 0 feet minimum, 10 feet maximum), along with streetscape requirements, proposed sidewalk, and gradient needed for ADA compliance would make it impossible to fit a 10-foot-wide PUE. Utilities are also presently located in the Knox Road right-of-way, which are sufficient to serve the site. The combination of factors described are unique to the subject property and not generally applicable to other properties throughout the County.

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

The requested variation does not constitute a violation of any other applicable law, ordinance, or regulation. More specifically, the requested variation will facilitate the redevelopment of the property as envisioned by the sector plan. The variation from Section 24-122(a) is unique to the Subdivision Regulations and under the sole authority of the Planning Board. This PPS and variation request for the location of PUEs was referred to the public utility companies and none have opposed this request.

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

The property's physical surroundings give rise to a particular hardship that can be distinguished from a mere inconvenience. As discussed above, the property is located within the Walkable Node University character area, as designated by the sector plan. The Walkable Node University is defined by small blocks with wide sidewalks and buildings set close to the frontages. The property is surrounded by development on all sides with existing utilities already in place, and the applicant states that practical and economic implications would be exacerbated if the strict letter of the law was followed. Implementation of the 10 foot PUE would also cause the applicant to violate the sector plan build-to line requirement and impose further limitation on development of the site.

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

The subject property is zoned M-U-I; therefore, this provision does not apply.

Staff finds the variation request is supported by the required findings. Approval of the variation will not have the effect of nullifying the intent and purpose of the Subdivision Regulations, which is to guide development according to the sector plan.

Therefore, staff recommends approval of the variation from Section 24-122(a), for omission of the required PUEs.

- 12. **Historic**—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 designated Prince George’s County historic sites or resources.
- 13. **Environmental**—The Environmental Planning Section previously reviewed the following applications and associated plans for the subject site:

Development Review Case Number	Associated Tree Conservation Plan or Natural Resources Inventory Number	Authority	Status	Action Date	Resolution Number
N/A	NRI-149-2019 (EL)	Staff	Approved	12/11/2019	N/A
N/A	S-131-2019	Staff	Approved	9/6/2019	N/A
DSP-19054	NRI-149-2019-01	Planning Board	Pending	Pending	Pending
4-20014	S-172-2019	Planning Board	Pending	Pending	Pending

Proposed Activity

The current application is a PPS for a new subdivision for one parcel for mixed-use development with 1,022 square feet of commercial and 161 multifamily dwelling units for student housing.

Grandfathering

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

Master Plan Conformance

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

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

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

Countywide Green Infrastructure Plan

The property is not within the designated network of the *Countywide Green Infrastructure Plan of the Approved Prince George's County Resource Conservation Plan* (May 2017).

The site was cleared, graded, and developed prior to the enactment of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO).

ENVIRONMENTAL REVIEW

Natural Resources Inventory/Existing Conditions

The site has an approved Natural Resources Inventory Plan (NRI-149-2019-01), 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, wetland, 100-year floodplain, or associated buffers. The site is not within the primary management area.

Woodland Conservation

The site is exempt from the provisions of the WCO because the property contains less than 10,000 square feet of woodland and has no previous tree conservation plan 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.

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 percent slopes); Urban Land-Russett-Christiana complex (0–2 percent slopes); and 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 DPIE for review to evaluate if further information is required 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 letter also provides examples on how to deal with potential slope issues, as the northernmost portion of the site contains steep slopes. The building will not act as a retaining wall unless proposed fill will be placed in the space between the existing steep slope and the proposed building, and that fill will be in contact with one or two sides of the building. Even that scenario is acceptable from a geotechnical perspective if the resulting new slope south of Lehigh Road will be less steep than the existing slope. If the proposed new slope is five units horizontal to one unit vertical or less, there is no need for submitting a soils report. If not, or if the slope is to remain as steep as it is now, the applicant must provide a soils report based on at least two borings by the side of Lehigh Road (T1 and T2) extending to the proposed building bottom, and two shorter borings near the slope toe (B1 and B2). Two global stability analyses shall be included, one along Section T1-B1 and another along Section T2-B2. Of a concern are any planned underground floors. If underground floors are proposed, a short-term global stability analysis becomes of great importance for the stability of Lehigh Road itself because digging at or in front of the slope toe makes the existing steep slope even steeper or worse, which jeopardizes the road

stability during construction. In this scenario, the global stability must neglect the resistive forces of soils that will be excavated for the building's proposed underground floors.

Global stability of the project must be demonstrated to the satisfaction of DPIE, prior to the 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.

Specimen, Champion, or Historic Trees

In accordance with approved NRI-149-2019-01, no specimen, champion, or historic trees have been identified on the subject property. No further information is required regarding specimen, champion, or historic trees.

- 14. Urban Design**—Conformance with the D-D-O Zone standards and the Prince George's County Zoning Ordinance are evaluated, as follows:

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

The subject site is governed by the D-D-O Zone standards approved with the sector plan that requires DSP review for the proposed redevelopment of the subject site. There is no previous approved DSP governing the site. In accordance with the sector plan, D-D-O standards replace comparable standards and regulations in the Zoning Ordinance.

Wherever a conflict exists between the D-D-O standards and the Zoning Ordinance, or the 2010 *Prince George's County Landscape Manual* (Landscape Manual), the D-D-O will take precedence. For development standards not covered by D-D-O Zone standards, the Zoning Ordinance or the Landscape Manual shall serve as the requirements, as stated in Section 27-548.21.

The subject site is within the Walkable Node (University) development character area of the sector plan and is subject to all the D-D-O Zone standards for the character area. These development standards focused on building form, architectural elements, sustainability, streets and open space requirements, will be evaluated for their conformance at the time of DSP.

The vertical mixed-use development concept provided in the PPS, including ground-floor retail and multifamily units above in a multistory building, is appropriate for the M-U-I/D-D-O Zones and this location in the Walkable Node character area (University) of the sector plan.

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

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

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

site plan review or limit the review of specific types of development or areas of the Development District.

The subject site is located in College Park Airport APA 6, which is a traffic pattern area. In APA 6, development densities and intensities are the same as in the underlying zones. The uses of all APA lands may not endanger the landing, taking off, or safe maneuvering of aircraft. In accordance with Section 27- 548.42(b), no building permits may be approved for any structure higher than 50 feet within APA 6, unless the applicant demonstrates compliance with FAR Part 77. Conformance to these requirements should be evaluated at the time of DSP.

Conformance with the Requirements of the Prince George's County Landscape Manual

The Central US 1 Corridor Sector Plan and SMA (page 226) states that the provisions of the Landscape Manual regarding alternative compliance, commercial and industrial landscape strip requirements, parking lot requirements, and buffering incompatible uses do not apply within the D-D-O Zone. All other standards and regulations of the Landscape Manual apply, as necessary. Conformance with the remaining landscape requirements will be determined at time of DSP.

Conformance with the Prince George's County Tree Canopy Coverage Ordinance

Section 25-128 of the County Code requires a minimum percentage of tree canopy coverage (TCC) on properties requiring a grading permit. Properties zoned M-U-I are required to provide a minimum of 10 percent of the gross tract area in TCC. Conformance with the Tree Canopy Coverage Ordinance requirements will be evaluated at the time of DSP.

- 15. City of College Park**—At the publishing of this report, Prince George's County Planning staff had not received a final recommendation from the City of College Park. The City's planning staff did provide a staff recommendation in an email correspondence on September 16, 2020, which is included in the backup of this report and incorporated by reference herein, and indicated that a City Council meeting was to be held on September 22, 2020. Prince George's County Planning staff believes that the recommendations provided by the City's planning staff is consistent with the findings and recommendations contained in this technical staff report.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the Prince George's County Subdivision Regulations (Required Off-Site Facilities) have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
 - a. 750 linear feet of sidewalk replacement to a minimum of 5 feet along the south side of Guilford Road.

- b. Standard crosswalk and associated ADA curb ramps crossing Lehigh Road at the proposed pedestrian bridge connecting to the existing sidewalk along the north side of Lehigh Road.
2. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors, and/or assignees shall provide an exhibit that depicts the following improvements, prior to acceptance of any detailed site plan:
 - a. Shared lane markings (e.g. sharrow) along the subject site's frontage of Lehigh Road, unless modified by the University of Maryland, with written correspondence.
 - b. Crosswalk crossing the access driveway to the proposed parking garage.
3. Prior to certification of any detailed site plan, the applicant shall provide an exhibit that illustrates 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 throughout the subdivision including, but not limited to, 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.
4. 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.
5. 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.
6. The applicant and the applicant's heirs, successors, and/or assignees shall submit three original, executed recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department for construction of private on-site recreational facilities, for approval prior to a submission of a final record plat. Upon approval by DRD, the RFAs shall be recorded among the Prince George's County Land Records, and the Liber and folio of the RFAs shall be noted on the final plat, prior to recordation.
7. The applicant and the applicant's heirs, successors and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for the construction of recreational facilities, prior to issuance of building permits.

8. 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.
9. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings shall require approval of a new preliminary plan of subdivision, prior to issuance of any permits.
10. Development of this site shall be in conformance with the approved Stormwater Management Concept Plan (48561-2019-0) and any subsequent revisions.
11. Prior to approval of the final plat, the applicant and the applicant's heirs, successors, and/or assignees shall:
 - a. Note that public utilities easements are not provided, pursuant to the Prince George's County Planning Board's approval of a Variation from Section 24-122(a) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision PPS 4-20014.
 - b. Demonstrate conformance with the disclosure requirements of Section 27-548.43(b)(2) of the Prince George's County Zoning Ordinance regarding the proximity of this subdivision to a general aviation airport. The applicant shall provide a note on the plat and provide a copy of the disclosure notice. The disclosure notice shall be included in all lease, rental, or purchase contracts for occupants, and the occupants shall sign an acknowledgement of receipt of the disclosure.

STAFF RECOMMENDS:

- Approval of Preliminary Plan of Subdivision 4-20014
- Approval of a Variation from Section 24-122(a)



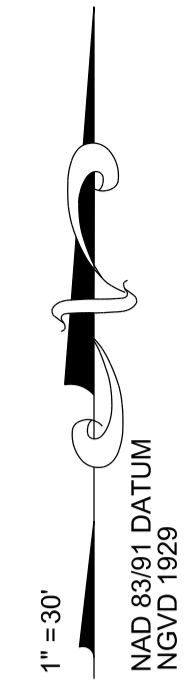
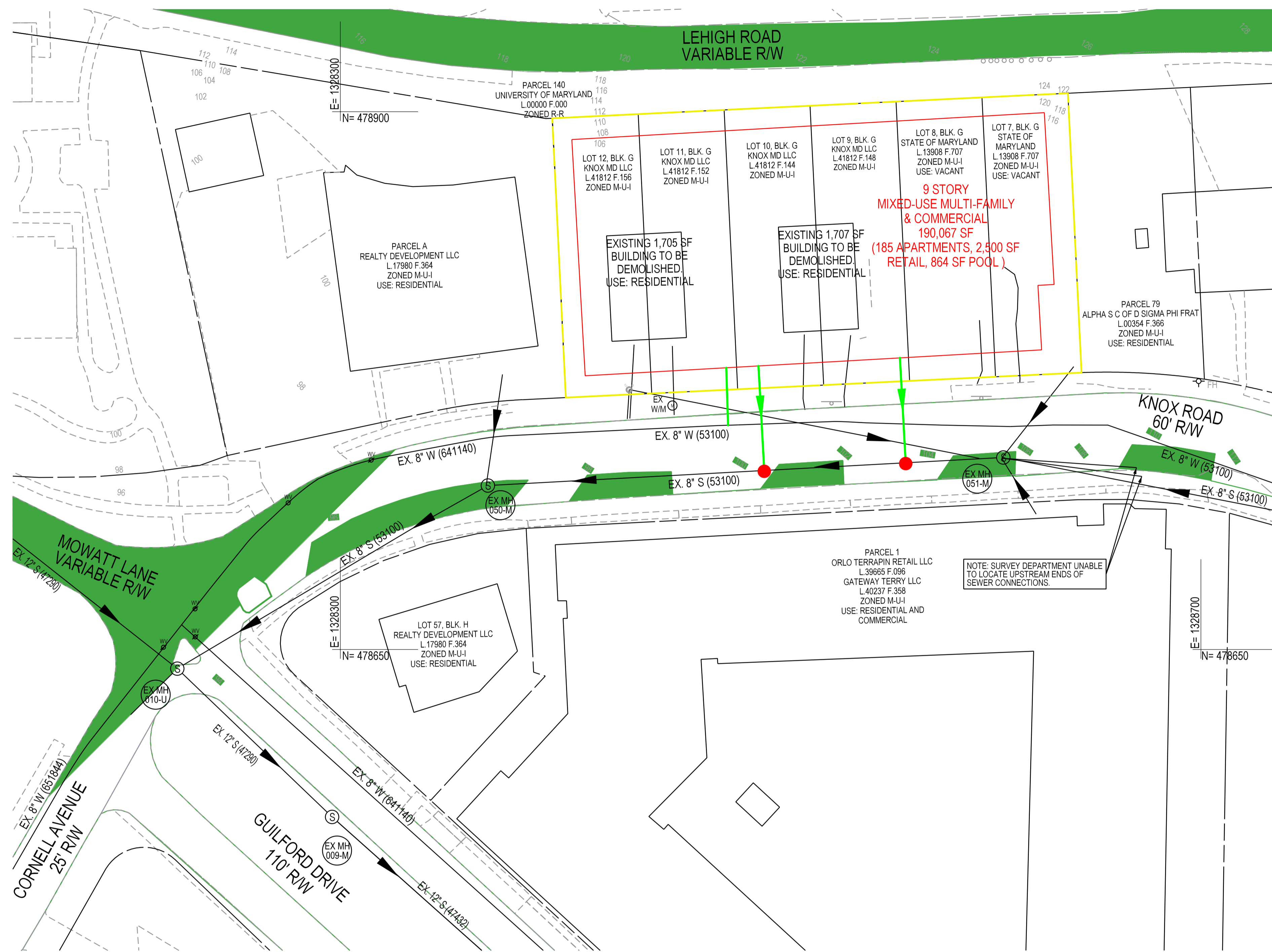
**INTER-OFFICE MEMORANDUM
PRINCE GEORGE'S COUNTY
POLICE DEPARTMENT**



M E M O R A N D U M

DATE: July 23, 2020
TO: Planning Coordinator, Urban Design Application Section
Development Review Division
FROM: Captain Wendy Contic, Assistant Commander, Planning & Research Division
SUBJECT: DSP-19054 The Hub at College Park

Upon review of the site plans, there are no comments at this time.



VICINITY MAP
 SCALE 1" = 1200'
 Prince George's County PAGE 5409 GRID J4, K4

LEGEND

- APPLICANT'S PROPERTY
- EXISTING WATER MAINS (CONTRACT # & SIZE)
- EXISTING SEWER MAINS (CONTRACT# & SIZE)
- PROPOSED WATER MAINS
- PROPOSED SEWER MAINS
- PS** **FM** PROPOSED PRESSURE SEWER/ FORCE MAIN
- DEPENDENT PROJECT WATER MAINS (CONTRACT# & SIZE)
- DEPENDENT PROJECT SEWER MAINS (CONTRACT # & SIZE)
- EXISTING BUILDINGS
- PROPOSED BUILDINGS
- BOUNDARY OF GOVT PARKS / BOARD OF ED PROPERTY
- ADJACENT PROPERTIES
- ABUTTING ROADS W/ NAMES
- EXISTING PAVING
- PROPOSED ON-SITE WATER
- PROPOSED ON-SITE SEWER
- PROPOSED SEWER SERVICE CONNECTIONS (COMMERCIAL, APARTMENT, & AS NEEDED)
- XX' ESMT
- PROPOSED MAJOR CONTOURS (EVERY 10' - IF AVAIL, IF NOT PROVIDE EXISTING CONTOURS)
- PROPOSED MINOR CONTOURS (EVERY 2' - IF AVAIL, IF NOT PROVIDE EXISTING CONTOURS)
- HPI/LP XXX.XX
- PROPOSED HIGH/LOW POINT ELEVATIONS

DEVELOPMENT BY PARTS							
PARTS (OUTLINE EACH PART IN A DIFFERENT COLOR)	# OF UNITS / SQ. FT.						
	SFDU	TH	HI-RISE APTS (DU)	RESTAURANTS (SEATS)	RETAIL	OTHER (Specify if needed)	OTHER (Specify if needed)
PART1			185		2,500 SF	POOL	
TOTAL =			185		2,500 SF	POOL	

SERVICE CATEGORIES	
W - 3	S - 3
PRESSURE ZONE	320A
HHG	330
LHG	290

WASHINGTON SUBURBAN SANITARY COMMISSION



SOLTESZ, LLC
 4300 Forbes Boulevard, Suite 230
 Lanham, MD 20706
 P. 301.794.7555 F. 301.794.7656
 CONTACT: COLIN TURGEON
 EMAIL: LANHAMTEAM@SOLTESZCO.COM

APPLICANT:
 CORE CAMPUS MANAGER, LLC
 1643 N MILWAUKEE AVENUE, 5TH FLOOR
 CHICAGO, IL 60647
 MARK GOEHAUSEN
 (773) 969-5741 MARKG@CORESPACES.COM

NORTHEAST BRANCH / BASIN ID: 08 - 042
 HYDRAULIC PLANNING ANALYSIS
 THE HUB @ COLLEGE PARK

APPROVED
J. Madaya
11/08/2019

CONTRACT DA6887Z20
 200'S 209NE04
 10/22/2019

TEMPLATE LAYOUT CURRENT, as of: 01/17/18

VERIFY SCALE - BAR IS ONE INCH ON ORIGINAL DRAWING 0 1" IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.



COMMISSIONERS
 Chris Lawson, Chair
 T. Eloise Foster, Vice Chair
 Fausto R. Bayonet
 Howard A Denis
 Sandra L. Thompson

GENERAL MANAGER
 Carla A. Reid

November 8, 2019

Core Campus Manager, LLC
 c/o Mark Goehausen
 1643 N Milwaukee Avenue, 5th Floor
 Chicago, IL 60647

Re: Letter of Findings WSSC Project No. DA6887Z20, The HUB @ College Park

Dear Mr. Goehausen:

A hydraulic planning analysis has been completed on The HUB @ College Park project. The project has been conceptually approved. Please refer to the enclosed 200'-scale sketch along with the summary table and list of conditions included in this letter, which provide the results of our analysis.

Please refer to the updated 200'-scale sketch enclosed along with the summary table and an all-inclusive list of project conditions provided below:

HYDRAULIC SUMMARY TABLE	
Proposed Development: 185 Hi- Rise Apartment Units, 2,500 SF Retail and Pool	
200-ft Sheet: 209NE04	
SEWER	WATER
WWTP Service Area: Blue Plains	Hydraulic Zone Group: Prince George's Main
Mini-Basin Number: 08-042	Pressure Zone: 320A
	High Grade: 330 feet
	Low Grade: 290 feet

The following is a list of conditions that apply to this project and must be met before a Service Connection Permit will be issued under the Applicant Built process.

MANDATORY REFERRAL PROCESS

This project may be subject to the Maryland-National Capital Park and Planning Commission's Mandatory Referral Program, depending on its planned water / sewer infrastructures and associated appurtenances. It is the Applicant's responsibility to contact the appropriate County's Department of Park and Planning for specific guidance and their standards for Mandatory Referral Review. During Phase 2 Design Review, WSSC must be notified, if the project is subject to the Mandatory Referral Process.

SUBMIT SHEETING AND SHORING PLAN

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

SANITARY SEWER CONDITIONS

SEWER AVAILABLE

An existing sanitary sewer is available to provide service to this project. Sanitary sewer service may be obtained by constructing service connections without a public extension.

WATER AVAILABLE

An existing water main is available to provide service to this project. Water service may be obtained by constructing service connections without a public extension.

PRESSURE REDUCING VALVES REQUIRED

Due to high water pressure conditions (greater than 80 psi), the on-site plumbing system requires pressure reducing valves for buildings with first floors below 145 feet.

USE OF MASTER METERS FOR RESIDENTIAL UNITS IN PRINCE GEORGE'S COUNTY

Pursuant to HB218, which was enacted June 1, 2018, condominium or cooperative ownership property projects located in Prince George's County may not be served by a master meter for billing purposes. Each unit shall be provided with a separate billing meter. Any SU, MSU, SEP or Plumbing Plan that has not been submitted prior to this date is required to follow the new law. See the 2019 WSSC PLUMBING & FUEL GAS CODE for more information.

COORDINATION WITH OTHER BURIED UTILITIES

Refer to the latest WSSC Pipeline Design Manual Pages G-1 and G-2 for utility coordination requirements. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC easement unless specifically approved by WSSC. Longitudinal occupancy of WSSC easements (by other utilities) is not permitted. Proposed utility crossings of WSSC pipelines or easements that do not adhere to WSSC's pipeline crossing and clearance standards will be rejected at the design plan review phase. Refer to the latest WSSC Pipeline Design Manual Part Three, Section 3. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including impacts to proposed street and building layouts.

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 easements. Upon completion of the site construction, any utilities that are found to be located within WSSC's easements (or in conflict with WSSC pipelines) must be removed and relocated at the applicant's expense.

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 easement 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 easement 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. For Relocations work associated with a Systems Extension Project or a Site Utility Project, contact the Development Services Division. Please arrange for this review before plan submittal. See WSSC Design Manual C-11.

CONNECTION AND SITE UTILITY CONDITIONS

ABANDON EXISTING SERVICE CONNECTION

The existing water and sewer connection(s) to Lots 7,8,9,10,11,&12, Block G, must be abandoned. The developer must absorb the abandonment cost. If the connection is being carried on tax bill as deferred, the connection must be paid in full.

SYSTEM DEVELOPMENT CHARGE (SDC) FIXTURE CREDIT

Fixtures verified by WSSC inspection prior to removal may result in credits toward SDC in a replacement structure. To obtain more information about SDC fixture credit, contact our Permits Services Unit at 301-206-4003.

SITE UTILITY PROCESS REQUIRED

The Site Utility process is usually required for water lines greater than 2 inches in diameter or sewer lines greater than 4 inches. Contact Permit Services at 301-206-8650 or at www.wsscwater.com for more information on electronic submittal of Site Utility plans.

ENVIRONMENTAL CONDITIONS

The applicant must resolve all environmental issues directly with the Environmental reviewer. All outstanding environmental issues must be resolved prior to the Design Phase.

The next step in the process is Site Utility Plan Review. See “Site Utility Process Required,” above.

This Letter of Findings will expire if no “actions” are taken by the applicant over the 3-year period following the date of this letter. For definition of “actions”, see the latest Development Services Code, Section 405.1.1.

If you have any questions or concerns, please feel free to contact me at 301-206-8642 or Jonathan.Madagu @wsscwater.com.

Sincerely,



Jonathan Madagu

Project Manager

Development Services Division

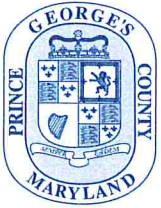
Enclosure: 200'-scale sketch

Core Campus Manager.LLC

DA6887Z20

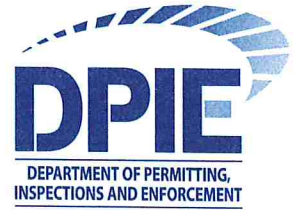
Page 5 of 5

cc: Colin Turgeon – SOLTESZ, LLC
Ms. Beth O’Connell (beth.o'connell@wsscwater.com) - Development Section
Manager
Ms. Shirley Branch (sabbranch@co.pg.md.us) - Department of Permitting,
Inspections & Enforcement (DPIE)



Angela D. Alsobrooks
County Executive

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



MEMORANDUM

July 24, 2020

TO: Jeremy Hurlbutt, Urban Design Section
Development Review Division, M-NCPPC

FROM: Mary C. Giles, P.E., Associate Director
Site/Road Plan Review Division, DPIE *Mary C. Giles* July 28, 2020

RE: The Hub at College Park
Detailed Site Plan No. DSP-19054

CR: Knox Road
CR: City of College Park

In response to the Detailed Site Plan No. DSP-19054 referral, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The property is located at 4220 Knox Road, at the north side of Knox Road, approximately 200 feet east of its intersection with Guilford Road. Knox Road is a City of College Park maintained roadway.
- The applicant is proposing construction of a mixed-use building with 161 multifamily dwelling units and 1,022 square feet of commercial space.
- DSP-19054 is consistent with Concept Number 48516-2019, issued on April 13, 2020. DPIE has no objection to the proposed Detailed Site Plan.
- This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:
 - a) Final site layout, exact impervious area locations are shown on plans.
 - b) Exact acreage of impervious areas has not been provided.
 - c) Proposed grading is shown on plans.
 - d) Stormwater volume computations have not been provided.

9400 Peppercorn Place, Suite 230, Largo, Maryland 20774
Phone: 301.636.2060 ♦ <http://dpie.mypgc.us> ♦ FAX: 301.925.8510

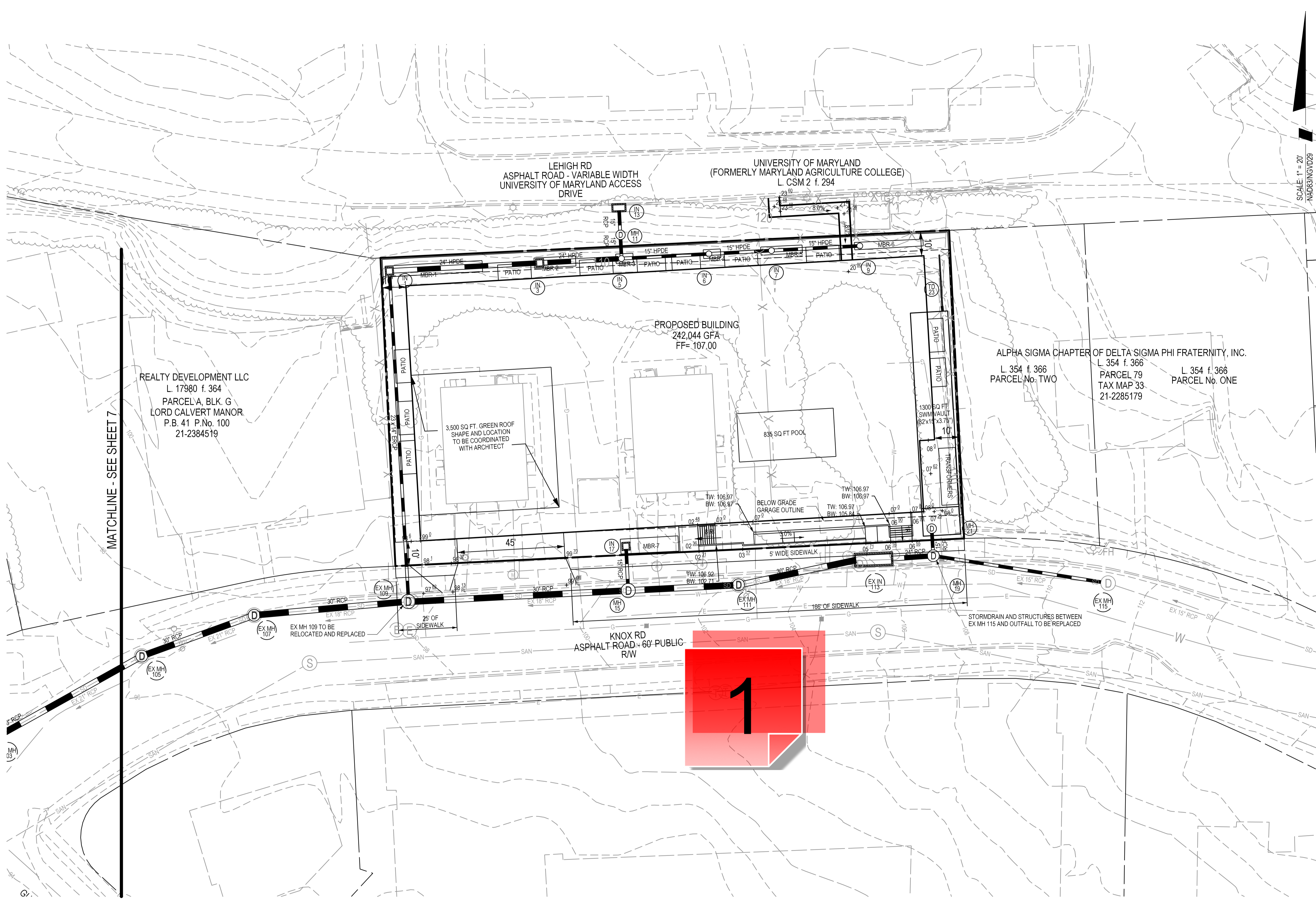
Jeremy Hurlbutt
July 24, 2020
Page 2

- e) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth.
- f) Disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in the submittal.
- g) A narrative in accordance with the code has not been provided.
- h) The applicant shall provide items (a-g) at the time of filing final site permits.

If you have any questions or require additional information, please contact Mr. Steve Snyder, P.E, the District Engineer for the area, at (301) 883-5710.

MCG:DJK:dar

cc: Steve Snyder, P.E., District Engineer, S/RPRD, DPIE
Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE
Dana Karzoun, Engineer, S/RPRD, DPIE
Core Campus Manager, LLC, 1643 North Milwaukee Avenue,
5th Floor, Chicago, IL 60647
McNamee & Hosea, 6411 Ivy Lane, Suite 200, Greenbelt,
Maryland 20770



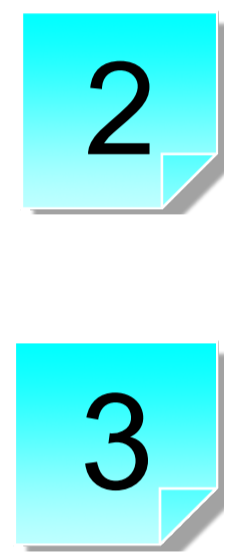
SCALE: 1" = 20'
NAD83/NGVD29

MATCHLINE - SEE SHEET 7

REALTY DEVELOPMENT LLC
L. 17980 f. 364
PARCELA, BLK. G
LORD CALVERT MANOR
P.B. 41 P.No. 100
21-2384519

PROPOSED BUILDING
242,044 GFA
FF= 107.00

ALPHA SIGMA CHAPTER OF DELTA SIGMA PHI FRATERNITY, INC.
L. 354 f. 366
PARCEL No. TWO
L. 354 f. 366
PARCEL 79
TAX MAP 33
21-2285179
L. 354 f. 366
PARCEL No. ONE



Prince George's County Maryland
Department of Permitting, Inspections & Enforcement
APPROVED PLAN SET

The Department of Permitting, Inspections and Enforcement has completed a review of this document for code compliance. As required by State Code, the design professional(s) responsible for the preparation and content of this document must provide a record copy of these documents with their original seal, signature and date.

Case Name: PEER REVIEW LORD CALVERT MANOR_LOTS 7-12_BLOCK G
Case Number (Plan Approval #): 48561-2019-0
Case Type: PSWM
Issuance Date: 4/13/2020
Address: 4210, 4212, 4214, 4216, 4218, 4220 KNOX RD 4210 KNOX RD COLLEGE PARK, Maryland 20740
Lot(s) and Block(s):
Reviewed by: CRC / NGA

APPROVED BY:

Key Uk Guezman

Peer Reviewed By:
Carl R. Corse, P.E.

Discipline:
SITE / ROAD

Date:
April 6, 2020



PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
LICENSE NO. 40806 EXPIRATION DATE: 9/20/2021



PROPOSED PLAN VIEW

SITE DEVELOPMENT CONCEPT PLAN
THE HUB AT COLLEGE PARK

BERWYN (21st) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

SOLTESZ, LLC
LANHAM OFFICE
4300 Forbes Boulevard, Suite 230
Lanham, MD 20706
P. 301.794.7555 F. 301.794.7656
www.solteszcoo.com

NO.	REVISIONS	BY	DATE

MISS UTILITY NOTE
INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHOEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

OWNER/DEVELOPER/APPLICANT
CORE CAMPUS MANAGER, LLC
1643 N MILWAUKEE AVENUE
5TH FLOOR
CHICAGO, IL 60647
(773) 969-5741 MARKG@CORESPACES.COM
CONTACT PERSON: MARK GOEHAUSEN

MAP 5409	GRID J4, K4
TAX MAP 33, B3, 33, C3	ZONING CATEGORY: M-U-1
WSSC 200' SHEET 209NE04	XXXX:
SITE DATUM	XXXX:
HORIZONTAL: NAD83	
VERTICAL: NGVD29	

1" = 20'

SHEET **6**
OF **8**

PROJECT NO.
3963-00-00

The original of this drawing document was prepared by Soltesz, Inc. (SOLTESZ). If this document was not obtained directly from SOLTESZ and/or it was transmitted electronically, SOLTESZ cannot guarantee that unauthorized changes and/or alterations were not made by others. A warranty of the information contained herein is provided, contact should be made directly with SOLTESZ. SOLTESZ makes no warranty, express or implied, concerning the accuracy of any information that has been transmitted by electronic means.

1 - GENERAL DISGN COMMENTS WATER AND SEWER

Created by: Jonathan Madagu
On: 07/09/2020 10:06 AM

- 1). Existing and proposed water mains and sewer service connections are not shown on the plan. Water and sewer lines as well as proposed connections need to be included on the plan.
- 2). Add the proposed pipeline alignment(s) with water and sewer house connection(s) to the plan. Additionally, if easements are required, their limits and locations must be shown. See WSSC 2017 Pipeline Design Manual Part Three, Section 2; easements and Construction Strips
- 3). Existing water mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.
- 4). Show and label easement limits on plan for all existing and proposed water mains.
- 5). Provide proper protection of water supply where water main is below or parallel to sewer main, building drain, sewer house connection or septic field and when pipe crosses other utilities.
- 6). Condominiums or Cooperative Ownership Properties -that abut a public water main, are constructed as "row style" townhomes (one-unit bottom to top) and utilize a 13D or 13R type fire sprinkler system may be served with individual WSSC Water Service Connection outfitted with and outside meter or curb valve. See WSSC 2019 Plumbing & Fuel Gas Code 111.2.1.8
- 7). Condominiums in Prince George's County. Pursuant to State law, condominium or cooperative ownership projects in Prince George's County (or conversions to condominium or cooperative ownership) may not be served by a master meter. Each unit must have a separate meter, account and shutoff valve in accordance with the WSSC 2019 Plumbing and Fuel Gas Code. See WSSC 2019 Development Service Code 702.5.1
- 8). **METERING - Multi-Unit Buildings**
In accordance with State law, the Commission shall require individual metering of residential units within a multi-unit condominium or cooperative ownership property located in Prince George's County. For all other multi-unit properties, WSSC shall allow either "Master Metering" or individual unit metering. Where individual metering is optioned, design and installation shall meet the provisions set forth in Sections 111.5.8.2 and 111.5.8.3 Where required solely by the owner, unit (private) water meters shall be furnished, installed, and maintained by the property owner. WSSC 2019 Plumbing & Fuel Gas Code 111.5.8
- 9). **METERING - Mixed-Use Buildings.**
Where both residential and commercial units in the same building are served by single water service connection or multiple service connections forming into a single system on property, a minimum of two meters shall be installed, as set forth below, to allow for the separate registering or computations of residential unit and commercial unit water consumptions at the building. For mixed-use properties located in Prince George's County, each residential unit must be metered separately. See 2019 Plumbing & Fuel Gas Code 111.5.8.1
- 10). **Conversion to condominium (Prince George's County ONLY)**
In accordance with State Law, where a property use is being converted to condominium or cooperative ownership of residential units, plumbing modifications shall be permitted, inspected, and approved, prior to the conversion, to individually meter each unit with a WSSC furnished meter and individual water/sewer account. Refer to sections 111.5.8.2 and 111.5.8.3 for details. See WSSC 2019 Plumbing & Fuel Gas Code 111.5.1.1
- 11). The WSSC 2019 Plumbing & Fuel Gas Code has been adopted and is effective March 1, 2019.
The minimum size new water service connection for Group R-3 occupancies shall be 1.5 inches. Water service connections that are already buried may be utilized provided they are deemed

adequate to serve the greater demand of either the total proposed fixture load or the fire sprinkler system. See WSSC 2019 WSSC Plumbing & Fuel Gas Code 111.1.1.1

SEWER

- 1). Add the proposed pipeline alignment(s) with sewer house connection(s) to the plan. Additionally, if easements are required their limits and locations must be shown. See WSSC 2017 Pipeline Design Manual Part Three, Section 2; easements and Construction Strips.
- 2). For sewer pipelines 12-inch and smaller in diameter, provide a minimum separation from a building or dwelling the greater of the following: fifteen (15) feet horizontal separation or a distance on a 1:1 slope from the bottom of the foundation of the existing or proposed building or dwelling to the bottom edge of the pipeline trench
- 3). Show and label easement limits on plan for all existing and proposed sewer mains.
- 4). Provide a minimum 50-foot clearance between the proposed sewer alignment and well.

SITE UTILITY

- 1). Review of plan indicates a grinder pump system may be required. Grinder pump systems/units must be approved by WSSC. The developer/owner is responsible for all on-site installation (materials, electrical equipment, plumbing hook-up, etc.) and must be installed by a registered plumber. The property owner is responsible for all on-site maintenance of grinder pump systems. This requirement should be disclosed at settlement to new purchasers.
- 2). Per Group R-3 (Single Family Homes) outside meter required. The following parameters shall determine where outside WSSC meters are required, for all service connection new or replacement: 2019 WSSC Plumbing and Fuel Gas Code 602.2.1.1 Where on -property water service is 300 feet or greater in lengths;
602.2.1.2 In neighborhoods where majority of the homes are served by outside meters and the water service connection is replaced or upgraded; and in similar neighborhoods for service to infill lots or previously demolished homes.
602.2.1.3 When not meeting any condition above, but at the request (option) of the property owner.
- 3). OUTSIDE METERS - 3-inch and larger meter settings shall be furnished and installed by the utility contractor in an outside meter vault. Show and label vault and required WSSC easement. WSSC prefers an outside meter in a vault, however and indoor meter may be allowed under certain conditions. See WSSC 2019 Plumbing & Fuel Gas Code 111.5.7 & 603.4.1 (FYI: Outside Meter Vault Applies for any commercial 3-inch meter settings or larger, for short lengths this requirement may be waived, talk to your DM)
- 4). A single water/sewer 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.

EASEMENTS

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

2). Private Street & Alley Easement Requirements. Service mains proposed for this project are located in roadways that are or may be private. Private water and sewer mains are preferred in private streets and alleys. If the applicant desires public water and sewer mains in these private streets and alleys, then the following criteria must be met:

- All separation requirements in the WSSC 2017 Pipeline Design Manual (PDM) must be met.
- A 10 foot Public Utility Easements (PUE) shall be provided on both sides of the private street -and/or alley or space within the private street will be provided to assure PDM separations are met and limiting utility crossings of the WSSC water and sewer lines.
- Blanket easements for other utilities (gas, electric, telephone, CATV, fiber optic, etc.) within the private street and/or alley parcel will not be allowed. The HOA documents shall not provide for a blanket easement across and under a private street and/or alley parcel.
- Dry utilities are to be located in the PUE or as described above. No dry utilities are to be placed within the WSSC easement for public water and sewer except to cross perpendicular to the public water and sewer mains.
- The storm drain system located in a private street and/or alley containing public water and sewer mains shall also be public and maintained by the County.

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

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

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

ENVIRONMENTAL:

1). An Environmental Site Assessment report will be required for the proposed site.

GENERAL

1). The proposed MTA purple Line traverses through/is in close proximity of this property. It is the Applicant's responsibility to coordinate with Maryland Transit Administration (MTA) on any proposed work in the vicinity of the Purple Line. These lines must be shown on design plans and adhere to WSSC's pipeline crossing and clearance standards. Refer to WSSC latest Pipeline Design Manual Part Three, Section 3. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including impacts to proposed street and building layouts.

2). WSSC replacement - WSSC has ongoing system improvement program in the project vicinity. The Applicant must coordinate with WSSC Pipeline Design Division at 301-20-8577.

3). When within the MTA Rail Line of Influence install the water and sewer pipelines in a casing pipe. See WSSC 2017 Pipeline Design Manual Part Three, Section 3; Pipeline Crossings and Clearances.

4). Submit an Excavation Support System Plan (ESS) to WSSC for review if your project involves subsurface features such as an underground parking garage or a deep excavation which will require tiebacks in the area of existing or proposed WSSC mains. This ESS Plan submission should be made at the time of Design Plan Submission. If, however, the excavation support work will be done before the Design Plan Submission, it will be necessary to submit the plan as a Non-DR Plan to WSSC. No work should be done in the vicinity of WSSC mains until the ESS Plans have been reviewed by WSSC. If no ESS Plans are required for the project, the engineer

should provide a letter from the Project Structural Engineer certifying that the building does not require it.

5). 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.

6). A proposed site development project was previously submitted to WSSC (DA6887Z20 and is a conceptually [approved. See attached HPA Sketch and LOF

7). 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 2017 Pipeline Design Manual, Part Three, Section 5 & Section 11.

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

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

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

2 - - WSSC Plan Review Comments

Created by: Dagoberto Beltran
On: 07/06/2020 01:50 PM

Plan # DSP-19054and4-20014
The Hub

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

3 - - WSSC Standard Comments for all plans

Created by: Dagoberto Beltran
On: 07/06/2020 01:53 PM

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 WSSC's Permit Services Section at (301-206-8650) or visit our website at <https://www.wsscwater.com/business--construction/developmentconstruction-services.html> for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSC's Permit Services Section at (301) 206-4003.

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



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Countywide Planning Division
Transportation Planning Section

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

301-952-3680

September 11, 2020

MEMORANDUM

TO: Jeremy Hurlbutt, Urban Design Review Section, Development Review Division

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

SUBJECT: **DSP-19054 Hub at College Park**

Proposal

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

Background

The site is on a parcel approved pursuant to Preliminary Plan of Subdivision (PPS) 4-20014. The transportation conditions of approval that are applicable to this detailed site plan (DSP) are discussed in a later section of this memo.

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

The site is within the *Approved Central US 1 Corridor Sector Plan* and sectional map amendment area. Within the development district overlay of the *Approved Central US 1 Corridor Area Sector Plan*, properties are required to demonstrate adequacy at the time of detailed site plan. This requirement is enabled by a requirement that new development within the overlay area is subject to detailed site plan review and that all detailed site plans must conform to all standards for the development district (including the transportation adequacy standard). The "Transportation Review Guidelines, Part 1" offer the following guidance: "Properties for which adequacy findings have been made within one year prior to the date of the application may utilize those findings in satisfaction of the detailed site plan requirement." By virtue of the findings which are recommended to be made for PPS 4-20014 in a hearing to be held on October 8, 2020 and contained within an upcoming resolution for the site, it is determined that this DSP meets the adequacy standard contained within the sector plan.

Review Comments

The applicant proposes a mixed-use building with 477 student housing beds in 161 units, along with 1,022-square-feet of retail space. The most recent submitted plans have been reviewed. Access and circulation are acceptable. The number and locations of points of access are consistent with those reviewed and approved during the PPS.

The site is not within or adjacent to any Master Plan transportation facilities.

The table below summarizes the trip generation in each peak hour that will be used to demonstrate conformance to the PPS trip cap for the site:

Trip Generation Summary: DSP-19054: Hub at College Park								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	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 preliminary plan review the traffic study describes the small retail space as “ancillary.” While the use is not “ancillary” as defined in Subtitle 27, the intent is to suggest that the retail component will not independently generate vehicle trips. A coffee outlet or similar type of student-oriented retail establishment of 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 the Transportation Planning Section (TPS) staff accepted that premise in establishing a trip cap for this site and continues to hold to that position.

Prior Approvals

PPS 4-20014 for this site is scheduled to be heard by the Planning Board on October 8, 2020. Should the case be approved, the transportation staff has recommended a single traffic-related condition which is applicable to the review of this DSP and warrant discussion, as follows (this condition is as recommended by the Transportation Planning Section):

- 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 above. The proposal complies with this condition.


Conclusion


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

September 14, 2020

MEMORANDUM

TO: Jeremy Hurlbutt, Master Planner, Urban Design Section, Development Review Division

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

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

SUBJECT: **DSP- 19054 The Hub at College Park**

FINDINGS

Community Planning Division staff finds that, pursuant to Section 27-548.25(b) of the Zoning Ordinance this Detailed Site Plan application does not meet all applicable standards of the 2010 Approved Central US 1 Development District Overlay Zone.

Community Planning Division staff finds that, pursuant to Section 27-548.26(b)(2)(A) and (b)(5), the proposed modifications to the 2010 Central US 1 Corridor Development District Overlay Zone does not conform with the purposes and recommendations for the Development District, as stated in the 2010 Central US 1 Corridor Approved Sector Plan.

- *Modification 1: Building Height.* The applicant proposes 9 stories where the maximum standard is 6 stories. Per the Development District Standard, *"Building heights in excess of those specified in the development district standards shall be considered detrimental to the vision of the sector plan and the goals of this development district."* (p. 237)
- *Modification 2: LEED Certification.* The applicant proposes an alternate building standard certification where LEED Certification is the requirement. Per the Development District Standard, *"All development within the walkable nodes shall obtain a minimum of silver certification in one of the following applicable LEED rating systems..."* (p. 256)

BACKGROUND

Application Type: Detailed Site Plan in a Development District Overlay Zone

Location: 4210 – 4220 Knox Road

Size: .73 acres

Existing Uses: Two duplex buildings

Proposal: Mixed-use development with 161 dwelling units and 1,022 sf of commercial space.

GENERAL PLAN, MASTER PLAN, AND SMA

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

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

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

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

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

- Providing generous sidewalks along US 1 and all side streets in the walkable nodes, with a width between 15 to 20 feet along US 1 and 6 to 10 feet on the side streets.
- Ensuring a vertical mix of uses in the walkable nodes. The ground floor of buildings should be designed to look like storefronts, with windows and primary entrances facing the street. Retail and services uses should be provided on the ground floor.
- Concentrating office and residential uses above the ground floor.
- Locating service uses, such as loading facilities and trash collection, to alleys or secondary streets.

Planning Area: 66

Community: College Park-Berwyn Heights & Vicinity

Aviation: This application is located within Aviation Policy Area 6. Sec. 27-548.38 (a) states that: For an individual property, APA regulations are the same as in the property's underlying zone, except as stated in this Subdivision. Sec. 27-548.38 (b) (4) which states: In APA-4 and APA-6, development densities and intensities are the same as in the underlying zone.

Sec. 27-548.39 (b) states: In APA-4, APA-5, or APA-6, every application shall demonstrate compliance with height restrictions in this Subdivision.

Sec. 27-548.42 (b) states: 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. Prior to signature approval of the DSP, the applicant shall complete an FAA Form 7460-1 and submit it to the Maryland Aviation Administration, and subsequently provide evidence that the project complies with FAR 77. If the MAA identifies an issue, then the plan shall be revised to reduce or eliminate any perceived obstruction identified by MAA.

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

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

DEVELOPMENT DISTRICT MANDATORY STANDARDS

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

1. *Building Heights: The maximum height in the Walkable Node Character Area is 6 stories (p. 234) "Building heights in excess of those specified in the development district standards shall be considered detrimental to the vision of the sector plan and the goals of this development district." (p. 237)*

The project proposes a 9-story building. The applicant contends that the requested modification to the 6-story height limit will not substantially impair implementation of the Sector Plan. However, because the development standards explicitly state that "*heights in excess of those specified in the development district standards shall be considered detrimental to the vision of the sector plan,*" Community Planning disagrees with the applicant's argument and recommends that the height be reduced to the standard.

If the Planning Boards decides that the additional height is acceptable, it should be noted, as the applicant demonstrates, that building's relative height above sea level is consistent with current and proposed development in direct proximity to this site. Also, to reduce the perception of 9-stories, the design of the building includes a 7-foot setback from the façade at the 8th and 9th floors, which would meet the requirement of a new building of similar height in the Walkable Node (University) character area.

2. Parking: *143 parking spaces are required for this development (p.239)*

This project proposes only 94 parking spaces. This deviation requires a modification of the development district standards. The applicant argues that because this development abuts the UMD 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, Community Planning supports the applicant's request for the modification. This modification should not be detrimental to the implementation of the plan.

3. 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" (p. 243).*

The applicant proposes no setback of the parking garage from the property lines because the garage is the podium to the multi-family use above, not internal to the site with the residential use wrapping. Community Planning supports the alternative Development District Standard. For this construction type and lot depth, it would be infeasible to setback the garage 50' from the property line.

4. Facades and Shopfronts. *"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% and 70% of the wall area..." (p.246).*

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 for façade porosity at the ground level. Community Planning supports the applicants request for a modification and the alternative design standard should not be detrimental to the intent of the plan.

5. LEED Certification. *"All development within the walkable nodes shall obtain a minimum of silver certification in one of the following applicable LEED rating systems..." (p. 256).*

The applicant states that they do not yet know whether they will pursue LEED certification and therefore, requests a modification of the standard. The applicant proposes achieving the NGBS certification as an alternative. Since the Development District Standard does not offer an alternative rating system, Community Planning does not support the alternative Development District Standard proposed. If the Planning Board feels that the alternative standard will not substantially impair implementation of the plan, Community Planning requests that the condition of approval be based on a comparison matrix being provided to

show equivalency of the proposed standard to LEED Silver to assure that the sustainability goal is being met.

c: Adam Dodgshon, Planning Supervisor, Placemaking Section, 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

September 14, 2020

MEMORANDUM

TO: Jeremy Hurlbutt, Urban Design Section, Development Review Division

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

FROM: Noelle Smith, Transportation Planning Section, Countywide Planning Division *N.S.*

SUBJECT: Detailed Site Plan Review for Non-Motorized Transportation Master Plan Compliance

The following detailed site plan was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation (MPOT)*, the 2010 *Approved Central US 1 Corridor Sector Plan* and Subtitle 27 to provide the appropriate pedestrian and bicycle transportation recommendations.

Detailed Site Plan Number: DSP- 19054

Development Case Name: The Hub at College Park

	<u>Type of Master Plan Bikeway or Trail</u>	
Private R.O.W.	<u> </u>	Public Use Trail Easement <u> </u>
County R.O.W.	<u> </u>	Nature Trails <u> </u>
SHA R.O.W.	<u> </u>	M-NCPPC - Parks <u> </u>
HOA	<u> </u>	Bicycle Parking <u> </u> X
Sidewalks	<u> </u> X	Trail Access <u> </u>
Additional Connections	<u> </u> X	Bikeway Signage <u> </u>

Subject to 24-124.01: Yes

Bicycle and Pedestrian Impact Statement Scope Meeting Date: 07/24/2020

Development Case Background	
Building Square Footage (non-residential)	1,022 square feet
Number of Units (residential)	161 multifamily dwelling units
Abutting Roadways	Knox Road, Lehigh Road
Abutting or Nearby Master Plan Roadways	Guilford Drive
Abutting or Nearby Master Plan Trails	Shared roadway along Lehigh Road (planned), shared roadway along Knox Road (existing)
Proposed Use(s)	Mixed Use
Zoning	M-U-I/D-D-O
Centers and/or Corridors	US 1 Corridor
Prior Approvals on Subject Site	n/a

Subject to 24-124.01:	Yes
Bicycle and Pedestrian Impact Statement Scope Meeting Date	N/A

Prior Approvals

The site is subject to the pending preliminary plan of subdivision 4-20014 that includes conditions related to pedestrian and bicycle transportation. While the preliminary plan is still pending, Transportation Planning staff provided the following recommended conditions of approval, which are subject to change at the time of the planning board hearing:

- Prior to approval of the first building permit for the subject property, the applicant and the applicant’s heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the Subdivision Regulations (“Required Off-Site Facilities”), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency’s access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
 - 750- linear feet- of sidewalk replacement to a minimum of 5 -feet along the south side of Guildford Road.
 - Standard crosswalk and associated American’s with Disabilities Act (ADA) curb ramps crossing Lehigh Road at the proposed pedestrian bridge connecting to the existing sidewalk along the north side of Lehigh Road.

- In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2010 *Approved Central US 1 Corridor Sector Plan*, the applicant and the applicant’s heirs, successors, and/or assigns shall provide an exhibit that depicts the following improvements prior to acceptance of any detailed site plan:
 - Shared lane markings (e.g. “sharrow”) along the subject site’s frontage of Lehigh Road, unless modified by the University of Maryland, with written correspondence.
 - Crosswalk crossing the access driveway to the proposed parking garage.

- Prior to the certification of any detailed site plan, the applicant shall provide an exhibit that illustrates 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). These facilities shall include:
 - Streetscape improvements throughout the subdivision including, but not limited to, exterior Inverted U-style bicycle racks, long-term bicycle parking interior to the building, lighting, benches, bicycle fix-it station and trash receptacles.
 - Width of the pedestrian bridge to be at least five-foot-wide to comply with ADA standards.

Review of Proposed On-Site Improvements

The submitted plans include a 6-foot-wide decorative paver sidewalk along the property frontage that includes a tabletop crossing for pedestrians crossing the access driveway to the parking garage. The proposed development also includes a pedestrian bridge connecting the north side of the property to Lehigh Road, two outdoor bicycle racks, indoor bicycle storage to accommodate 77 Bicycles, two bicycle fix-it stations within the bicycle storage, and trash receptacles located near the building entrance.

The submitted preliminary plan does not include blocks over 750- feet long and therefore does not need to provide additional walkway facilities and mid-block crossing facilities pursuant to Section 24-121(a)(9).

These improvements support separating pedestrian and vehicular transportation routes within the site, pursuant to Sections 27-283 and 27-274. Staff find that with the proposed improvements, Pedestrian and bicyclist circulation on the site will be safe, efficient, and convenient, pursuant to Sections 27-283 and 27-274(a)(2), the relevant design guidelines for pedestrian and bicycle transportation.

Review of Connectivity to Adjacent/Nearby Properties

The subject site is adjacent to residential areas and the University of Maryland connected via sidewalk along both sides of Knox Road, shared roadway pavement markings along the south side of Knox Road, and a striped bicycle lane along the north side of Knox Road. The subject application includes a pedestrian bridge connection from the proposed building to Lehigh Road, which is at a higher elevation than the subject site and Knox Road. The applicant has indicated that the width of the pedestrian bridge could not be widened due to conflicts with the existing utilities. However, the landing ramp was widened to accommodate the users, and staff is in agreement with the modification.

Review Master Plan of Transportation (MPOT) Compliance

This development case is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT). Two master plan trail facility impact the subject site, existing bicycle facilities along Knox Road, and a planned shared roadway facility along Lehigh Road. The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling:

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

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

Comment: The subject site proposes a six-foot sidewalk and has an existing bikeway facility along Knox Road, which fulfills the intent of Policy 1. Bicycle parking is an important component of a bicycle friendly roadway and is included in the proposed development. Staff recommend shared road pavement markings, also known as “sharrows”, be provided along the site’s frontage of Lehigh Road, subject to the approval by the University of Maryland. The proposed bicycle parking and the recommended pavement markings along Lehigh Road will fulfill the intent of Policy 4.

Review Area Master Plan Compliance

The 2010 *Approved Central US 1 Corridor Sector Plan* includes the following recommendations regarding the accommodations of pedestrian and bicycle facilities:

- Design land uses, including the mix of uses and the physical design of buildings and streets, to support pedestrian and bicyclist access as the primary modes of travel (p.139).
- Provide bicycle parking, including bicycle racks and lockers, to encourage and facilitate bicycle travel (p.153).
- Encourage nonresidential and mixed-use developments to provide shower facilities and bicycle lockers as further incentives for increasing bicycle use (p.153).
- 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. (p. 264)
- Sidewalk materials should be continued across driveways whenever possible, and accent paving should be used to define pedestrian crossings. (p. 264)

Comment: The subject site includes the relevant pedestrian and bicycle facilities recommended in the area master plan. Decorative sidewalk pavers and accent pavement for pedestrian crossings are provided along the property frontage. Indoor and outdoor bicycle parking are also provided within the development. Additionally, the pedestrian bridge from the subject site to Lehigh Road will serve as a direct connection to the University of Maryland. The proposed and recommended improvements create a convenient pedestrian system and fulfill the intent of the policies above.

Recommended Conditions of Approval

Based on the findings presented above, staff conclude that the pedestrian and bicycle access and circulation for this plan is acceptable, consistent with the site design guidelines pursuant to Section 27-283, and meets the findings required by Section 27-285(b) for a detailed site plan for Pedestrian and bicycle transportation purposes, and conforms to the prior development approvals and the 2010 *Approved Central US 1 Corridor Sector Plan* if the following condition is met:

1. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2010 *Approved Central US 1 Corridor Sector Plan*, the applicant and the applicant's heirs, successors, and/or assigns shall provide:
 - a) Shared lane markings (e.g. "sharrow") along the subject site's frontage of Lehigh Road, unless modified by the University of Maryland, with written correspondence.

June 17, 2020

MEMORANDUM

TO: Jeremy Hurlbutt, Urban Design Section, Development Review Division

VIA: Howard Berger, Supervisor, Historic Preservation Section, Countywide Planning Division

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

SUBJECT: DSP-19054 The Hub at College Park

The subject property comprises 0.72 acres on the north side of Knox Road and is approximately 200 feet east of its intersection with Guilford Drive. The subject detailed site plan (DSP) application proposes the development of a mixed-use building with 161 multi-family dwelling units and 1,022 square-feet of commercial space. The subject property is Zoned M-U-I.

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. Historic Preservation staff recommend approval of DSP-19054 The Hub at College Park with no conditions.

From: patrick.e.higdon@verizon.com
To: [PGCReferrals](#)
Cc: [Grigsby, Martin](#)
Subject: EPlan ACCEPTANCE Referral for DSP-19054, THE HUB AT COLLEGE PARK (PB)
Date: Wednesday, June 10, 2020 10:17:35 AM

Hello, 1st response. No major issues/problems found

Thanks



Patrick Higdon

Engineering Assistant
Outside Plant Engineering
Verizon Consumer Group

O 2409706014
M 2025151414

Countywide Planning Division
Environmental Planning Section

301-952-3650

September 11, 2020

MEMORANDUM

TO: Jeremy Hurlbutt, Master Planner, Urban Design Section, DRD

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

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

SUBJECT: The Hub at College Park; DSP-19054

The Environmental Planning Section has reviewed the Detailed Site Plan (DSP) submitted for the Hub at College Park, DSP-19054, electronically stamped as received on June 9, 2020. Comments were delivered to the applicant at the Subdivision Development Review Committee (SDRC) meeting on July 27, 2020, revised documents in response to these comments were electronically stamped as received on August 5, 2020. The Environmental Planning Section recommends approval subject to no conditions.

Background

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

Development Review Case #	Associated Tree Conservation Plan or Natural Resources Inventory #	Authority	Status	Action Date	Resolution Number
NA	NRI-149-2019 (EL)	Staff	Approved	12/11/2019	NA
NA	S-131-2019	Staff	Approved	9/6/2019	NA
NA	NRI-149-2019-01	Staff	Approved	7/28/2020	NA
DSP-19054	NA	Planning Board	Pending	Pending	Pending
4-20014	NA	Planning Board	Pending	Pending	Pending

Proposed Activity

The current application is a DSP to develop 161 multifamily dwelling units for student houses and 1,022 square-feet of commercial retail.

Grandfathering

The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010 because the project is subject to a new Preliminary Plan of

Subdivision 4-20014 and has no previous Tree Conservation Plan approvals associated with this property.

Conditions of Previous Approval

There are no previously approved environmental conditions directly related to the subject application.

Environmental Review

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 (REF), such as streams, wetlands, 100-year floodplain or associated buffers. The site is not within the Primary Management Area (PMA).

Woodland Conservation

The site is exempt from the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property contains less than 10,000 square feet of woodland and has no previous Tree Conservation Plan (TCP) approvals. A standard letter of exemption from the WCO was issued for this site (S-131-2019), which expires on September 6, 2021. No additional information is required regarding woodland conservation.

Soils

The predominant soils found to occur, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Urban Land-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 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 as follows. The building will not act as a retaining wall unless proposed fill will be placed in the space between the existing steep slope and the proposed building, and that fill will be "in contact" with one or two sides of the building. Even that scenario is acceptable from a geotechnical perspective if the resulting new slope south of Lehigh Road will be less steep than the existing slope. If the proposed new slope is five units horizontal to one unit vertical or less, there is no need for submitting a soils report. If not, or if the slope is to remain as steep as it is now, the applicant must provide a soils report based on at least two borings by the side of Lehigh Road (T1 & T2) extending to the proposed building bottom, and two shorter borings near the slope toe (B1 & B2). Two global stability analysis shall be included, one along Section T1-B1 and another along Section T2-B2. Of a concern, are any planned underground floors. If underground floors are proposed, a short-term global stability analysis becomes of great importance for the stability of Lehigh Road itself because digging at or in front of the slope toe makes the existing steep slope even steeper or worse, which jeopardizes the road stability during construction. In this scenario, the global stability must neglect the resistive forces of soils will be excavated for the building proposed underground floors

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

Specimen, Champion, or Historic Trees

In accordance with approved NRI-104-2019; no specimen, champion, or historic trees have been identified on the subject property. No further information is required regarding specimen, champion, or historic trees.

Stormwater Management

An approved stormwater management (SWM) Concept Plan and approval letter (Case #48561-2019-001) from DPIE was submitted with this application.

The approved SWM concept plan shows the use of seven micro-bioretenion structures and one underground storage vault.

Summary of Recommended Findings and Conditions

The Environmental Planning Section recommends approval of Detailed Site Plan DSP-19054 with no conditions.



Division of Environmental Health/Disease Control

Date: September 9, 2020

To: Jeremy Hurlbutt, Urban Design, M-NCPPC

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

Re: DSP-19054, The Hub At College Park

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a second desktop health impact assessment review of the detailed site plan submission for The Hub at College Park and has the following comments / recommendations:

1. Several large-scale studies demonstrate that increased exposure to fine particulate air pollution is associated with detrimental cardiovascular outcomes, including increased risk of death from ischemic heart disease, higher blood pressure, and coronary artery calcification.
2. The applicant must submit plans to the Plan Review department at the Department of Permitting, Inspection Enforcement (DPIE) located at 9400 Peppercorn Place in Largo Maryland 20774 for the construction of the proposed commercial eating and drinking retail facilities and apply for a Health Department's Food Service Facility permit.
3. The applicant must submit plans to the Plan Review department at the DPIE office for the proposed swimming pool and spa and apply for pool permit.
4. The site is located within 500 feet of a major arterial road at the intersection of US Route - 1. Noise can be detrimental to health with respect to hearing impairment, sleep disturbance, cardiovascular effects, psycho-physiologic effects, psychiatric symptoms, and fetal development. Sleep disturbances have been associated with a variety of health



Environmental Engineering/Policy Program
Largo Government Center
9201 Basil Court, Suite 318, Largo, MD 20774
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711
www.princegeorgescountymd.gov/health



Division of Environmental Health/Disease Control

problems, such as functional impairment, medical disability, and increased use of medical services even among those with no previous health problems.

5. There are more than 10 existing carry-out/convenience stores food facilities and two grocery stores markets within a ½ mile radius of this site. A 2008 report by the UCLA Center for Health Policy Research found that the presence of a supermarket in a neighborhood predicts higher fruit and vegetable consumption and a reduced prevalence of overweight and obesity. The applicant should consider setting aside retail space for a tenant that would provide access to healthy food choices in the area.
6. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
7. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

If you have any questions or need additional information, please contact me at 301-883-7677 or aoadepoju@co.pg.md.us.



Angela Alsobrooks
County Executive

Environmental Engineering/Policy Program
Largo Government Center
9201 Basil Court, Suite 318, Largo, MD 20774
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711
www.princegeorgescountymd.gov/health



CITY OF COLLEGE PARK

DEPARTMENT OF PLANNING, COMMUNITY & ECONOMIC DEVELOPMENT

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September 29, 2020

Elizabeth M. Hewlett
Chair, Prince George's County Planning Board
M-NCPPC Prince George's County Planning Board
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

RE: Preliminary Plan of Subdivision (4-20014) and Detailed Site Plan-19054, The Hub

Dear Chair Hewlett,

The City of College Park City Council, at their virtual meeting on September 22, 2020, voted 7-0-1 to recommend approval of Preliminary Plan of Subdivision (4-20014) and Detailed Site Plan-19054 for The Hub with conditions, and approval of the request to waive the 10-foot public utility easement requirement as follows:

Preliminary Plan Recommended Conditions:

1. 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
2. Prior to building permit approval, the Applicant shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the Prince George's County Subdivision Regulations ("Required Off-Site Facilities") have been permitted for construction through the City of College Park and an agreed-upon timetable with the City Engineer for construction and completion:
 - a. 750 linear feet of sidewalk along the south side of Guilford Drive to replace portions of existing sidewalk that are less than 5-feet wide.



CITY OF COLLEGE PARK

DEPARTMENT OF PLANNING, COMMUNITY & ECONOMIC DEVELOPMENT

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Detailed Site Plan Recommended Conditions:

1. SUPPORT the following alternative development district standards, some with conditions, as noted below:
(Note: The page numbers are referenced in the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment)

**Not requested by Applicant but needed.*
 - a. **Building Form, Character Area 5a, Walkable Nodes** (page 234) – To increase building height from 6 stories to 9 stories and to allow covered parking to be provided in the second layer.
 - b. **Building Form, Parking** (page 239) – To decrease number of parking spaces by 43 spaces.
 - c. ***Building Form, Massing** (page 237) – To not require a building setback after eight stories for the entire building.
 - d. **Sustainability and the Environment** (p. 256) – To allow NGBS Silver certification instead of a minimum LEED silver certification as proffered by the Applicant.
2. Support the Loading Space Departure from 1 space to 0 spaces with the understanding that loading will be accommodated in the garage.
3. Prior to certification of the Detailed Site Plan, the Applicant shall revise the Site Plan to:
 - a. Provide ADA-compliant curb cuts and crosswalks, where needed, and a tabletop crosswalk in front of the garage entrance subject to engineering/grading/permitting 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.
 - b. Provide a streetscape detail for the pedestrian lighting fixtures to match the lighting fixtures along the southern side of Knox Road.
 - c. 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.
4. Prior to certification of the Detailed Site Plan, the Applicant shall revise the Architectural Plans to:
 - a. Provide ADA access to the residential and retail entrances on Knox Road.
 - b. Designate and reserve a minimum of 3 retail-only parking spaces in the parking garage near the exterior access walkway.
 - c. Indicate that retail glass windows will be clear glass.
 - d. Provide at least 1 electric car-charging station.



CITY OF COLLEGE PARK

DEPARTMENT OF PLANNING, COMMUNITY & ECONOMIC DEVELOPMENT

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- e. 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 facades of the building, and provide a prominent cornice treatment around the entire building at the 7th story with the concurrence of M-NCPPC.
5. Prior to certification of the Detailed Site Plan, the Applicant shall revise the Landscape Plans to:
 - a. Satisfy Section 4.1 of the Landscape Manual, as determined by M-NCPPC.
 - b. 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.”
 - c. Correct the landscape schedule and Schedule 4.1 to reflect the landscape plan.
6. Prior to certification of the Sign Plan, the Applicant shall revise the Sign Plan to add the location of the retail sign and clarify sign construction details to ensure that panelized back lighting and box lighting fixtures are not provided.
7. Prior to building permit, the Applicant shall:
 - a. Provide a letter from the Maryland Aviation Administration (MAA) and/or the Federal Aviation Administration (FAA) 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.
 - b. Submit the transformer artistic or decorative screening detail to City staff for their review prior to installation.
8. Execution of a Declaration of Covenants Agreement between the Applicant and City of College Park.

Sincerely,

A handwritten signature in black ink that reads "Terry Schum".

Terry Schum, AICP
Director of Planning, Community and Economic Development

Additional Back-up

For

DSP-19054

The HUB At College Park

**THE HUB AT COLLEGE PARK
DSP-19054**

* * * * *

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:

* * * * *

~~i. Provide shared lane markings (e.g. sharrow) along the subject site's frontage of Lehigh Road, unless modified by the University of Maryland, with written correspondence~~

* * * * *

1. Provide a matrix demonstrating National Green Building Standard, ~~Bronze~~ Silver level is equivalent to LEED Silver, and how it will be achieved for the proposed development.

* * * * *

KEY:

Underline indicates language added to findings/conditions;

~~Strikethrough~~ indicates language deleted from findings/conditions;

Asterisks *** indicate intervening existing findings/conditions that remain unchanged.

THE HUB AT COLLEGE PARK



CORE SPACES OVERVIEW

Core Spaces is a vertically integrated developer, owner and operator of real estate assets in educational markets. We're thought leaders and industry innovators. We're researchers, architects, designers, financiers, builders and operators.

WHAT WE DO



DISCIPLINED | Focused | Demand Driven



LOCATION | Walkability | Barriers to Entry



PROGRESSIVE | Research | Quality



EFFICIENT | Attainable | Diversified



RESIDENT ORIENTATION | Lifestyle | Longterm Value

AWARDS AND ACCOLADES

STUDENT HOUSING BUSINESS INNOVATOR AWARDS

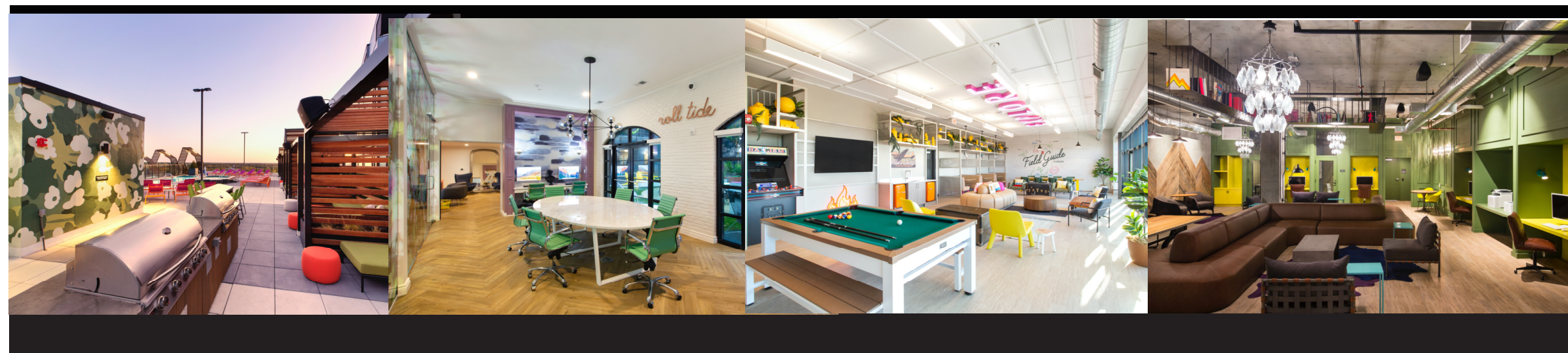
- 2014 Best Architecture/Design - Tempe
- 2014 Best New Development - Tempe
- 2015 Best New Development - Tucson
- 2015 Best Package and Offering of Amenities - Columbia
- 2015 Best Renovation of an Existing Project - Columbia
- 2016 Best Package and Offering of Amenities - Madison
- 2017 Best New Development - Tucson
- 2018 Best New Development - Seattle
- 2018 Best Architecture/Design - Madison
- 2019 Best Package And Offering of Amenities - Tuscaloosa
- 2019 Best Implementation of Mixed Use - Minneapolis
- 2019 Best New Development 400 Beds or Fewer - Ann Arbor
- 2019 Best New Development 400 Beds or More - Minneapolis

ENGINEERING NEWS RECORD

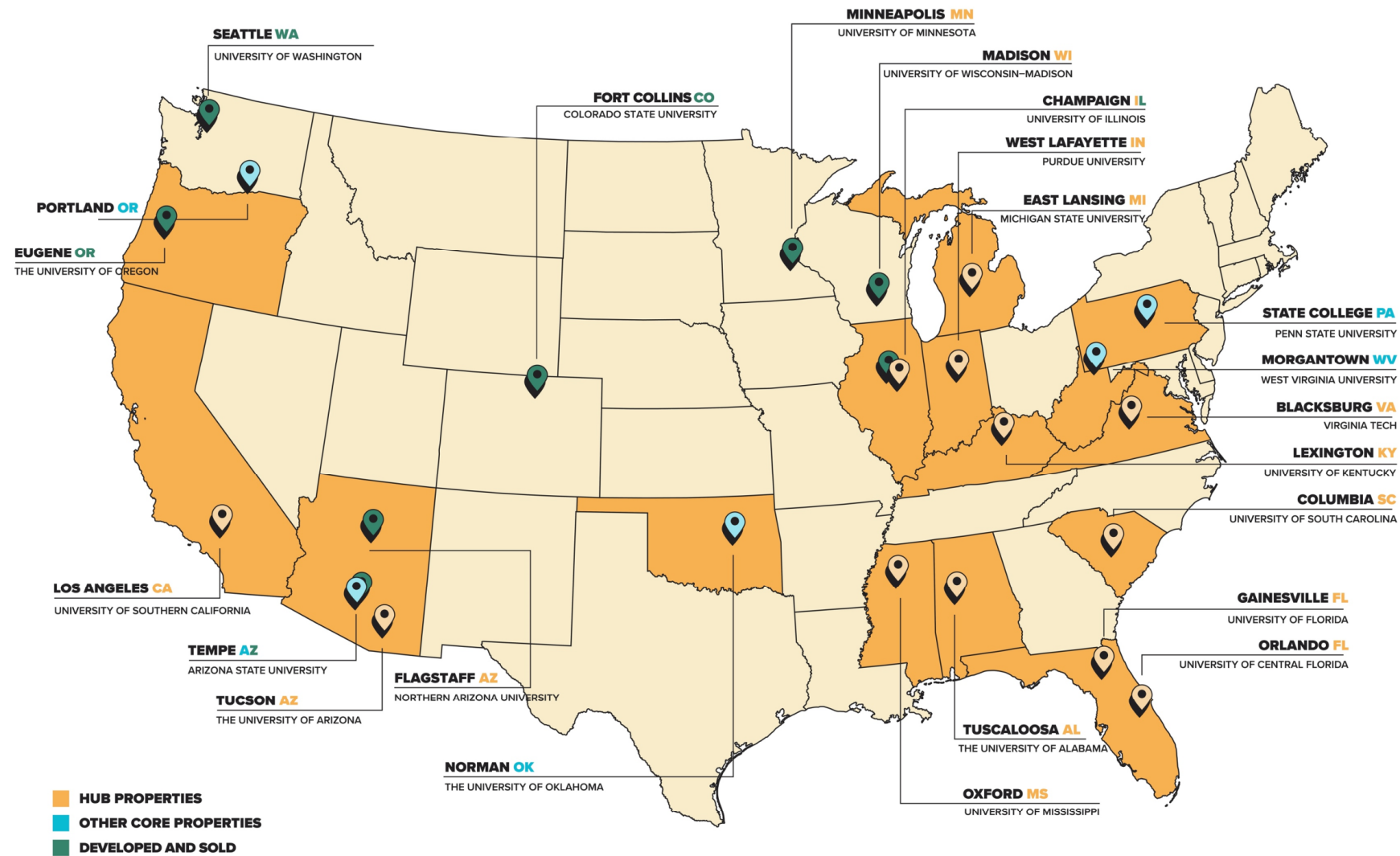
- 2013 Best Residential/ Hospitality Project - Tempe

FINANCE & COMMERCE

- 2019 Top Projects of 2018 - Minneapolis



CORE SPACES PORTFOLIO





THE HUB AT COLLEGE PARK

Core Spaces Developer • Antunovich Associates Architecture, Planning, Interior Design ©

PREVIOUS DESIGN

4210 Knox Road, College Park, Maryland DSP-19054, Additional Backup September 18, 2020 6 of 9



THE HUB AT COLLEGE PARK

Core Spaces Developer • Antunovich Associates Architecture, Planning, Interior Design ©

PROPOSED DESIGN

4210 Knox Road, College Park, Maryland | DSP-19054, Additional Backup | September 19, 2020



THE HUB AT COLLEGE PARK

Core Spaces Developer • Antunovich Associates Architecture, Planning, Interior Design °

PROPOSED DESIGN

4210 Knox Road, College Park, Maryland | DSP-19054, Additional Backup | September 19, 2020



UNIVERSITY OF MARYLAND

DIVISION OF ADMINISTRATION & FINANCE
OFFICE OF REAL ESTATE

2101 Main Administration Building
7901 Regents Drive
College Park, Maryland 20742
301.405.1105 TEL
www.realestate.umd.edu

October 11, 2020

Elizabeth M. Hewlett
Chair
Prince George's County Planning Board
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

Re: DSP-19054 (The Hub at College Park)

Dear Chair Hewlett:

The University of Maryland supports approval of DSP-19054 (The Hub at College Park). As noted in my letter of support of the Preliminary Plan of Subdivision, the University of Maryland is participating in this project through the sale of two parcels (4218 and 4220 Knox Road) to an affiliate of Core Campus Manager, LLC ("Core Campus"). This project will advance common City and University goals. This project comes before the Planning Board with the support of the City of College Park. This is Core Campus' first project in College Park. The University has been impressed with Core Campus' professionalism and flexibility and we are pleased that this team has chosen to invest in our community.

The University of Maryland strongly supports this project.

Sincerely yours,

A handwritten signature in blue ink, appearing to read "E. Maginnis".

Edward J. Maginnis
Assistant Vice President—Real Estate