



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

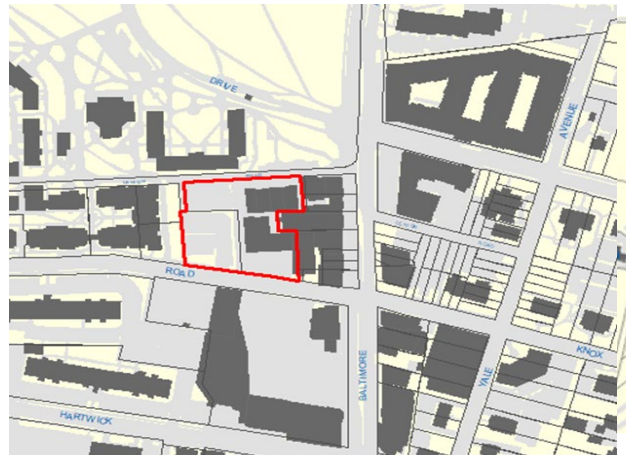
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Detailed Site Plan Knox Road

DSP-19037

REQUEST	STAFF RECOMMENDATION
A mixed-use building with 343 multifamily dwelling units and 23,847 square feet of ground floor commercial retail.	APPROVAL with conditions

Location: On the north side of Knox Road, approximately 127 feet west of US 1 (Baltimore Avenue).	
Gross Acreage:	1.65
Zone:	M-U-I/D-D-O
Dwelling Units:	343
Gross Floor Area:	23,847 sq. ft.
Planning Area:	66
Council District:	03
Election District:	21
Municipality:	College Park
200-Scale Base Map:	209NE04
Applicant/Address: Greystar 8405 Greensboro Drive McLean, Virginia 22102	
Staff Reviewer: Jeremy Hurlbutt Phone Number: 301-952-4277 Email: Jeremy.Hurlbutt@ppd.mncppc.org	



Planning Board Date:	04/30/2020
Planning Board Action Limit:	04/30/2020
Staff Report Date:	04/15/2020
Date Accepted:	02/20/2020
Informational Mailing:	05/13/2019
Acceptance Mailing:	02/19/2020
Sign Posting Deadline:	03/31/2020

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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-19037
Knox Road

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 4-19028;
- 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 343 multifamily dwelling units and 23,847 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)	Commercial	Multifamily Residential/ Commercial Retail
Acreage	1.65	1.65
Lots	0	0
Parcels	2	1
Square Footage/GFA	14,796 (to be razed)	395,909
Dwelling Units	0	343

Other Development Data

Parking Requirements per the Sector Plan

Uses			Spaces Required
Walkable Node	343 dwelling units	1 space per dwelling unit	343
	23,847 sq. ft. retail	3 spaces per 1,000 sq. ft.	72
Total Parking Required			415
Total with Shared Parking		Shared Parking Factor=1.2*	346
Total Parking Provided			248**
Standard spaces (9.5 x 19 feet)			147
Compact spaces (8 x 16.5 feet)			86
Parallel spaces (8 x 22)			7
Handicap-Accessible			7
Handicap Van-accessible			1

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 415 spaces to 346 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)	116
Provided	164
Interior	146
Exterior	18

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

Residential / Retail	4 space (interior)
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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 M-U-I 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 four loading spaces, internal to the building, which is recommended as sufficient.

3. **Location:** The subject site is located on the north side of Knox Road, approximately 127 feet west of US 1 (Baltimore Avenue). 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 two parcels: Parcel A, Byrd's Addition to College Park, 1.12 acres, which was recorded among the Prince George's County Land Records at Plat Book 43 Plat No. 75, in 1962; and Parcel 61 on Tax Map 33, which contains a total of 0.53 acre.
4. **Surrounding Uses:** The property is bound to the north by Lehigh Road, and beyond by a dormitory (Montgomery Hall) on the University of Maryland campus, which is zoned Rural Residential. To the east are commercial uses in the Mixed Use-Infill (M-U-I) and Development District Overlay (D-D-O) Zones, and US 1. To the south is Knox Road, and beyond, commercial and residential land uses in the M-U-I, D-D-O, and Multifamily High Density Residential Zones. To the west are dormitories on the University of Maryland campus (South Campus Commons), in the One-Family Detached Residential (R-55) Zone.
5. **Previous Approvals:** The property is currently developed with one-story commercial buildings. The building fronting on Knox Road was constructed in 1964, while the building fronting on Lehigh Road was constructed in 1969. Parcel A includes all of the commercial development and a surface parking lot.

Parcel 61 is solely used as a surface parking lot. DSP-03032 was approved to validate the operation of the parking lot and bring it into conformance with the Central US 1 Corridor Sector Plan, in 2003. The approval of the DSP included approval of Alternative Compliance AC-01034.

On November 7, 2019, Preliminary Plan of Subdivision PPS 4-19028, was approved by the Prince George's County Planning Board, pursuant to PGCPB Resolution No. 19-123.

6. **Design Features:** The applicant proposes to raze the one-story commercial buildings and surface parking lots to construct a mixed-use building with 343 multifamily dwelling units and 23,847 square feet of commercial retail uses on the site. The applicant has indicated that the dwelling units will be focused at the student population. The proposed 9-story building will have frontage on Knox Road, Lehigh Road, and proposes a private drive called Sterling Place that will cut through the center of the building in a north-south direction. The Knox Road frontage will be broken up by three vehicular access points one to the west to the parking garage and interior loading, Sterling Place in the center, and a loading entrance in the east. Sterling Place will be 12 feet wide to limit traffic to one-way to the north, and will have commercial storefronts on the ground floor on both sides.



Figure 1: Internal private driveway (a.k.a Sterling Place) as viewed from Knox Road.

A second garage entrance and bicycle parking will be accessed from Lehigh Road, in the northeast corner of the building. This northern frontage will have a fitness center, small amount of ground floor retail, and an amenity space that will provide a continuous street wall along Lehigh Road and the University of Maryland campus to the north. The main residential access to the building will occur in the northwest corner of the building. This entrance will be higher than the Sterling Place elevation. This is the closest point of the building to campus, and is located where there is an existing, substandard staircase between Montgomery Hall to the north and South Campus Commons to the west.



Figure 2: Proposed Building seen from in front UMD Campus just north of Lehigh Road.

Lehigh Road is proposed to terminate at the west end of the property into a grand staircase that will allow a pedestrian connection between US 1 to the east and the campus to the west. The existing staircase will be reconstructed, as part of the BPIS improvements approved in the PPS, to become a grand staircase. The grand staircase will include a bike trough, to allow students to walk bicycles safely and easily up and down the stairs. This staircase will also be replicated within the interior of the building to mirror the staircase on the outside. This staircase will lead to a new sidewalk which will extend to the east along the north side of Lehigh Road, and provide safe pedestrian access to US 1. Retail uses will also front on Knox Road, but with a single access point.

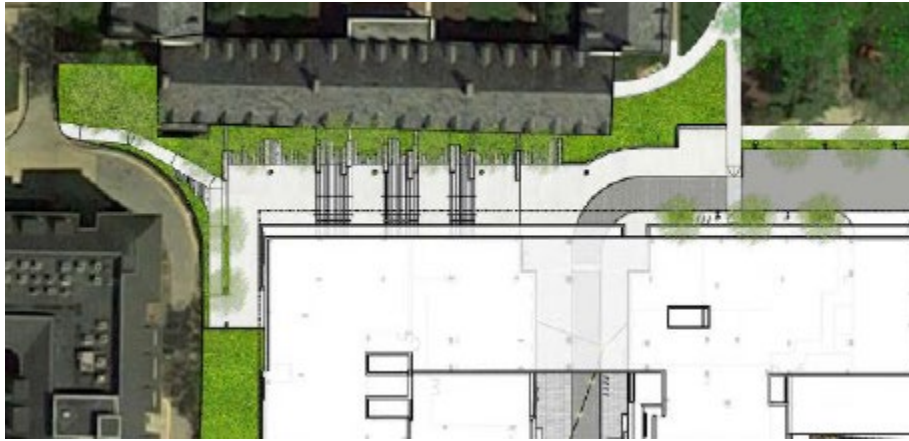


Figure 3: Grand staircase that will connect Lehigh Road to UMD Campus to the west.



Figure 4: Proposed building as seen from southeast corner of Knox Road and US 1

Architecture—Architecture for the project is modern and includes a variety of quality masonry materials including decorative face concrete, cast stone, cementitious and metal panels. The masonry products are accented with metal panels and coping, and an aluminum storefront system for the first-story commercial façade. Windows are banded, providing horizontal balance to the high-rise nature of the building. Although gray is the predominate color, different shades of gray are used to break up the massing. Bronze metal and masonry elements are used to highlight ground-floor retail uses and ground the building. Darker gray elements cap the building and make up the areas not activated by storefront windows and architectural accents.



Figure 5: East elevation as would be seen from the eastside of US 1.

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

- Fitness area
- Fitness and entertainment area
- Social lounge
- Outdoor courtyard

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

Signage—The applicant has provided a sign package for the project, which shows 28 signs in the following categories:

- Retail Blade
- Retail
- Building Entrance
- Loading
- Parking Blade
- Parking
- Project Identity Blade

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, the applicant provide scaled details of all the signs and elevation drawings showing their location on the façades in accordance with the applicable sign requirements.

Site Details—Site details on the landscape plan include various paving types, trash receptacles, planters, benches, tables and chairs, and bike racks. All details are found to be aesthetic and attractive choices for the subject project.

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 provided a LEED score card demonstrating that green building techniques may be utilized in the project to qualify it for LEED “Platinum” certification. A combination of green building techniques employed include location and transportation, water efficiency, energy and atmosphere, materials and

resources, and indoor environmental quality. LEED certification does not occur until after a building is constructed and in use for at least one year.

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), which are first summarized in table form and then discussed in detail:

a. Page 231—Building Form/Orientation

The sector plan calls for Knox Road to be the primary frontage. The applicant has created an internal, one-way, private street with double-loaded ground-floor retail that they request be the primary frontage. The building also has frontage on Lehigh Road, which faces the University of Maryland Campus. The Knox Road frontage is proposed to have three curb cuts that will limit the building's frontage. One curb cut is for Sterling Place and the other two will provide access to parking and loading areas. Staff believes that lack of activation of Knox Road will impact this development and future developments if additional architectural

details and urban design elements are not added or the number curb cuts reduced. Given the design of the building, the change in topography, and desired layout, staff supports this amendment and recommends approval. A condition has been added requiring that architectural detail, or art be added to, or around the loading and parking garage doors to activate and enhance the public realm.



Figure 6: Looking west on Knox Road at the Southeast corner of the proposed building.

- b. **Page 234—Building Form/Character Area 5A/Walkable Nodes:** Three amendments are required related to this design standard:

Building Height: 2-6 stories are permitted in the Walkable Node.

The proposed 9-story building height would conform to the Walkable Node (University) height provisions, but a three-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 and is ideal for student housing. In addition, the topography of the site changes 22 feet from one end to the other and the proposed building will be the same height as the 6-story building to the west. Staff recommends approval with a condition to step back the building more significantly than the two feet shown to transition from the one- to three-story buildings that surround the other sides of the building.

Side Setbacks: A side setback of 0-24 feet is required.

Due to the irregularity of building depths abutting the eastern property line, the setback of the building is increased to a maximum of 34 feet in one area to provide ample space between the building and the abutting property. This deviation from the D-D-O standards is reasonable to accommodate existing conditions of the site and should not substantially impair implementation of the Sector Plan. Staff recommends approval of this amendment.

- c. **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 346 spaces. In this instance, the applicant is proposing 248 parking spaces. Thus, a modification of 98 parking spaces is required.

The applicant sites the project will be used for student housing and that City of College Park public parking is in close proximity to the site. Staff recommends **approval** of this amendment.

- d. **Page 241—Building Form/Parking Access:**

When present, alleys shall be the primary source of access to off-street parking...When alleys are not present, secondary frontage or side streets may be used as the primary source of access to off-street parking.” (page 241).

As designed, the project has three frontages that can be used as the primary source of access for off-street parking: Knox Road, Lehigh Road, and Sterling Place, an internal drive. Knox Road is the primary frontage per the standards of the D-D-O (page 231). The building has one point of access to parking from Knox Road at the southwest corner of the building, which serves loading and parking for retail tenants on Sterling Place and is not internally connected to the primary garage accessed from Lehigh Road.

Due to the steep rise in grade along Knox Road, it is reasonable to locate access to the parking garage at this location since no other frontage meets the parking at this grade. Staff recommends approval of this amendment.

- e. **Page 242—Parking Lots, Loading and Service Area:**

Loading and service areas shall not be visible from streets, except alleys. These areas shall be located a minimum of 30 feet away from public sidewalks.” (page 242)

Loading and service areas should be hidden from public view by street screens.” (page 242)

This project sites a loading area that services retail along Sterling Place at the southeast corner of the property, within 30 feet of the public sidewalk. This area of the building is closest to the Knox Road and US 1 intersection (the core of Downtown College Park) and will be highly visible to all passersby. Loading areas are typically an eyesore when they are not carefully designed as an integral part of the building’s architecture. They also tend to degrade the quality of urban streets when the operation of these areas is not thoughtfully timed and managed. This ground-floor use does not command architecture that anchors the corner in a manner suitable for this highly-visible location and is not a use that will activate the ground-level as intended within the Walkable Node Character Area.

Because of the geometry of the building, this loading area cannot be recessed further. For this reason, a deviation from the standard of the D-D-O is a reasonable request. Furthermore, the southeast corner of the building sits at the lowest point on the site, where stormwater will naturally drain. The underground stormwater

management (SWM) vault is in this area of the building, directly beneath the loading bay.

Although the loading area is not the optimum use of this corner of the building and will not enhance the public realm or walkability as intended in the Walkable Node Character Area, for serviceability of the vault, it is practical for this use to remain. Furthermore, the applicant has entered into an agreement with the City of College Park to limit the hours of operation of the loading area and granted authority to the City to enforce those hours. This enforcement should help minimize the negative impacts of the loading area to the public realm. Staff recommends approval this amendment based on the justification and restriction proposed.

- 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, 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 and west. There is one to two-story commercial development to the east and south also in the Walkable Node Character Area. The parking provided for the project will be available to both residents and visitors to the commercial retail establishments on the ground floor of the buildings. 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 surrounding buildings. A proposed condition of this approval will ensure architectural compatibility with the surrounding land uses to the east, by requiring stepped back architecture.

(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 south are developed with a single-story commercial strip and a two-story, commercial building respectively. The adjacent property to the west is a 6-story student dormitory and a three-story dormitory to the north. 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. 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 the interior private drive (Sterling Place). The sector plan states that Knox Road is the primary frontage, so the applicant has requested an amendment. Retail, residential entrances, and residential amenities face the adjacent streets and walkways to the north and south. A grand staircase will connect a five-foot-wide sidewalk on the campus to the west and Lehigh Road to the east all on the University property. Sidewalks are provided on the streets to the south, and north sides of the proposed building and are connected by the interior private drive, which provides a bicycle and pedestrian connection to the University of Maryland campus. There is one vehicular access to the garage from Lehigh Road, with two access points from Knox Road, one to the parking garage/loading and the other for loading. The sidewalk along Knox Road will cross three driveway aprons and along Lehigh Road will cross two aprons, which includes the private drive through the site.

(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 masonry, concrete, and metal precast panels, in neutral tones of gray, white and brown. 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 mechanical equipment on the east side of the building, which will be screened by the building from the public street or located on the roof. Therefore, these areas will have minimum visibility from adjacent properties and public streets.

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

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;**

A condition of this approval would require the applicant to provide limits to the hours of operation and deliveries, demonstrating minimal impacts on adjacent properties in accordance with this requirement.

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

Loading of trash will be located internal to the building on Knox Road and the impacts have been conditioned.

(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 has proposed two loading spaces on-site, one on the southeast and one on the southwest frontage of Knox Road. Both are internal to the building, for a total of four loading spaces. On-site access and circulation has been evaluated and found acceptable by the Transportation Planning Section. In order to minimize impacts on the surrounding area from the loading activities, staff has proposed a condition, in the Recommendation section of this technical staff report, that would require the applicant to provide limits to the hours of operation and deliveries demonstrating minimal impacts on adjacent properties.

(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 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, but the applicant has provided a letter as proof of compliance with Federal Aviation Regulation (FAR) Part 77.

9. **Preliminary Plan of Subdivision 4-19028:** PPS 4-19028 was reviewed and approved by the Planning Board on November 7, 2019 (PGCPB Resolution No. 19-132). The Planning Board approved the PPS with twelve conditions of which four are applicable to the review of this DSP and warrant discussion, as follows:

3. **Total development within the subject property shall be limited to uses, which generate no more than 203 AM and 208 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

This condition establishes an overall trip cap for the subject property of 203 AM and 208 PM peak-hour trips. The proposed mixed-use building with 788 beds for student housing and retail space totaling 23,847 square feet would generate 133 AM and 202 PM peak-hour trips, which falls within the approved cap.

7. **Prior to acceptance of a detailed site plan, an exhibit shall be provided that illustrates the location, limits, and details of the off-site monumental staircase and associated improvements approved with Preliminary Plan of Subdivision (PPS) 4-19028, consistent with Section 24-124.01(f) of the Subdivision Regulations. If it is determined at the time of detailed site plan that alternative off-site improvements are appropriate, the applicant shall demonstrate that the alternative improvements shall comply with the facility types contained in Section 24-124.01(d), be within 0.5 mile walking or bike distance of the subject site, within the public right-of-way, and within the limits of the cost cap contained in Section 24-124.01(c). The Prince George's County Planning Board shall find that the alternative off-site improvements are consistent with the bicycle and pedestrian impact statement adequacy finding made at the time of PPS. At the request of the City of College Park, an alternative improvement which may be considered by the applicant includes the removal or relocation, if feasible, of an existing utility pole on the north side of Knox Road, just east of the subject property.**

The applicant has provided an exhibit displaying the proposed monumental staircase and associated off-site improvements per prior conditions of approval.

9. **The applicant and the applicant's heirs, successors, and/or assignees shall provide adequate, private on-site recreational facilities in accordance with the standards outlined in the Parks and Recreation Facilities Guidelines. The applicant shall allocate appropriate and developable areas for the private recreational facilities within the common open space land. The private recreational facilities shall be reviewed by the Urban Design Section, of the Development Review Division, of the Planning Department for adequacy and proper siting, including appropriate triggers for construction, with the submittal of the detailed site plan.**

As discussed in Finding 6, an adequate and appropriate package of private recreational facilities have been provided, in accordance with the Parks and Recreation Facilities Guidelines. 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 2010 *Prince George’s County Landscape Manual* (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. Additionally, 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 2010 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 from the WCO was issued for this site (S-066-2019), which expires on April 25, 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). This amounts to approximately 0.17 acres, or 7,190 square feet, to be provided in the tree canopy coverage. The subject DSP provides the appropriate schedule, but claims off-site plantings to meet the requirement, which is not allowed.

Proposed on-site plantings only provide 2,440 square feet of coverage, or 3.4 percent, and a waiver from the requirements has been requested, in accordance with Section 25-130(a), which reads as follows:

- (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;**
- (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.**
- (3) **The planting of additional trees will result in the need to remove existing pavement being used to meet other County Code requirements;**
- (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**
- (5) **The waiver is the minimum necessary based on the criteria above.**

The applicant 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 criteria above. The development proposes an underground garage that will take advantage of the 20 feet of grade change, but will limit planting opportunities on the small site. The D-D-O Zone encourages dense development in the subject area along US 1, and the development proposed generally 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. Approximately 34 percent of the required tree canopy coverage is provided on-site and additional plantings are proposed on the abutting University of Maryland property to meet the requirement. 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, and additional planting proposed on University of Maryland property abutting the site, staff finds the request for a partial waiver from Section 25-128(b) to be the minimum necessary based on the criteria above. Therefore, staff recommends that the Planning Board approve this partial waiver request.

13. Referral Comments: The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and incorporated herein by reference:

- a. **Historic Preservation and Archeological Review**—In a memorandum dated February 26, 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 March 30, 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 March 31, 2020 (Masog to Hurlbutt), the Transportation Planning Section offered that 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.

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 March 30, 2020 (Ryan and Hurlbutt), the trails coordinator offered the following summarized comments regarding the subject project:

The submitted plans reflect the relevant Complete Streets policies from the 2009 *Approved Countywide Master Plan of Transportation*. An internal network of sidewalks has been submitted which provides pedestrian access along Knox Road, Lehigh Road, and the internal one-way access road. The subject property fronts on Knox Road to its south, which features an existing shared roadway and side path. The proposed DSP also includes bike lockers and bike racks on the interior of the facility and additional bike racks on the exterior of the facility along Knox Road.

This development is also subject to the Central US 1 Corridor Sector Plan and SMA. The submitted plans reflect the pedestrian and bicyclist facilities recommended in the Sector Plan. Existing and Proposed Bikeways and Trails are displayed on Table 7 (pages 141-143). No specific recommendations for Knox Road or Lehigh Road are listed within this table.

The Transportation Planning Section concludes that the submitted site plans meet the necessary findings for a DSP and is deemed acceptable from the standpoint of pedestrian and bicycle transportation.

- e. **Permits**—In a memorandum dated March 30, 2020 (Jacobs to Hurlbutt), the Permit Review Section had no comment regarding the subject project
- f. **Environmental Planning**—In a memorandum received March 26, 2020 (Juba to Hurlbutt), the Environmental Planning Section offered the following:

Existing Conditions/Natural Resource Inventory

An approved Natural Resources Inventory, NRI-057-2019, was submitted with the application. There are no regulated environmental features such as streams, non-tidal wetlands and their associated buffers. The site contains no 100-year floodplain or primary management area. Only a small area of man-made steep slopes is located on the northwestern corner of the site. No forest exists on-site. Two specimen trees exist on-site.

Stormwater Management

An approved SWM Concept Plan 18513-2019 was submitted with the subject application. According to the approved plan, the private system will utilize a green roof, and an underground storage vault to improve the water quality of runoff that will discharge off-site.

Soils

The predominant soils found to occur on-site, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Urban land and Christiana Downer Urban land complex. According to available information, no Marlboro clay exists onsite; however, Christiana complexes are mapped on this property. Christiana complexes are considered unsafe soils that exhibit shrink/swell characteristics during rain events, which make it unstable for structures. However, there are no slopes of significant concern identified within the area of this soil type and the applicant is proposing to cut and fill the site to a one percent grade for a buildable area. A geotechnical review was not requested with this application but may be required for review with a future development application. The County may require a soils report in conformance with CB-94-2004 during future phases of development.

- g. **Prince George’s County Fire/EMS Department**—In a memorandum dated March 30, 2020, the Fire/EMS Department offered comments that will be addressed through a separate permitting process.
- h. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated March 19, 2020, DPIE offered numerous comments that will be addressed through DPIE’s separate permitting process.

- i. **Prince George’s County Police Department**—At the time of the writing of this technical staff report, staff has not received comments from the Police Department regarding the subject project.
 - j. **Prince George’s Health Department**—At the time of the writing of this technical staff report, staff has not received comments from the Health Department regarding the subject project.
 - k. **Maryland State Highway Administration (SHA)**—In a letter dated August 19, 2020 (Cook to Hurlbutt), SHA offered numerous comments that will be addressed through DPIE’s separate permitting process.
 - l. **Washington Suburban Sanitary Commission (WSSC)**—In an e-mail received on August 15, 2020 (Hall to Hurlbutt), WSSC offered numerous comments regarding the subject project which will be addressed through their separate permitting process.
 - m. **City of College Park**—At the time of this writing, staff has not received comments from the City of College Park regarding the subject project. However, the College Park City Council will meet regarding the subject project on April 7, 2020 and expect that a representative of the City of College Park will provide comments regarding the subject project prior to the April 30, 2020 Planning Board hearing.
 - 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.
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) of the Zoning Ordinance, and would not substantially impair implementation of the sector plan.

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

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

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

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 231—Building Form/Orientation:** To change the primary frontage from Knox Road to the internal private drive, Sterling Place.
 2. **Page 234—Building Form/Character Area 5A/Walkable Nodes:** To increase the building height to 9 stories, to allow the side setback to be increased to 34 feet on the east side of the building, and to allow uncovered parking within the third layer or setback at least 20 feet from the build-to line.
 3. **Page 239—Building Form/Parking:** To reduce the amount of required parking by 98 parking spaces.
 4. **Page 241—Building Form/Parking Access:** To allow parking to be accessed from the primary and secondary streets.
 5. **Page 242—Parking Lots, Loading and Service Area:** To allow a loading area that services retail at the southeast corner of the property, within 30 feet of the public sidewalk.
- B. APPROVAL of Detailed Site Plan DSP-19037 for Knox Road, subject to the following conditions:
1. Prior to certification, the applicant shall revise the plans as follows or provide the specified documentation:
 - a. Provide a detail of the artistic treatment proposed for the two loading dock doors on Knox Road to be reviewed by the Urban Design Section as designee of the Planning Board, with referral to the City of College Park staff.
 - b. Revise the landscape plan and schedule to indicate a partial waiver from the Prince George's County Tree Canopy Coverage Ordinance has been approved.
 - c. Revise the architecture to provide a minimum five-foot building step back for each story over the six stories allowed in the Development District Overlay Zone to reduce the impact of the additional height.
 - d. Show a bike/scooter share parking area along Sterling Place or Lehigh Road.
 - e. Provide ADA-compliant curb cuts and crosswalks, where needed, and tabletop crosswalks across all Knox Road entrances.
 - f. Remove two-way arrows shown at the loading docks.
 - g. Indicate that retail glass windows will be clear glass.
 - h. Provide scaled details of all the signs and elevation drawings showing their

location on the façades in accordance with the applicable Development District Overlay Zone standards.

- i. Provide limits to the hours of operation and deliveries, demonstrating minimal impacts on adjacent properties.
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

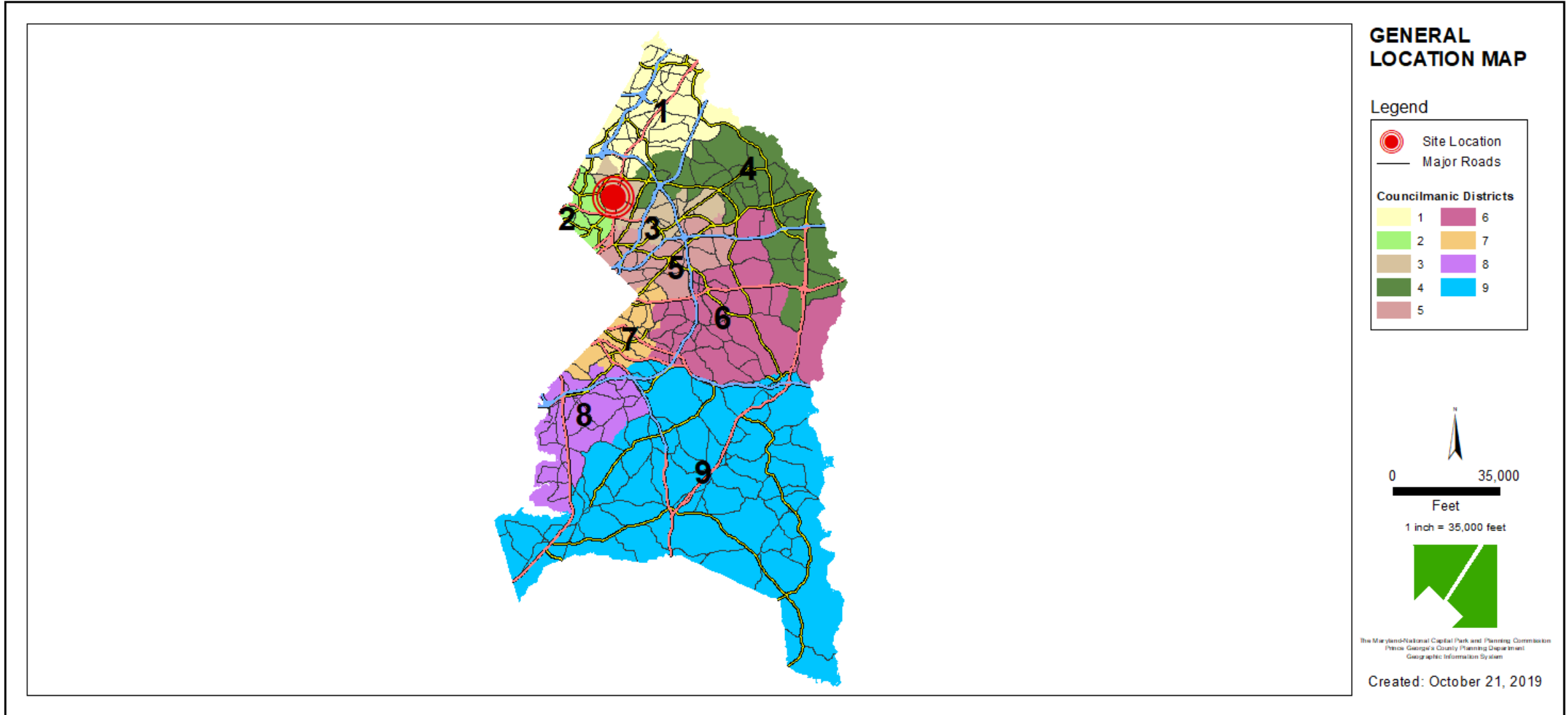
CASE: DSP-19037

KNOX ROAD DEVELOPMENT

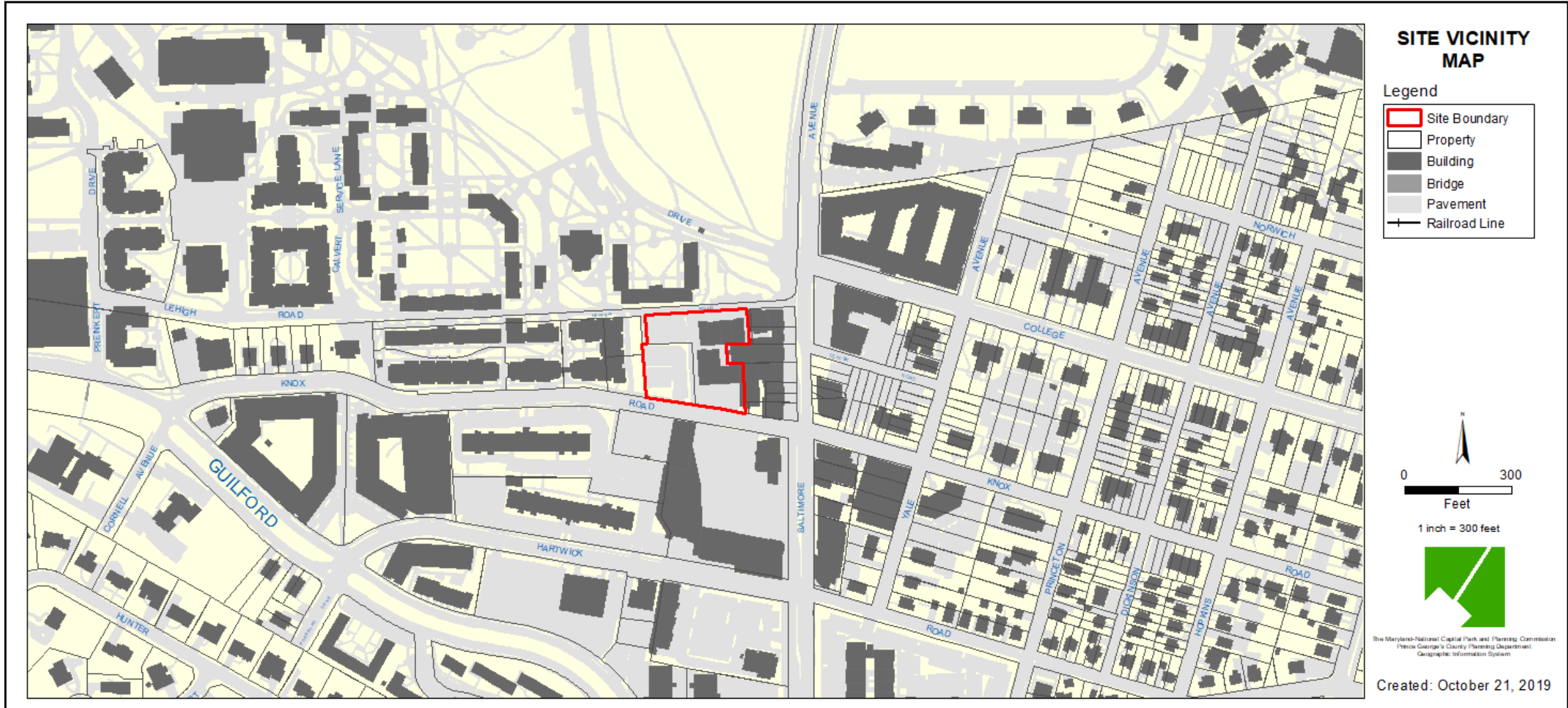
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



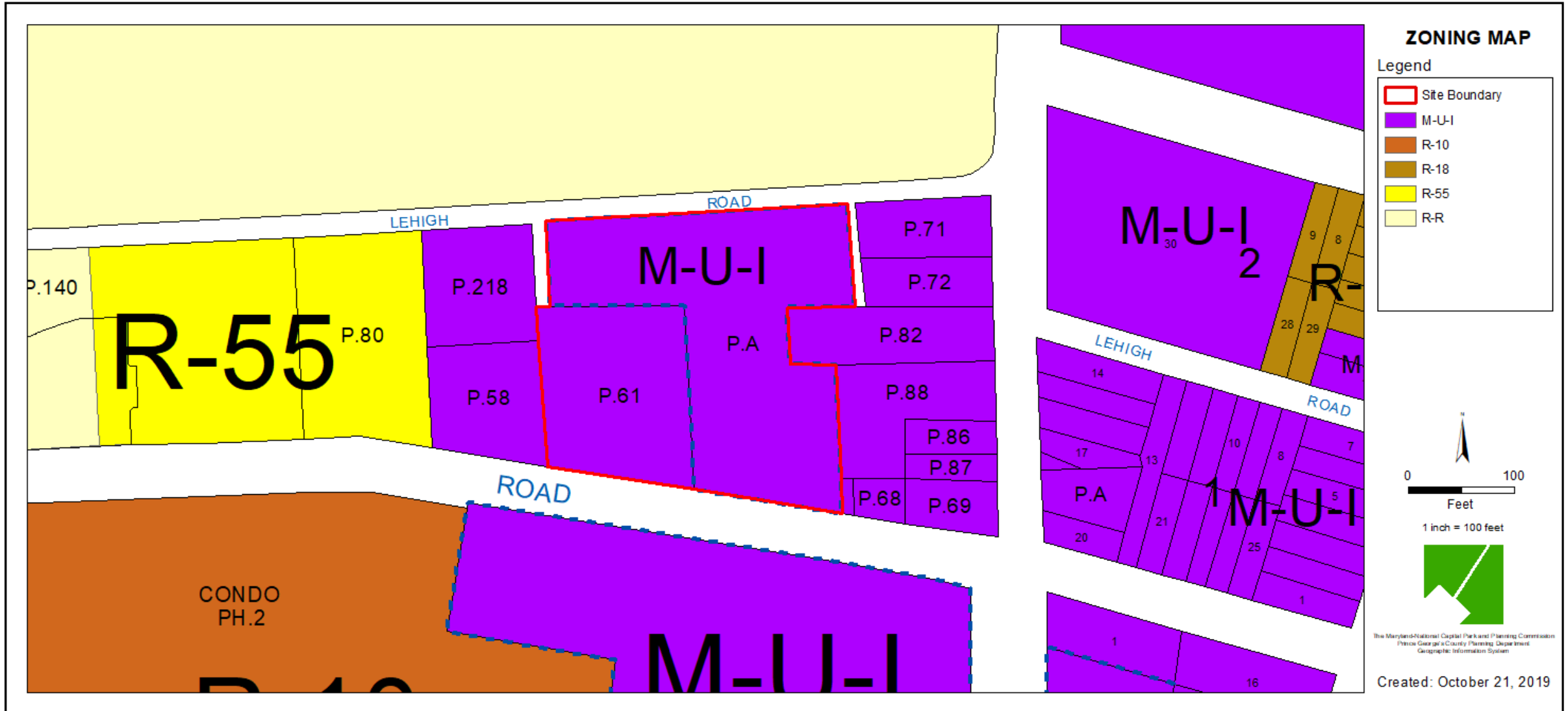
GENERAL LOCATION MAP



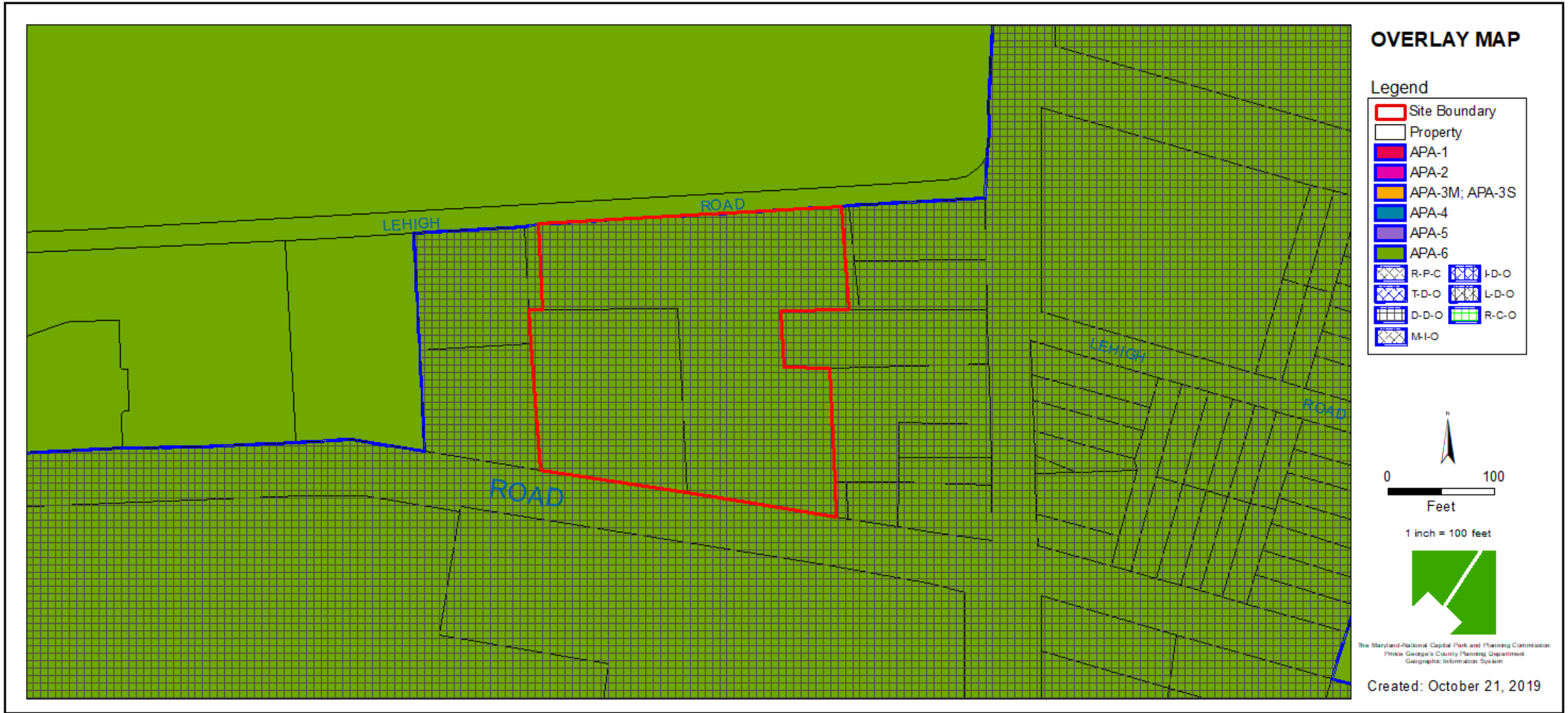
SITE VICINITY



ZONING MAP



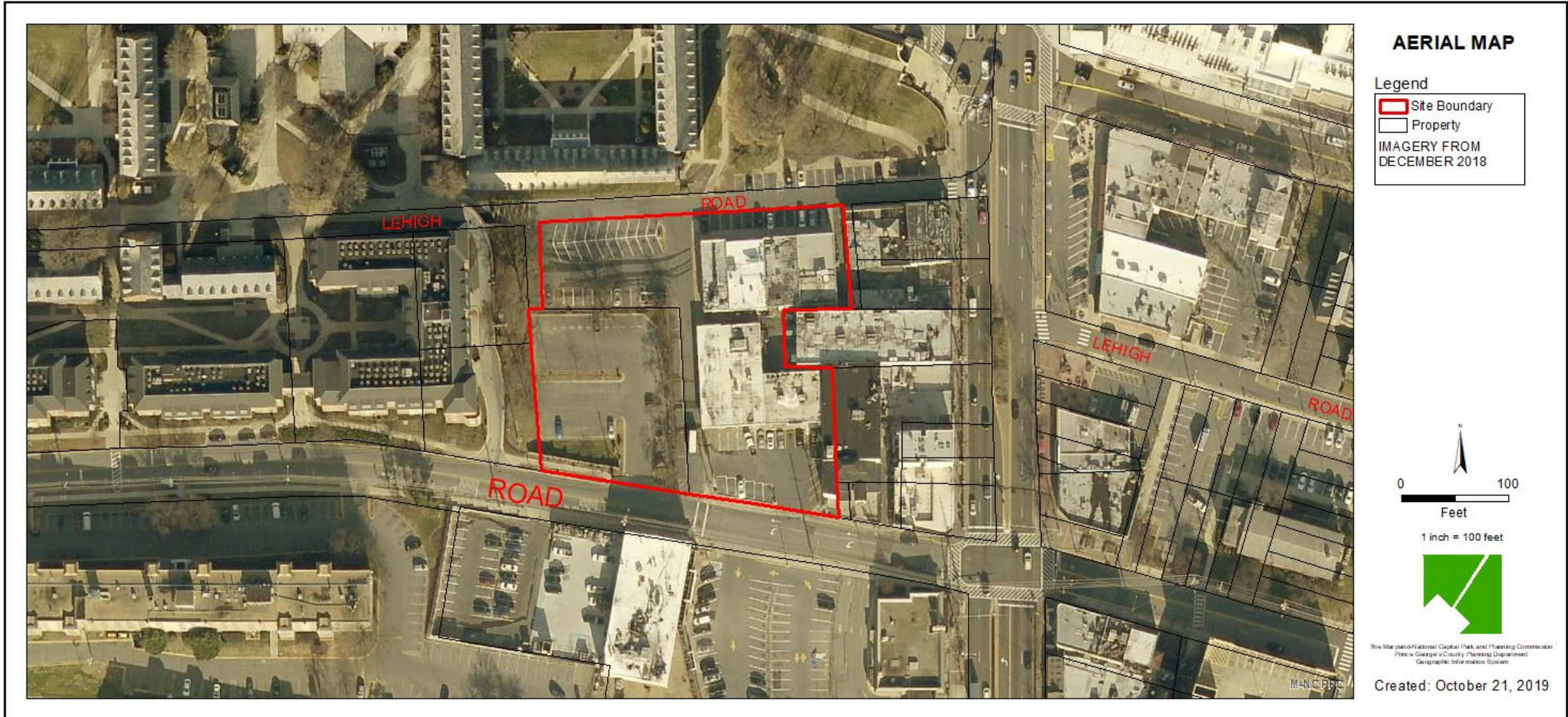
OVERLAY MAP



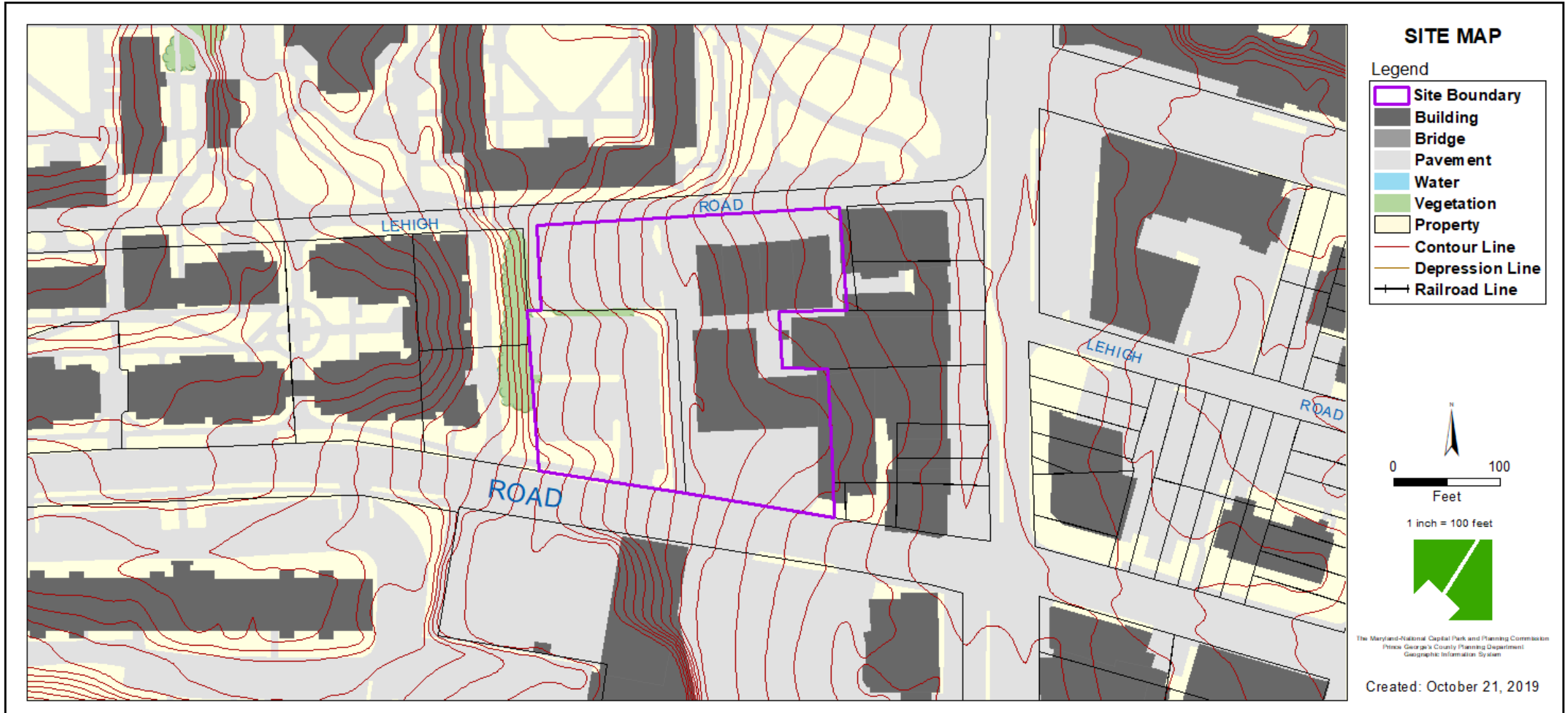
DEVELOPMENT CHARACTER AREA



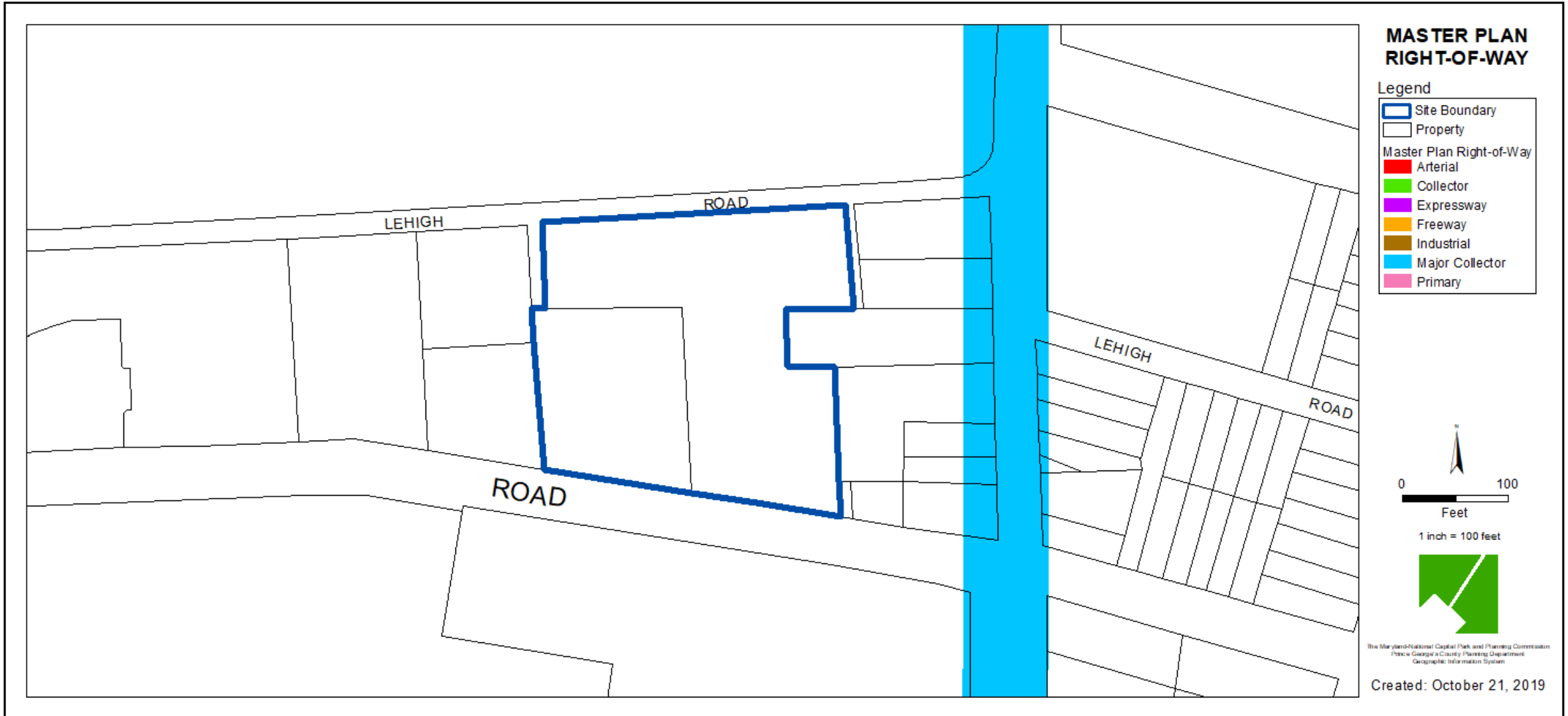
AERIAL MAP



SITE MAP

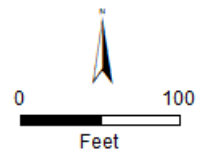


MASTER PLAN RIGHT-OF-WAY MAP



MASTER PLAN RIGHT-OF-WAY

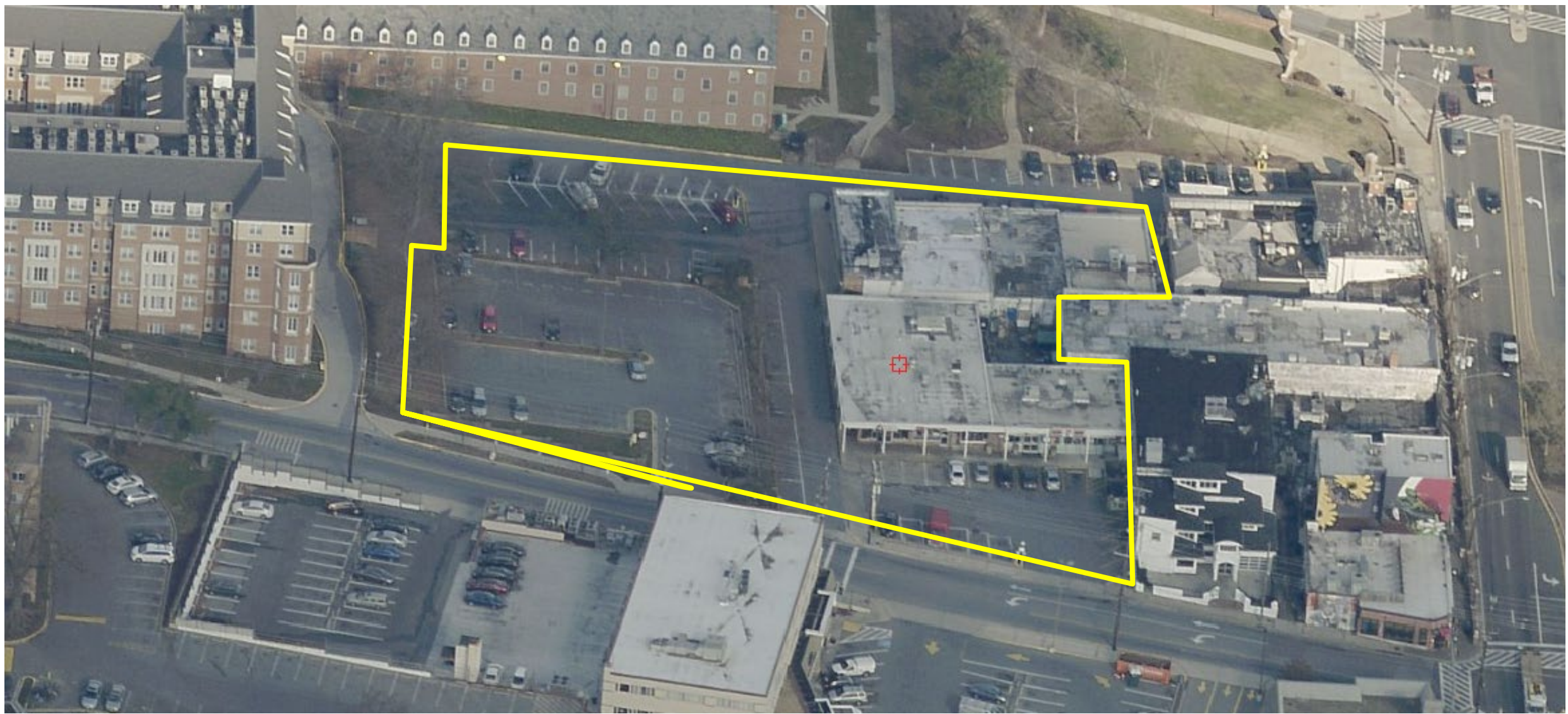
- Legend
- Site Boundary
 - Property
 - Master Plan Right-of-Way Arterial
 - Collector
 - Expressway
 - Freeway
 - Industrial
 - Major Collector
 - Primary



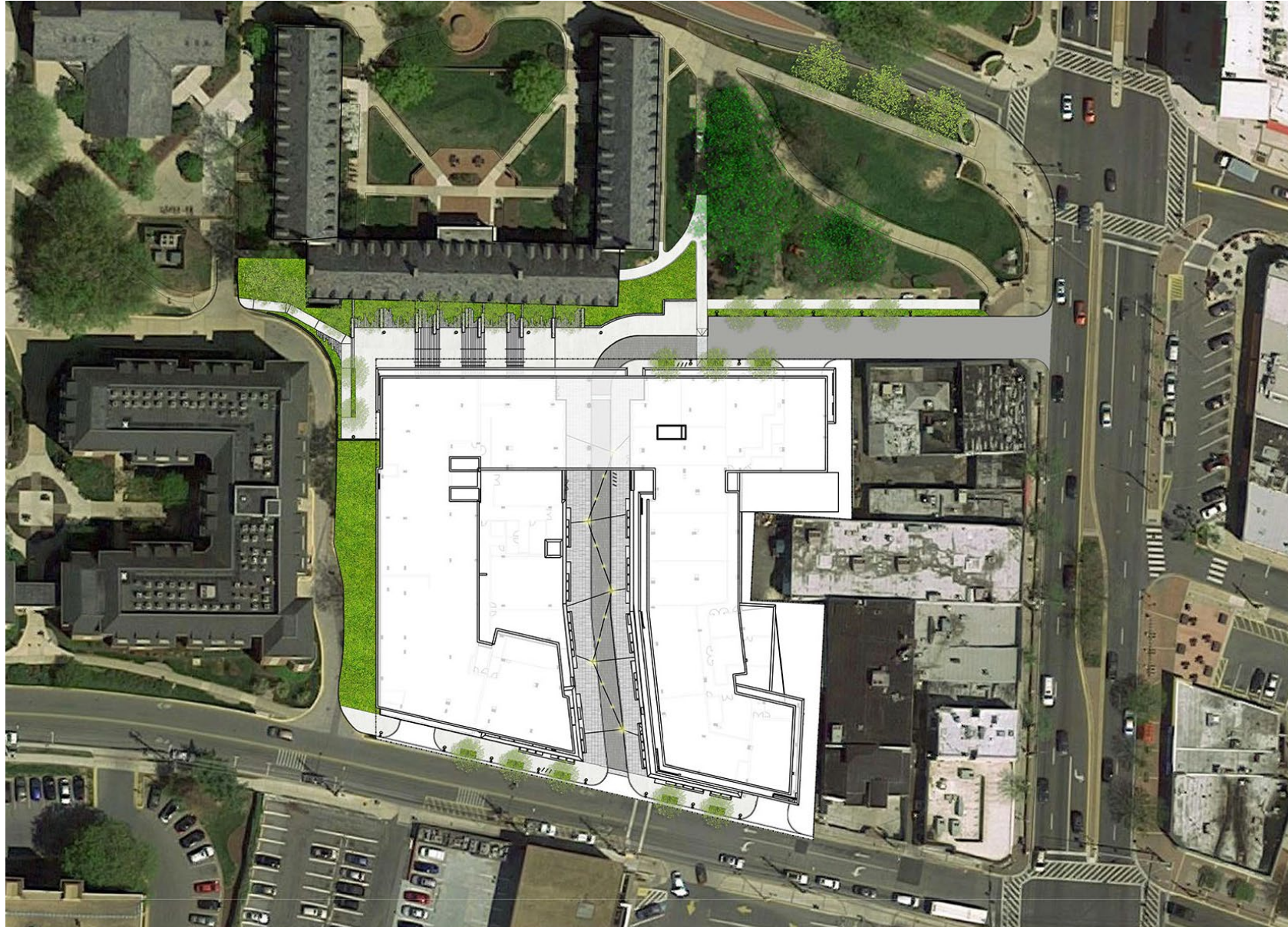
The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Geographic Information System

Created: October 21, 2019

BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



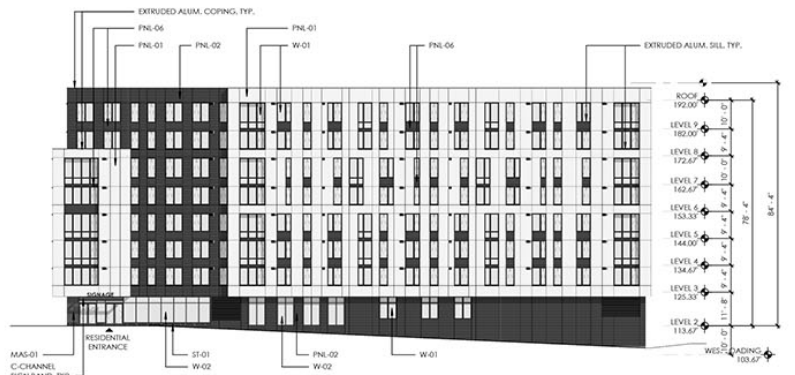
SITE AND LANDSCAPE RENDERING



RENDERING - VIEW FROM US 1



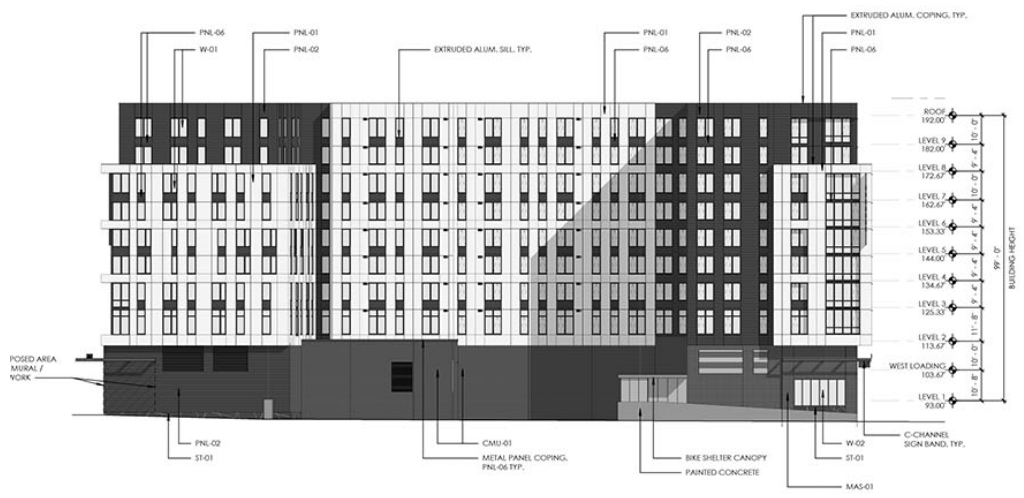
BUILDING ELEVATIONS



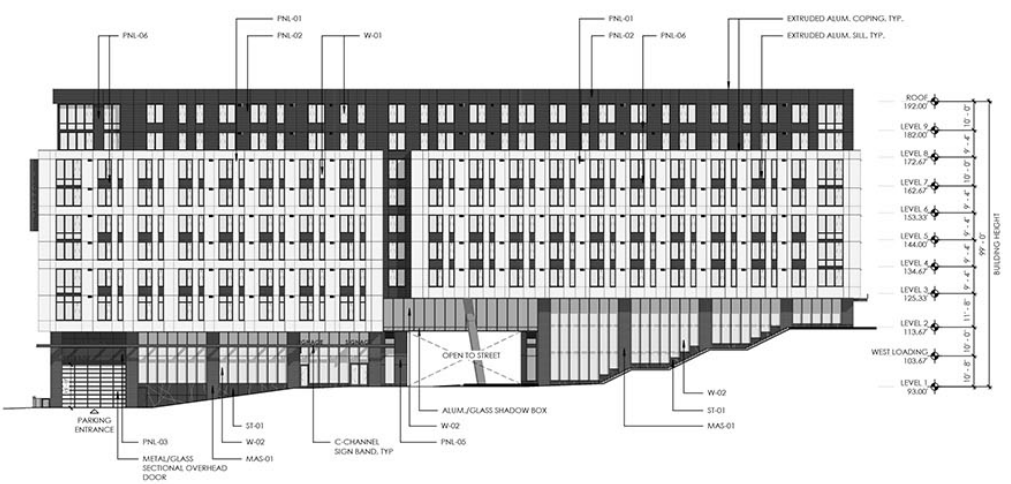
④ WEST ELEVATION
SCALE: 1" = 20'0"



② SOUTH ELEVATION
SCALE: 1" = 20'0"

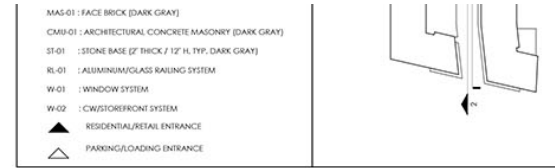


③ EAST ELEVATION



① NORTH ELEVATION

COURTYARD ELEVATIONS



③ SOUTH COURTYARD
SCALE: 1" = 20'-0"



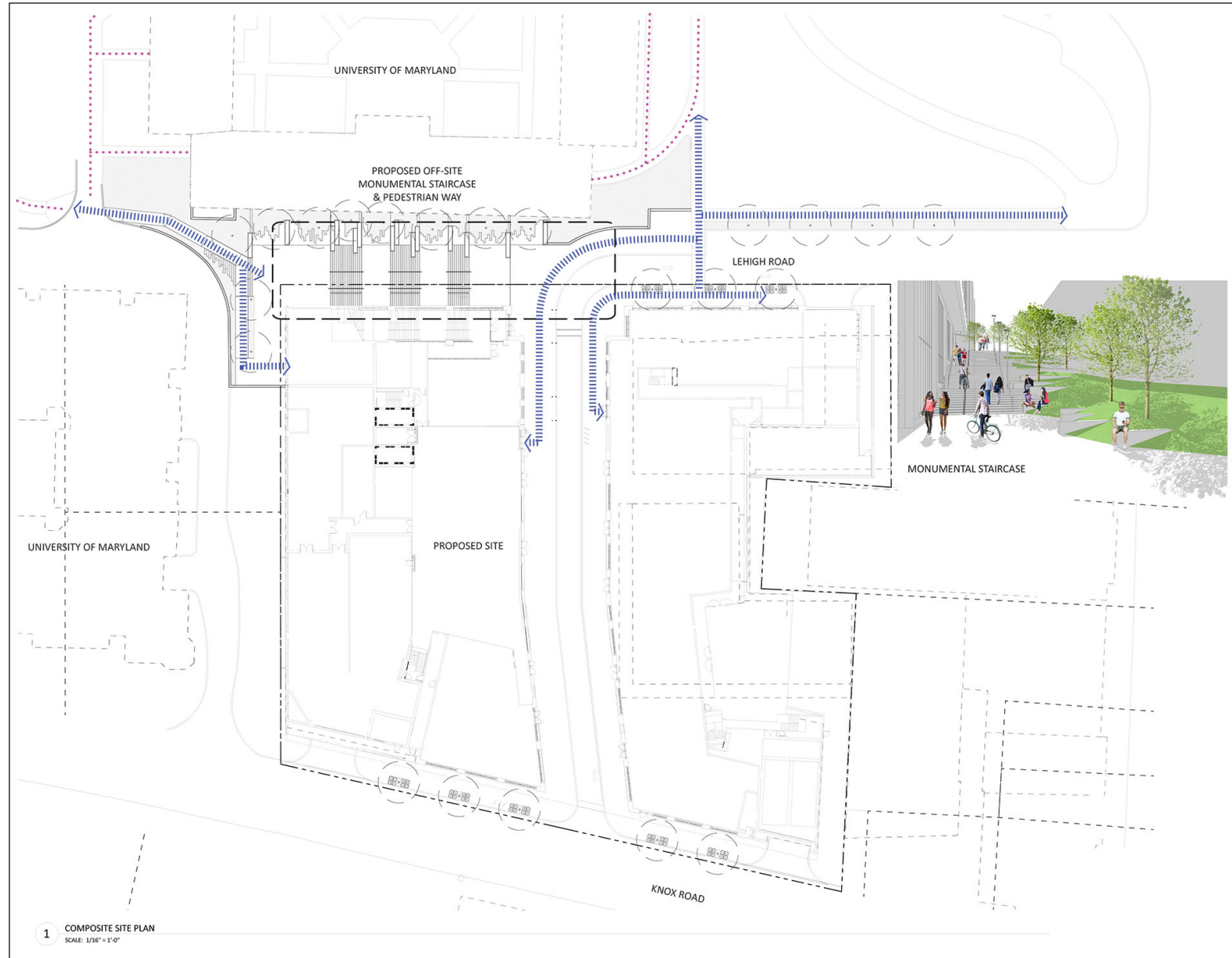
② EAST COURTYARD
SCALE: 1" = 20'-0"



① WEST COURTYARD
SCALE: 1" = 20'-0"



BPIS: STAIRCASE AND WALKWAY



1 COMPOSITE SITE PLAN
SCALE: 1/16" = 1'-0"

WDG

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KNOX ROAD MIXED-USE
DEVELOPMENT
COLLEGE PARK, MD

GREYSTAR
840 GREENBROOK DRIVE
SUITE 500
MCLEAN, VA 22102

CONCEPT DESIGN	06.14.2019
DDP SUBMISSION	06.07.2019
DDP REVISIONS	11.05.2019
DDP REVISIONS	01.30.2020
DDP REVISIONS	03.17.2020



PROFESSIONAL SEAL
BY ARCHITECT

WDG PROJECT NO.:
WAK19001

MONUMENTAL
STAIRCASE &
PEDESTRIAN WAY

SCALE: 1/16" = 1'-0"
10005



INTERSECTION OF STERLING PLACE AND KNOX ROAD LOOKING EAST



5 - VIEW FROM CORNER OF KNOX ROAD AND STERLING PLACE LOOKING EAST

SE CORNER OF BUILDING LOOKING WEST ON KNOX ROAD



4 - VIEW FROM KNOX ROAD LOOKING WEST

LOOKING NW FROM INTERSECTION OF KNOX RD AND US 1



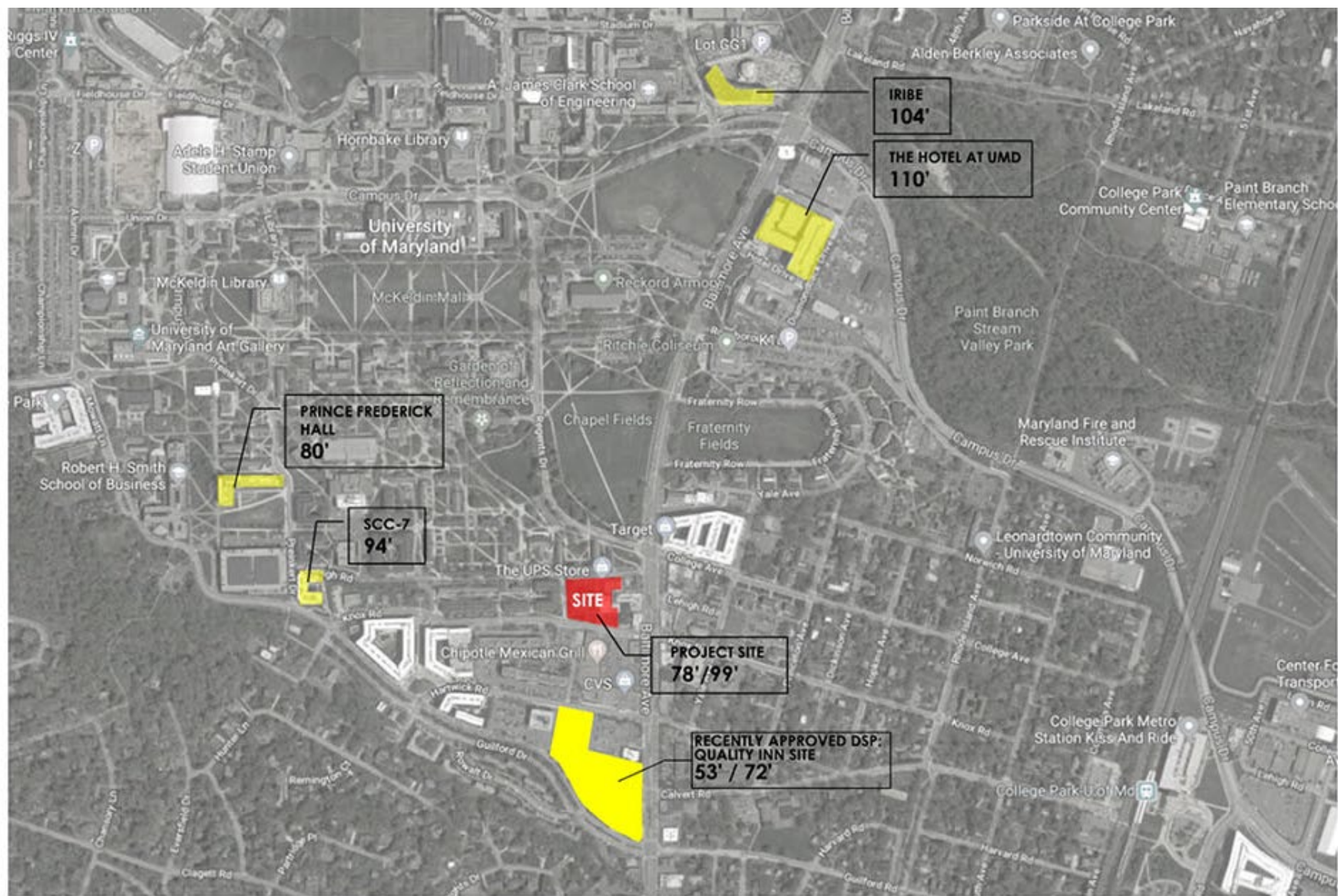
3 - VIEW FROM THE CORNER OF US ROUTE 1 (BALTIMORE AVE) AND KNOX ROAD LOOKING NORTHWEST

LOOKING SW FROM US 1 AND LEHIGH STREET



1 - VIEW FROM KNOX ROAD LOOKING WEST

BUILDING HEIGHTS OF ADJACENT PROJECTS



SITE PLAN INDICATING BUILDING HEIGHTS OF ADJACENT NEW CONSTRUCTION

ADJACENT RETAIL ELEVATION COMPARISON

*See page 234 of sector plan
Building Configuration

2 BUILDING SECTION - NORTH/SOUTH
Scale: 1/8"=1'-0"

*See page 234 of sector plan
Building Configuration

1 BUILDING SECTION - EAST/WEST
Scale: 1/8"=1'-0"

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**KNOX ROAD MIXED-USE
DEVELOPMENT**
COLLEGE PARK, MD

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MCDONALD, VA 22102

DSP RESPONSE 1/30/2020

PROFESSIONAL SEAL
WDC ARCHITECTURE, PLLC
1025 CONNECTICUT AVENUE NW
WASHINGTON, DC 20006
I am a duly Licensed Professional Architect in the State of Maryland

WDG PROJECT NO. WA19001
**ELEVATIONS -
ADJACENT RETAIL**

SCALE: **A-3.04**

THIS BLOCK IS FOR
OFFICIAL USE ONLY
DO NOT WRITE ON THIS PLAN
For Review of Approval on the Plan Cover Sheet or Approval Sheet
Revision numbers must be included in the Project Number

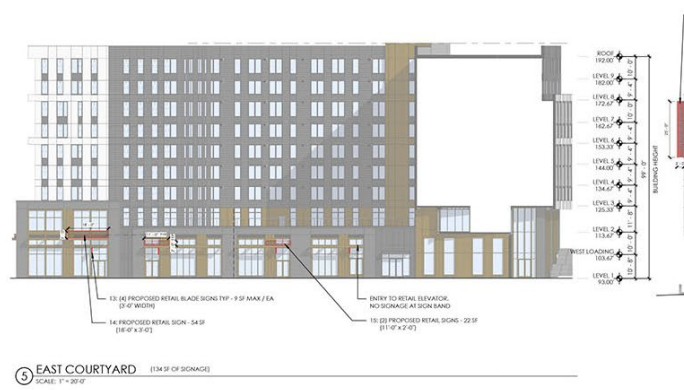
**M-NCPPC
APPROVAL**

PROJECT NAME: KNOX ROAD DEVELOPMENT

NUMBER: DSP-19037

New Approval Block

SIGN LOCATION PLAN



STATEMENT OF JUSTIFICATION
KNOX ROAD MIXED USE DEVELOPMENT
DSP-19037
3/26/2020



Applicant:

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1.0 INTRODUCTION/OVERVIEW

The Applicant, Greystar GP II, LLC, is pleased to present Detailed Site Plan Application DSP-19037. The property which is the subject of this application is owned by UMCPF Property IV-B, LLC and UMCPF Property IV-C, LLC, an affiliate of the Terrapin Development Company. Terrapin Development Company is a joint venture real estate and economic development entity between the University of Maryland, College Park and the University of Maryland, College Park Foundation. Greystar was selected as the site developer by Terrapin Development Company after responding to a Request for Proposal. The design concept presented in this application was the preferred concept for activation of a property which abuts the University of Maryland campus.

The proposed development consists of two existing parcels which are currently developed with approximately 14,800 square feet of retail commercial space and a surface parking lot. The total area of land included in the application is 1.65 acres. Set forth below is a description of the property, a summary of the development proposal, a summary of the development history of the subject property, an analysis of the Development District Overlay Zone ("DDOZ") Development Standards set forth in the Route 1 Corridor Sector Plan applicable to the property and how the property conforms with each standard. In the event a waiver of an applicable standard is required, a justification for such waiver from the DDOZ Development Standards is provided.

2.0 DESCRIPTION OF PROPERTY

As indicated above, the property which is the subject of DSP-19037 contains approximately 1.65 acres of land and consists of two existing parcels. The first parcel comprising the subject property is more particularly described as Parcel A, as depicted on a plat of subdivision entitled "Parcel A, Byrd's Addition to College Park", which plat is recorded among the land records of Prince George's County at Plat Book 43 Plat No. 75. This plat was recorded in 1962 and the parcel contains 1.12 acres. The second parcel is more particularly described as Parcel 61 on Tax Map 33 and contains a total of .53 acres. A preliminary plan of subdivision, referenced as 4-19028 was recently approved by the Planning Board to consolidate these two parcels into a single parcel for development.

The property is bounded on the south by Knox Road, a right of way under the jurisdiction of the City of College Park with a right of way width of 45 feet. The preliminary plan of subdivision required that an additional five feet of right of

way be dedicated, which is depicted on the Detailed Site Plan. Across Knox Road is the College Park Shopping Center. The property is bounded on the east by retail buildings which front on US 1. On the north, the property is bounded by land owned by the University of Maryland. Immediately abutting the property is Lehigh Road, which is a driveway under the ownership and control of the University of Maryland which provides access to the retail uses on the subject property which currently front on Lehigh Road and provides access to the surface parking lot. Across Lehigh Road is the University of Maryland Campus, including Montgomery Hall, a student dormitory. On the west, the property is also bounded by student housing (South Campus Commons). Lehigh Road does not extend west of the subject property, but instead dead ends at a staircase which extends between Montgomery Hall and South Campus Commons.

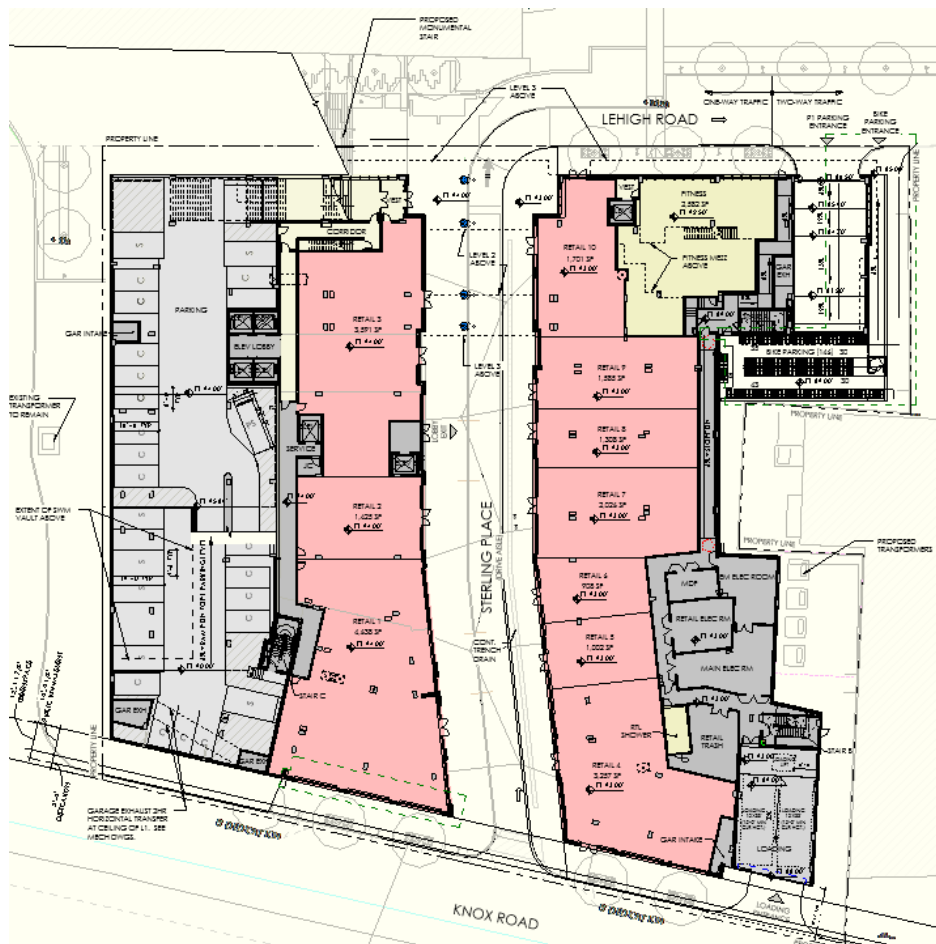
The subject property is currently fully developed. The existing development on the subject property includes a 7-Eleven convenience store and a pizza restaurant, which front on Knox Road. On Lehigh Road, there are six additional establishments, including a UPS Store, a nail salon, and four eating and drinking establishments. All of the existing buildings are one story in height. There is a driveway, referred as Sterling Place, which extends north/south through the property and provides a vehicular connection between Lehigh Road and Knox Road. All of the commercial buildings are located on the east side of Sterling Place. On the west side of Sterling Place is a surface parking lot.

3.0 SUMMARY OF DEVELOPMENT PROPOSAL

The Applicant proposes to raze the existing commercial structures and surface parking lot to construct a mixed-use development consisting of 341 multifamily dwelling units and 21,440 square feet of ground floor commercial space. The multifamily dwellings are designed as student housing. The development will consist of two buildings, which will be separated by Sterling Place in order to retain connectivity between Lehigh Road and Knox Road. Sterling Place will function as on one-way road extending from south to north. A total of 248 parking spaces are provided to serve the building. Of these parking spaces, 147 regular (9.5' X 19'), 86 compact (8. X 16.5'), 7 parallel and 8 handicap spaces will be located in underground garages.

There will be two entrances to the underground parking garage, one in the northeast corner of the building from Lehigh Road and one in the southwest corner of the building from Knox

Road. Due to the topography of the site, not all of the parking levels will connect in the interior of the building. Thus, two entrances will be needed. Only 15 parking spaces are accessible from the Knox Road entrance. The remaining parking on Levels P1 and P2 will be accessed from Lehigh Road. Loading access will be provided on Knox Road in two locations. One will be accessed from the entrance to the parking garage in the southwest corner of the building and will serve the retail on the west side of Sterling Place. The other will be accessed from an entrance in the southeast corner of the building and will serve the retail on the east side of Sterling Place. It is important to have two loading areas in order to serve the retail uses and keep trash where it cannot be seen from outside the building.

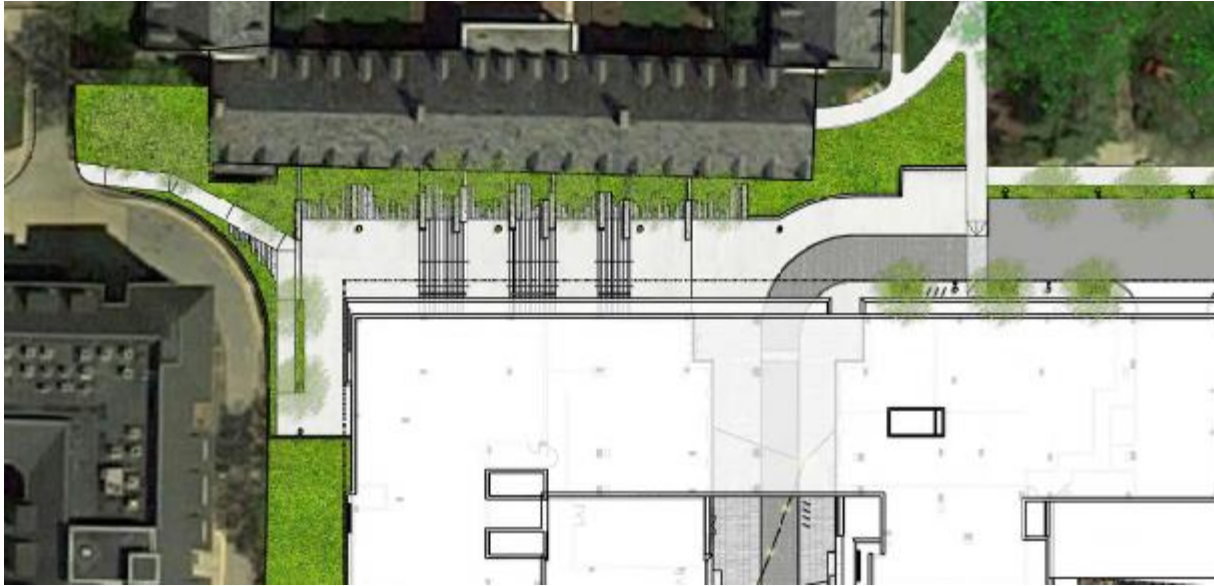


There are two important elements related to the loading spaces in the southeastern corner of the building. First, this is the lowest point of the site topographically. As such, the stormwater management vault which is required to provide stormwater management must be located in the southeast corner. If this area is not used as a service area, it cannot be used for any other function, whether retail or residential. Due to

the need to maintain this area for service functions, the Applicant has been working with the City of College Park to minimize any operational or safety concerns associated with trucks accessing this area from Knox Road. The Applicant has agreed to limit the hours of use to between 5 am and 9 am. The applicant has also agreed to enter into a covenant with the City, which will be recorded among the Land Records, to allow the City to have the authority to enforce this restriction. In addition, the Applicant is willing to have this restriction on use hours included as a condition of DSP approval.

A question was raised during pre-acceptance review as to the location of retail and the need for retail to front on Knox Road. As depicted in the image above, retail uses will mostly occupy most the ground floor of the building along Sterling Place, but will also face both Knox Road and Lehigh Road. All of the Knox Road façade of the building will be used for retail space except for the areas needed for access to the parking and loading areas and Sterling Road. In fact, the total width of the Subject Property along Knox Road is 265 feet. Of this, 165 feet is occupied by retail facades or by Sterling Place, which has been designed as a retail hub. Thus, 62% of the Knox Road frontage has been designed to emphasize retail space and an enhance pedestrian streetscape, as is reflected in the images included with the Detailed Site Plan.

The challenge for providing multiple entrances to the retail space on Knox Road relate to the existing topography. The construction of Sterling place allows the grade to be flattened to facilitate adding a door on the east side of Sterling. The west side presents a different challenge. The existing road grading is 9.4% and the sidewalk is at 11.2%. In order to provide a door on Knox Road west of Sterling Place, grading at the door sill needs to be flat (0%) and the cross slope is 2% maximum. The SE corner of the retail base is at EL 95.69' (west retail in general is at EL 94.00'). This topography prevents a door from being added in this location without major building or design changes. Those portions of the ground level on Sterling Place and Lehigh Road which are not used for retail space will be used for building amenity space to activate the street and connect the residents to the retail. The goal is to provide a walkable, accessible and vibrant retail connection from the campus to the commercial core of downtown College Park. The location of the retail and amenity space is depicted above.



The main student access to the building will occur in the northwest corner of the building. Again, due to the steep topography from west to east, the student entrance at the northwest corner of the building. Pictured above, will be higher than the Sterling Place level. This is the closest point of the building to campus, and is located where an existing, substandard staircase currently exists between Montgomery Hall to the north and South Campus Commons to the west. This staircase will be reconstructed as part of the BPIS improvements approved in the Preliminary Plan of Subdivision to become a grand staircase. The grand staircase will include a bike trough to allow students walk bicycles safely and easily down the stairs. This staircase will also be replicated within the interior of the building to mirror the staircase on the outside. This staircase will lead to a new sidewalk which will extend along the north side of Lehigh Road and provide safe pedestrian access to US 1.

Building signage is addressed on Sheet A-3.03. The total square footage allowed by the Sector Plan Design Standards on Page 254 is set forth, as well as the amount and type of signage proposed. The proposed signage conforms to the requirements of the Sector Plan.

During pre-review comments, the applicant was requested to demonstrate conformance with 4.10 of the Landscape Manual related to street trees along private streets. There are no private streets within the boundaries of the subject property. A one-way driveway is proposed through the property to connect Knox Road to Lehigh Road. This private driveway—designated on the plan as Sterling Place—currently exists as a private

driveway. Pursuant to the Landscape Manual, a private street is one approved pursuant to Section 24-128 of the Subdivision Regulations. As such, Sterling Place is not a private street. The applicant intends for Sterling Place to be an activated pedestrian friendly passage on which street trees would not be appropriate. Lehigh Road has operated for decades as a private street under the ownership of the University of Maryland. An easement is required by Condition 8 of the preliminary plan to be established for use of this private street pursuant to Section 24-128(b)(8). Although off site, landscape plan L.0003 (see below) demonstrates compliance with the condition related to widening the road and includes street trees along the road.



Currently, Lehigh Road operates as a driveway aisle with access to parking on the north side. The applicant, in conjunction with the University of Maryland, is proposing to widen this road to 26 feet to allow two-way access. Vehicles will be able to access the parking garage from Lehigh Road. Vehicles will also be able to pass through the site via Sterling Place to access Lehigh Road. Signage will be placed at the garage entrance to advise vehicles that the road is one-way beyond that point and to not enter Sterling Place and the pavement will narrow as well beyond the entrance to the parking garage to limit access.

In conclusion, the proposed development presents a transformative opportunity along the southern edge of the University of Maryland Campus which was not envisioned by the Sector Plan. The land to the west and north was not included in the Sector Plan because it is owned by the University of Maryland. The existing retail that existing within the site boundaries is not shown on any of the illustrative concepts

included in the Sector Plan. Only the prospect of redeveloping the parking lot on the west side of Sterling Place was envisioned. The assemblage of these two properties provides the opportunity for a much more substantial development which links the campus to the community. Not only is this an appropriate location for students, immediately adjacent to two existing student housing complexes, it is also an opportunity to expand the retail space which current exists by creating a walkable and vibrant new street which will serve not only the student population, but also City residents and visitors. This vision and opportunity can be implemented due to the flexibility inherent in the Sector Plan.

4.0 SUMMARY OF DEVELOPMENT HISTORY

As noted above, the property is currently developed with one story commercial buildings. The building fronting on Knox Road was constructed in 1964, while the building fronting on Lehigh Road was constructed in 1969. Parcel A includes all of the commercial development and a surface parking lot. Parcel 61 is solely used as a surface parking lot. While the parking lot operated for many years, it did so without a permit. However, in 2003, Detailed Site Plan DSP-03032 was approved to validate the operation of the parking lot and bring it into conformance with the US 1 Corridor Sector Plan in effect at that time. The approval of the Detailed Site Plan included approval of Alternative Compliance AC-01034. The only other development approval which has been obtained for the subject property is the preliminary plan of subdivision, referenced as 4-19028, which was approved November 7, 2019 pursuant to Resolution PGCPB-19-123. Relevant conditions of the preliminary plan of subdivision are addressed below.

5.0 CONFORMANCE WITH GENERAL PURPOSES OF DETAILED SITE PLANS

The general and specific purposes of Detailed Site Plan (DSP) are contained in §27-281(b) and (c) of the Zoning Ordinance, and are expressed as follows:

(b) General purposes.

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

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

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

COMMENT: The 2002 Approved College Park US 1 Corridor Sector Plan rezoned the Subject Property to the M-U-I to encourage redevelopment. The 2010 Central US 1 Sector Plan retained the property in the M-U-I Zone. Standards for such redevelopment were established in the form of the DDOZ Development District Standards. The Applicant proposes to redevelop the Subject Property substantially conform to the standards of the DDOZ. The design concept presented in this detailed site plan capitalizes on property which is adjacent to the University of Maryland and existing student housing facilities. The design concept retains the retail services provided at this location, and in fact expands the amount of retail space from 14,800 square feet to a little over 21,000 square feet. The upper floors will be utilized for student housing, consistent with the proximity to the University. The design also takes into consideration outside factors into the design, including but not limited to, the pedestrian circulation patterns on the south side of the University of Maryland Campus, the historic and modern architectural styles predominant on the Maryland campus, the nature of surrounding development, as well as the desire to create development which is attractive to the students who choose to live at this location. In this regard, attention has been paid to the amenities which will exclusively serve the residents of the project. The Applicant submits 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.

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

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

- (a) The general purpose of the M-U-I Zone is to permit, where recommended in applicable plans or requested by a municipality, a mix of residential and commercial uses as infill development in areas which are already substantially developed. The M-U-I Zone may be approved on properties which adjoin developed properties or otherwise meet plan recommendations and which have overlay zone regulations requiring site plan review, or on property owned by a municipality which requests the zone.
- (b) The specific purposes of the M-U-I Zone are:
- (1) To implement recommendations in approved Master Plans, Sector Plans, or other applicable plans by encouraging residential or commercial infill development in areas where most properties are already developed;
 - (2) To simplify review procedures for residential, commercial, and mixed residential and commercial development in established communities;
 - (3) To encourage innovation in the planning and design of infill development;
 - (4) To allow flexibility in the process of reviewing infill development;
 - (5) To promote smart growth principles by encouraging efficient use of land and public facilities and services;
 - (6) To create community environments enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses; and
 - (7) To permit redevelopment, particularly in areas requiring revitalization, of property owned by a municipality.

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

The proposed application has also met the specific purposes of the M-U-I zone. The project, in addition to implementing many of the recommendations of the Sector Plan, presents several innovative planning and design concepts which are only achievable through the M-U-I zone. The dual buildings separated by a one-way road which retains the connection between Knox Road and Lehigh Road, creates an exciting retail street and allows the development to integrate with the existing retail to the south and to seamlessly blend into the southern edge of the University of Maryland Campus. The development mixes residential with commercial space to enhance the community environment.

7.0 CONFORMANCE WITH SPECIFIC PURPOSES OF THE DETAILED SITE PLAN

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

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

COMMENT: The submitted Detailed Site Plan demonstrates the location of the commercial retail and the residential uses proposed for the Subject Property. The proximity of the uses and access points will help create functional relationships with both the uses on the property as well as the surrounding uses and help create appropriate pedestrian circulation along the southern edge of campus.

One element of the proposed project that is unique is its interconnection with the University of Maryland. The property is owned by an entity controlled by the Terrapin Development Company, which is a joint venture between the University of Maryland and the University of Maryland Foundation. Thus, the University is working closely with the Applicant to integrate the development with campus and to create a project which changes how the University intersects with downtown College Park.

The northern property line of the subject property abuts the University of Maryland campus. Extending along this common property line is a driveway/road known as Lehigh Road. Lehigh Road has no official status-it is not dedicated as a public right of way, although it has been used for over 50 years to

provide access to retail uses which abut the campus. Currently, Lehigh Road extends as a 20-foot driveway from U.S. Route 1 and dead ends at the northwestern corner of the subject property. At that location, a narrow, steep staircase extends between Montgomery Hall to the north and South Campus Commons to the south. Students wishing to walk to Baltimore Avenue currently walk down these stairs and either walk through the existing parking lot or walk in Lehigh Road to get to U.S. Route 1. The proposed project, working with the University of Maryland, will vastly upgrade the existing experience.

The University has agreed to allow Lehigh Road to be widened to improve vehicular access and pedestrian connectivity. This will allow for safe, two-way vehicular access from U.S. Route 1 to the subject property. A sidewalk will also be constructed on the north side of Lehigh Road which will provide a safe pedestrian connection from the subject property to U.S. Route 1, as depicted below.



The preliminary plan of subdivision approved the use of BPIS funds to upgrade the existing staircase and convert it to a grand staircase. This will open two vastly improved pedestrian connections to downtown. Pedestrians will be able to walk south, along Sterling Place to Knox Road or they can utilize the new sidewalk along Lehigh Road.

The final element of the project which is highlighted on the Detailed Site Plan is that Sterling Place will be one way north through the project, connecting to Lehigh Place. Currently the subject property has three points of access onto Knox Road—one at the 7-11, one where Sterling Place intersects and one into the parking lot west of Sterling Place. These points of access impact the flow of traffic on Knox Road. By limiting Sterling Place to one way north, the traffic conflicts on Knox Road will be greatly reduced. As noted above, the portion of the garage

which is accessed from Knox Road only accommodates approximately 15 cars. The limited use of this entrance, the elimination of two-way traffic on Sterling Place and the elimination of the entrance to the 7-11 will improve traffic flow on Knox Road. The City of College Park endorsed this traffic circulation at the time the Preliminary Plan was approved. Sterling Place will become a vibrant pedestrian friendly retail location and connection between the University of Maryland Campus and downtown College Park, as depicted below.



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

COMMENT: The submitted DSP included in this DSP application shows the specific grading and landscape planting areas proposed for the site. A stormwater management concept 18513-2019-0 has been approved for the site. The DSP provides an illustration of how the buildings, parking and other features are proposed to be constructed.

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

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

The buildings will be urban in form. The building will be constructed as a single building, separated at the ground floor into wings by Sterling Place. In the east wing, ground floor retail will face Knox Road, Lehigh Road and Sterling Place. More retail space is provided in the new building than currently exists on the property. In the west wing, ground floor retail will face Knox Road and virtually all of Sterling Place. Building amenity space will occupy the rest of the Sterling Place ground floor and Lehigh Road. This will allow students to enter the building from the north, which abuts the University of Maryland Campus. Retail space will also front on Lehigh Road east of Sterling Place.

A mezzanine will be provided in the west building—partially below grade—between levels one and two. The mezzanine will provide additional amenity space and a maintenance room, and will be open to the retail below. Level two of the west wing will include the largest building amenity space, with the leasing offices, front desk, mail lobby, package room, business center, and a work/break room. Also, there will be access to a residential patio on this level as well. The second level of the west wing will also connect to the east wing by a walkway which will cross Sterling Place. Residential units will extend above this walkway from levels three to nine.

The building will consist of a total of 9 stories, with two primary parking levels (P1 and P2), Level 1 (the retail/street level), Level 2 (the main amenity level), and then Levels 3-9 (the main residence levels). The Sector Plan permits building heights from 2-6 stories in the Walkable Node, where the subject property is located. Thus, an amendment to allow additional height is requested. However, the Sector Plan allows heights of 4 to 10 stories in the Walkable Node (University). Given the proximity of the subject property to campus, and the surrounding residential dormitories to the north and west, the applicant believes that the Walkable Node (University Standards) are appropriate as far as the height of the proposed building is concerned.

The Applicant was requested by Staff to provide photorealistic images to demonstrate that the height of the proposed buildings will be in harmony with the existing built environment—understanding that future redevelopment of existing

one-story buildings is also encouraged by the Sector Plan. These images, which are set forth below, demonstrates that the proposed building will be viewed behind the existing one-story buildings which front on US 1 from the east. From the northeast, the building is visible beyond Southgate park and shows how the building works with the rising topography to the west to integrate with existing campus buildings on the west and north of the building. From the southeast, looking up Knox Road, the sightlines are consistent with South Campus Commons, constructed on campus just to the west of the Subject Property. The photorealistic images also demonstrate that the mix of materials and colors also contribute to minimizing the scale of the building to blend into the existing campus context.





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

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

8.0 CONFORMANCE WITH ZONING ORDINANCE SECTION 27-546.18

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

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

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

COMMENT: Does not apply.

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

COMMENT: Does not apply.

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

COMMENT: Does not apply.

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

COMMENT: Does not apply.

(b) Where an owner proposes a mix of residential and commercial uses on a single lot or parcel in the M-U-I Zone, the site plan as approved shall set out the regulations to be followed. The approved regulations may reduce parking requirements by thirty percent (30%), where evidence shows that proposed parking will be adequate, notwithstanding provisions in Part 11. (CB-10-2001; CB-42-2003)

COMMENT: Since the owner is proposing a mix of residential and commercial uses in this Detailed Site Plan, the site plan shall set out the regulations to be followed, consistent with the development regulations set forth in the Central US 1 Corridor Sector Plan.

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

The Central US 1 Corridor DDOZ contain certain Development District Standards. As set forth in the DDOZ, the standards are organized into four main categories (Building Form, Architectural Elements, Sustainability and the Environment and Streets and Open Spaces). Attached hereto as Exhibit "B" is a Development District Standards Analysis. This analysis evaluates conformance of the Detailed Site Plan with each Standard applicable to the Subject Property. While these standards define the character of the new development sought for the area, the standards vary depending on the location of the property. As noted above, the Subject Property is located within the Walkable Node Character Area. There is an additional Walkable Node Character Area identified as "University". The

property on Knox Road immediately west and south of the Subject Property is in the Walkable Node (University). The Subject Property was rezoned from the C-S-C zone in 2002 as it was deemed appropriate as a mixed-use town center and the M-U-I zone provided the flexibility to achieve that vision. In 2010, the Subject Property was designated as Walkable Node, but the plan on Page 78 of the Sector Plan only envisioned development of Parcel 61. In 2015, the University of Maryland College Park Foundation purchased the Subject Property, which allows the opportunity to develop the entire property, removing one story retail uses and instead providing a more dense, town center development which retains the commercial and provides student housing at the door step of campus. Thus, while this analysis evaluates conformance to the Walkable Node standards, and requests amendments based upon these standards, the Applicant will note herein where Walkable Node (University) design standards would be appropriate.

As noted, the design team has addressed conformance with each of the applicable design standards. The analysis of conformance with the Development District Standards indicates that modifications are required to several of the DDOZ design standards. Where the proposed Detailed Site Plan does not conform with a specific standard, a modification to that standard is requested. Modifications of the Development District Standards are permitted through the process described in Section 27-548.25(c) of the Zoning Ordinance:

"If the applicant so requests, the Planning Board may apply development standards which differ from the approved Development District Standards, unless the Sectional Map Amendment provides otherwise. The Planning Board shall find that the alternative Development District Standards will benefit the development and the development district and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or sector plan."

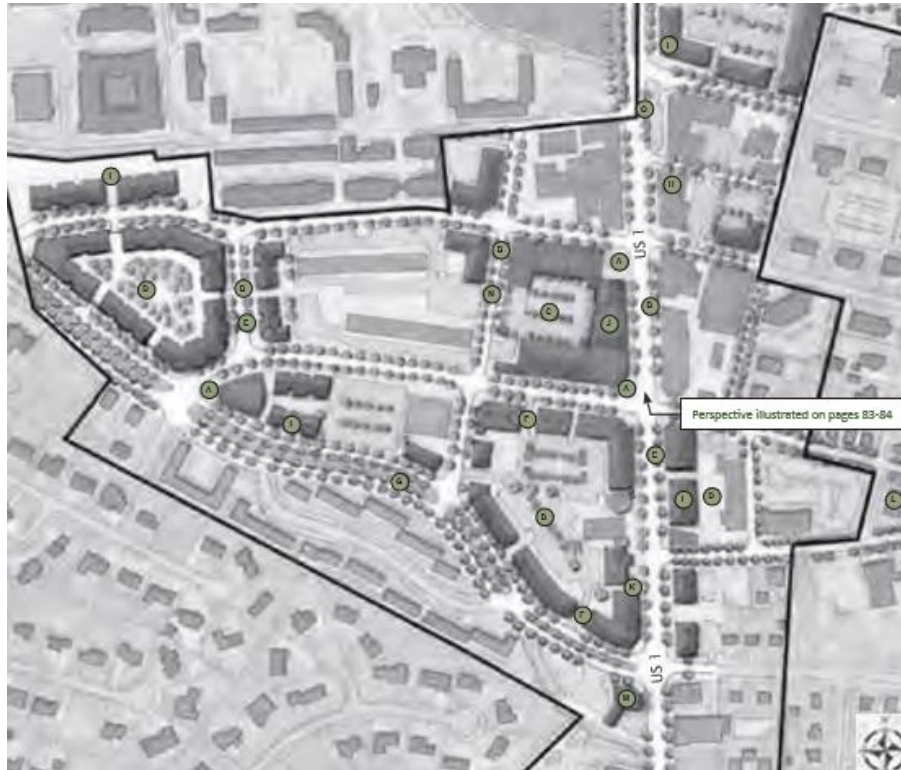
The modifications of the Development District Standards requested by the Applicant are addressed below.

9.1 BUILDING FORM/ORIENTATION (p. 231)

The Sector Plan identifies which streets are primary and secondary streets. This is largely a function of establishing the most appropriate building orientation. The subject property has frontage on one dedicated public right of way, which is Knox Road. Knox Road is oriented east-west. Pursuant to the Sector Plan, when mid-block lots front east-west-oriented streets, the

east-west-oriented street serves as the primary frontage for that lot. However, the Sector Plan also envisions a new roadway extending from Knox Road to Lehigh Road. When an east-west-oriented street occurs on a corner lot, the east-west oriented street functions as a secondary frontage. The Sector Plan further states that "other streets may be designated primary frontage streets by the applicant and approved by the Planning Board and District Council (as appropriate) as an amendment to the development district standards at the time of detailed site plan review. As discussed below, the applicant is proposing to designate Sterling Place as a primary frontage street for purposes of building orientation.

The subject property creates a number of design challenges. Although only abutted by a single public road, the "rear" or north side of the property abuts the University of Maryland campus, and is highly visible. Due to the topography and the desire to link the building to campus, the main student entrance is located in the northwest corner of the building. The desire to create a new retail street linking Knox Road and Lehigh Road demands a building that fronts on Sterling Place. Finally, the building will be visible from U.S. Route 1 and thus the eastern façade also must be of high quality. Based on these challenges, there is no back of the building—all sides are architecturally significant, and this is reflected in the design. Notwithstanding, the site is sloped significantly and this slope is a factor in determining how to orient and access the building. The slope is largely being mitigated on the north side of the building through the construction of the monumental staircase, which is not possible on Knox Road.



The Sector Plan includes an Illustrative Concept for the Downtown College Park area in the Sector Plan. A smaller scale image is shown on Page 79, with a larger image on page 81. The map from page 81 is reproduced above. The concept plan shows a roadway extending from Knox Road to Lehigh Road and a new building on the vacant parking lot that comprises the west side of the subject property. The text of the Sector Plan, on page 80, discusses the vision for downtown College Park. "The vision for downtown includes the reestablishment of its role as the focus of community activity." Also, "...multiuse buildings with retail on the first floor and either offices or residential above should be reinstated." Finally, "...dining and entertainment uses that serve the university should be increased." On page 81, there are several general recommendations related to this concept, one of which is specifically related to the extension of road through the subject property: "New streets improve connectivity for pedestrians and motorists."

As is discussed in detail above, the Applicant see this site as a transformative project which connects the campus to the downtown with a vibrant, retail street and improved pedestrian connectivity. The ability to include both the vacant parking lot and the older existing commercial buildings allows the applicant to do even more than was envisioned in the Sector Plan concept, in that redevelopment of the existing commercial

was not anticipated. Thus, through this project, the vision of the Sector Plan is implemented by establishing a new street that improves pedestrian connectivity, improves traffic flow, provides dining and entertainment uses that serve the university and adds a multiuse building retail on the first floor and residences on the upper floors. The new street also creates a corner, suggesting that Knox Road and Lehigh Road should function as secondary frontages, not primary frontages.

From a functional standpoint, designating Sterling Place as a primary frontage for purposes of building orientation is appropriate due to the drop in topography from west to east. Sterling Place is level. Extending through the middle of the site, it would not be possible, or appropriate, to access the underground parking from Sterling Place. All access must come from Knox Road and Lehigh Place, as proposed. Notwithstanding, both Knox Road and Lehigh Road will still have substantial retail space facing the roads, and the access to the parking and loading areas will be attractively screened from view of the street.

One of the concerns expressed is the public realm represented by Knox Road. In addition, the primary constituency served by the building and utilizing the proposed retail will be students at the University of Maryland. The goal is to connect the student constituency with the non-student community, both residents and visitors. Knox Road exhibits very steep topography, preventing a traditional retail building fronting on the sidewalk. The design proposed by the Applicant addresses the concerns of integrating the public realm by oriented retail uses to Knox Road where possible, creating a vibrant retail street along Sterling Place, upgrading Lehigh Road to better accommodate pedestrian traffic and improving Southgate Park to the north to complement the project and the broader community. Since the initial submittal, the Applicant has removed on street parking from Sterling Place to allow for wider, more activated sidewalks. Sterling Place will include catenary lighting at 15' height and will be improved with pavers which will create a festive gathering space. The existing topography simply does not allow Knox Road to serve this function.



9.2 BUILDING FORM/CHARACTER AREA 5a/WALKABLE NODES (p. 234)

The DDOZ establishes standards for the building form in each of the Character Areas. In the Walkable Node, these include building configuration (including building height, lot occupation, setbacks, and parking placement. Three amendments are required related to this design standard:

- Building Height: 2-6 stories are permitted in the Walkable Node, (10 in the Walkable Node (University), 9 stories are proposed;
- Side Setbacks: A side setback of 0-24 feet is required. Along the eastern side, a setback of up to 34 feet is proposed;
- Parking Placement: Uncovered parking may be provided within the third layer or setback at least 20 feet from the BTL.

COMMENT: The amendments required are reasonable given the location and character of the proposed development. As noted above, the 9-story building height proposed would conform to the Walkable Node (University) height provisions, but a 3-story variation is required in the Walkable Node. Thus, an amendment to allow a 9-story building is requested.

There are several factors which support the approval of an amendment in this instance. The residential component of the proposed project is for student housing which will serve students at the University of Maryland. The location of this use is appropriate. The property abuts the university and the existing use to the north and west are student housing. The Sector Plan supports buildings up to 10 stories in height for student housing. The Sector Plan sets forth Policies and Strategies to guide development in the Walkable Node. Those Policies and Strategies are set forth on Pages 65-69 of the Sector Plan. Specific to this amendment, Policy 2, Strategy 2 on page 67 of the Sector Plan states:

Establish building heights generally between two and six stories in height. Areas targeted for student housing, such as the Lower Midtown node between Pontiac Street and the Paint Branch Stream Valley Park, should have building heights between four and ten stories in height. Building heights should begin to step down as the walkable nodes transition into residential neighborhoods.

While the Sector Plan did not place the subject property in the Walkable Node (University), it is clear that the Sector Plan did not anticipate the redevelopment of the existing commercial, with the surface parking lot, and the opportunity this would create to link the campus with the downtown. Also, since the adoption of the Sector Plan, County policy on where student housing should be located has changed. Legislation adopted by the General Assembly in 2019 established the geographical parameters where student housing would be encouraged by allowing a waiver of the school facilities surcharge. These boundaries are set forth in Section 10-192.01(b)(2)(C). Specifically, the boundaries are "west of U.S. Route 1, north of Knox Road, and south of Metzerott Road." The proposed student housing conforms to these geographical boundaries. The Sector Plan would permit such housing on the east side of U.S. Route one leading to existing residential neighborhoods. The land on the west side of U.S. Route 1 within those boundaries does not encroach on any existing residential neighborhoods. Thus, since the Sector Plan supports up to ten stories for student housing, and the County has identified the geographical area within which student housing is preferred, it is appropriate to approve an amendment to permit a taller building at this location.

The additional height is also largely a function of working with a site that slopes over 20 feet from its western property boundary to its eastern property boundary. There will be two below grade levels of parking. One entrance will be from Lehigh Road in the northeast corner of the building at elevation 84. The second entrance will be from Knox Road in the southwest corner of the building at an elevation of 106. Both of these ramps will lead down into the garage. The first floor of the building extends along Sterling Place. Due to the slope of the site, the entrance to the building along the western property line (which abuts the South Campus Commons dormitories), enters the second floor of the building. The architecture reveals how the substantial grade is made up over the site. Ultimately, at the eastern property line, the building is 9-stories in height, while at the western property line, the building is 8 stories in height.

In addition, the proposed design is intended to integrate this development into the fabric of the University of Maryland which abuts the property to the north and west. The buildings within the University are not subject to the DDOZ standards. The Applicant has included a map showing buildings in the vicinity of the Subject Property which have been recently constructed, or which are proposed for construction. For example, South Campus Commons at the northeast corner of Mowatt Lane and Preinkert Drive is 94' in height. The Brenadan Irebe Center for Computed Science and Engineering at the northwest corner of Campus Drive and US 1 was constructed with a height of 104 feet. These buildings were constructed on the University Campus and, as noted above, are not subject to the DDOZ standards. However, The Hotel, which is constructed on US 1 is 110 feet, and is subject to the DDOZ standards. The property on which The Hotel is constructed is within the Walkable Node, just like the Subject Property, and was subject to the same 6-story height restriction. The Applicant initially requested an amendment to allow a 13-story, 161-foot tall building, which the staff supported. However, the FAA height restrictions associated with the College Park Airport would not allow a building of that height. Ultimately, the Planning Board approved a building which conformed to the maximum FAA height restrictions, just as is being proposed by the Applicant. In

the DSP for The Hotel (DSP-14022), the Planning Board made the following finding regarding height:

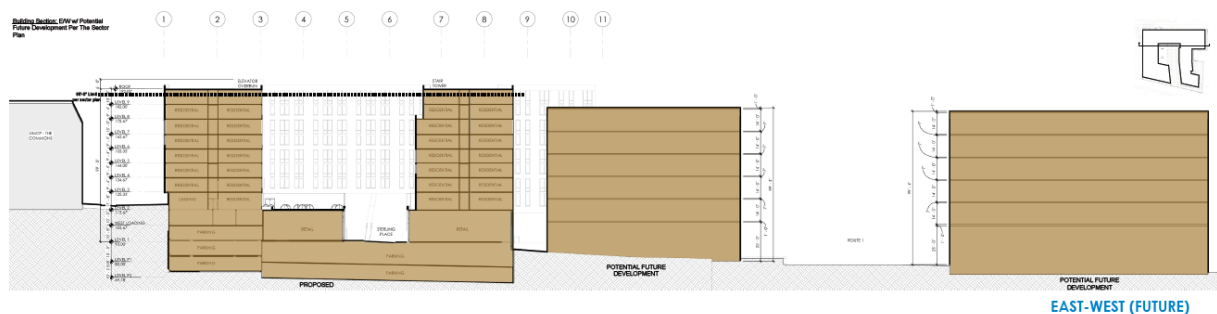
The only properties adjacent to the subject site are university-owned and zoned M-U-I and D-D-O. These properties generally contain older, low (one- to four-story), brick buildings with accessory uses for the university. The university has expressed an interest in redeveloping this east end of the campus in the future, such as the scheme shown with the dormant DSP-08030. This first development within the University of Maryland area of the sector plan walkable node will set the stage for future development in the area, which should be designed to be compatible in size, height, and massing. (PGCPB Resolution No. 14-122) Emphasis Supplied.

Providing additional height to house more students closer to campus is appropriate. The proposed building is within view of both the Iribe Center and The Hotel. The building ranges in height from 78' to 99' due to site topography. It abuts University owned properties on the north and west. Consistent with the Planning Board's finding in DSP-14022, the height of The Hotel set the stage for future development in the area, and the proposed building was designed to be compatible in size, height and massing with these nearby buildings.

Further, much of the height limits and requirements contained in the DDOZ attempt to ensure the compatibility of buildings which abut existing residential areas. In this case, there are no existing residences which abut the site except other student housing projects. The closest such project, South Campus Commons, is six stories in height, and topographically is higher than the entrance to the proposed building, which as noted above, enters the second level of the building. Across Knox Road is the College Park Towers, another six-story building topographically higher than the subject property. The architecture has also taken steps to reduce the perception of the height of the building. The top two floors step back and are constructed with a darker color material. The combination of the step back and the change in color minimize the height of the building.

In addition to the photorealistic images depicted above, to demonstrate that the proposed building is context sensitive with regard to height, the applicant has prepared additional exhibits included with the Detailed Site Plan which show the height of the proposed building in relation to the surrounding existing development as well as what could occur on adjacent properties based upon the Sector Plan. These exhibits include a depiction of the height of existing buildings located just east and west of the site. As noted above, the property immediately adjacent to the subject property along its western boundary is a student housing project known as South Campus Commons. This project is six stories in height, but the property is topographically higher than the subject site. As a result, the roof of South Campus Commons is only approximately six or seven feet below the roof of the proposed building.

Of particular note is the exhibit, reproduced below, that shows the proposed building within the context of potential development. The image shows a 95' height limit per the Sector Plan. In the Walkable Node, while buildings are limited to six stories, they are permitted to be 95 feet in total height. This is shown on Page 234 of the Sector Plan. Stories may not exceed 14 feet in height, except for the first floor, which has a maximum height of 25 feet. While the buildings to the east fronting on US 1 are currently only one story in height, they are encouraged to be redeveloped by the Sector Plan. Thus, the properties facing US 1 east of the subject property can be redeveloped with buildings 95 feet in height. The proposed building is 99 feet in height when measured along the east wall of the building, only 4 feet higher than is permitted in the Walkable Node.



Finally, where the building is highest on the site, the eastern property line, it lies behind the retail building which

front of US 1. These buildings will substantially block the view of the proposed building from the road, and any future redevelopment of these buildings in accordance with the Sector Plan will completely block any view of the building. As depicted below, further east of US 1, the proposed building will frame the existing development along the US 1 frontage.



The combination of all of these factors (Sector Plan support for taller buildings intended for student housing, topography, adjacent existing development, building step back and change of materials and potential future development) all lead to the conclusion that the requested modification of the standard proposed in this instance will benefit the development and the development district and will not substantially impair implementation of the Sector Plan.

A modification is also requested for the side setback along the eastern property line. The buildings which front on US 1 are not all a standard depth. One building, in particular, is located in the middle of the block between Knox Road and Lehigh Road and extends substantially further back than the others. This forces the eastern façade of the building to be shaped like the letter "C" and causes the setbacks from eastern property line to exceed the 24-foot maximum. This is an existing site condition that the Applicant cannot eliminate. The design of the building is a reasonable solution to the problem and forces the need for a modification. Due to the circumstances, the

modification of the standard proposed in this instance will benefit the development and the development district and will not substantially impair implementation of the Sector Plan.

9.3 BUILDING FORM/PARKING (p. 239)

The number of parking spaces which are required by the DDOZ is based on the use. In addition, in mixed use buildings, parking can be reduced based on a shared parking factor set forth on page 239 of the Sector Plan. In the Walkable Node, the number of spaces required is one space per dwelling unit and 3 spaces per 1,000 square feet of retail. The total number of spaces required is 405 spaces. When the shared parking factor is applied, the number of required spaces drops to 339 spaces. In this instance, the applicant is proposing 248 parking spaces. Thus, a modification of 91 parking spaces is required.

There are two primary reasons for providing fewer parking spaces than the Sector Plan requires. First, the dwelling units will be used for student housing. The proposed building is on the fringes of the University of Maryland Campus. Students will not need to drive a car to get to campus, which will reduce the need for, and therefore the number of cars. The number of spaces proposed is also comparable to other student housing projects based on the ratio of parking spaces per bed, as reflected in the chart below:

	Parking Spaces	Beds	Ratio: <i>Parking spaces per bed</i>
Proposed Knox Road Project	248	788	.318
Landmark	265	829	.319
Terrapin Row	470	1,493	.315
University View I & II	580	1,565	.371
The Varsity	155	897	.173

Since the Sector Plan requirements are based on the number of units, not the number of beds, the bedroom mix impacts that ratio of parking spaces per bed. The above chart demonstrates that the proposed project compares favorably with other projects approved in the corridor. Second, there is public parking within close proximity which is available to students seeking to bring a car. The City of College Park garage is just on the next block across US 1 and is convenient to the building and

there are parking garages on campus. Given that most of the parking spaces provided on site will be placed under the building, space to provide parking is limited and very costly. Based upon the availability of public parking facilities which the students will have access to, and the number of parking spaces provided on site, the Applicant submits that parking has been adequately addressed. Due to the circumstances, the modification of the standard proposed in this instance will benefit the development and the development district and will not substantially impair implementation of the Sector Plan.

9.4 BUILDING FORM/PARKING ACCESS (p. 241)

Access to the underground parking garage is from Knox Road and Lehigh Road. As noted above, in the current condition Knox Road is the only road frontage, and therefore would be considered a primary street. The Applicant is requesting an amendment to designate Sterling Place as a primary street, such that Knox Road would be a secondary street. If this amendment is not granted or Knox Road otherwise remains or is considered a primary street, an amendment is required for access to off-street parking and loading. The DDOZ discourages access to parking via a primary street. In this case, the parking is proposed underground. Due to the topography of the site, noted above, one entrance to the garage is from Lehigh Road in the northeast corner of the site, and the other is from Knox Road in the southwest corner of the site. Both of these access points are needed to access the site. This is a function of the severe slope that impacts the property. Failure to modify this standard would severely limit the developability of the property. Due to the circumstances, the modification of the standard proposed in this instance will benefit the development and the development district and will not substantially impair implementation of the Sector Plan.

As noted above, there are two entrances to the parking garage. The access from Knox Road is 24 feet wide. The Sector Plan states that vehicular access drives for a parking garage shall be no wider than 22 feet. The reason that the access to the Knox Road entrance is 24 feet in width is because it shares access to a loading space under the building. The entrance needs to be 2 feet wider to accommodate truck access. Given the dual use of this driveway entrance, the modification of the

standard proposed in this instance will benefit the development and the development district and will not substantially impair implementation of the Sector Plan.

9.5 BUILDING FORM/PARKING LOTS, LOADING AND SERVICE AREAS (p. 242)

The Sector Plan sets forth requirements for loading and service areas. These areas "shall not be visible from streets" and "shall be located a minimum of 30 feet away from public sidewalks". In addition, such areas "should be hidden from public view by street screens". In this instance, two loading and service areas are provided from Knox Road. One area is exclusively for loading and service, while the other also is an entrance to the underground parking structure. In both instances, these areas are hidden from public view by street screens, which would appear to satisfy the visibility requirements. However, while the western loading area is setback more than 30' from the public sidewalk, the eastern loading area is not. The loading and service area on the east side of the building is 6'6" to 10'11" from the sidewalk. These distances would be the closest that the actual loading space would be from the sidewalk, thus the loading area extends further into the building than the dimensions cited above.

The requirement set forth in the Sector Plan does not state whether it applies only to surface loading and service areas or is also applicable when such an area is located within a structure. In this instance, given the fact that the proposed building will cover most of the site, there is no room on site for a loading or service area to be located outside the building. The location of the loading and service areas inside the building largely address any concerns set forth in the Sector Plan. The entrance to these areas will be screened by a garage door which will ensure that the areas are hidden from public view. Locating the areas within the building also addresses the concern that the activity not be visible from streets. Since the areas are indoor, there simply isn't room within the building to locate the loading and service area further into the building, and doing so would not meaningfully change the relationship with the public realm. Due to the circumstances, the modification of the standard proposed in this instance will benefit the development and the development

district and will not substantially impair implementation of the Sector Plan.

In addition to the above considerations, there are other factors which are relevant as it relates to the location of these loading areas. The site exhibits steep topography along Knox Road, a condition which the Applicant cannot change. The western access and loading area essentially goes into the hill at the western edge of the property and the building is constructed into that hill. This space is not appropriate for retail use due to these factors. The eastern loading space is located at the lowest point of the site topographically. As noted above, this lowest point is also the location of the stormwater vault needed to address stormwater management for the property. This area cannot be used for retail functions due to the need to address stormwater management.

The topography of Knox Road itself creates substantial difficulties in establishing a functional retail front. In order to create a vibrant retail area that allows the existing and future retailers to thrive, the Applicant has designed Sterling Place, which can be extended through the center of the property at a level grade, as a retail focal point. The Applicant will limit Sterling Place to one way north through the property to reduce traffic conflicts on Knox Road. The Applicant has also removed all of the on-street parking spaces and widened the sidewalks to provide for an enhanced pedestrian streetscape. Sterling Place will connect the campus to the retail core of US 1, acting as an essential link between the campus constituency and the existing community, but of which are equally important to the success of the retail space.

The Applicant has also explored all other alternatives to loading. The only other option which has been suggested for loading would have been Lehigh Road, but there are obstacles with this option as well. Lehigh is currently utilized as a substandard driveway with head-in parking. The City of College Park requested that the applicant eliminate the head-in parking and increase the width of Lehigh to 22 feet. In addition, the City requested that an ADA compatible access be constructed from the Subject Property to US 1. With the permission of the University of Maryland, which owns Lehigh Road, the Applicant is proposing to meet, and in fact exceed these requested

improvements. The Applicant now proposes to eliminate the head-in parking, construct an ADA compliant sidewalk and widen Lehigh Road to 26 feet. Lehigh Road will serve as both the main entrance to the parking garage and as a primary pedestrian route to US 1. The Applicant explored including loading access on Lehigh, but the turning radius required to accommodate larger vehicles would have required a further reduction in Southgate Park, which will be improved as an amenity to serve the residents and the broader campus community. It would also have placed the loading in conflict with passenger vehicles and pedestrians.

To better integrate the loading and service area into Knox Road, allow for safe operation and ensure that it does not impact the public realm in a negative way, the Applicant has proposed to limit loading hours to between 5 am and 9 am, when very little pedestrian and vehicular activity are present. In addition, the Applicant will include art on the building and the loading entrance so that it will blend seamlessly into the streetscape (see below)—as there is already public art on the buildings facing US 1. With this attention to detail, the loading space will serve the needs of the building without negatively impacting traffic on Knox Road and will enhance, not detract from, the streetscape.



9.6 DEPARTURE FROM PARKING AND LOADING STANDARDS

Pursuant to Section 27-548.25(e), "if a use would normally require a variance or departure, separate application shall not be required, but the Planning Board shall find in its approval of the site plan that the variance or departure conforms to all applicable Development District Standards." The development is proposed to include a structured parking garage to meet the parking needs of the proposed development. The parking garage is unique in the US 1 Corridor in that it is underground. The applicant has proposed to provide a mix of standard (9.5' X 19') spaces and compact (8' X 16.5') spaces typically required by Section 27-558 of the Zoning Ordinance. In the final design, due to the location of columns in the garage, the total number of compact car spaces provided (86) equals 34.6% of the total of 248 parking spaces. This exceeds by four spaces the number of compact spaces permitted by Section 27-559 of the Zoning Ordinance. Since the US 1 Corridor Sector Plans do not modify the number of compact parking spaces required by the Zoning Ordinance, it has been determined that the normal requirements

would apply. As a result, a Departure From Parking and Loading Standards is required.

It should be noted that a primary factor in the need to request a departure is the large number of columns located in the parking garage to support the building structure. With the parking being located subgrade, the column spacing is important and controls the spacing. The majority of the parking being provided in the garage conforms to the requirements for standard size spaces. No reduction in the size of such standard size parking spaces was requested. However, as noted above, with the column spacing, the total of compact spaces is 3 above the maximum normally permitted. Resizing all of the spaces to increase the number of spaces, and requesting a departure to provide smaller spaces cannot address the issue given the column spacing. The only options are to request a larger reduction in on-site parking discussed above, or retain four additional compact car spaces. The Applicant prefers to retain the four compact spaces. Based upon these modifications, each of the criteria for approval is addressed below.

CRITERIA FOR APPROVAL

The Planning Board is authorized to grant departures from the parking and loading space size requirements in accordance with Section 27-548.25(e) and Section 27-239.01. Section 27-239.01(b)(9)(A) sets forth the following findings the Planning Board must make in order to grant a departure:

(i) The purposes of this Subtitle will be equally well or better served by the applicant's proposal;

The purposes of Part 11 of the Zoning Ordinance addressing Parking and Loading are found in Section 27-550. For parking, the primary purpose is to ensure that all buildings and uses provide off street parking which is "...sufficient to serve the parking and loading needs of all persons associated with the buildings and uses." The applicant submits that the purposes of the parking and loading regulations will be equally well or better served by the proposed site plan.

The applicant submits that the proposed use and site plan are also in harmony with the purpose of the Zoning Ordinance.

Section 102(a) of the Zoning Ordinance lists the purposes of the Zoning Ordinance.

(1) To protect and promote the health, safety, morals, comfort, convenience and welfare of the present and future inhabitants of the County;

COMMENT: The proposed development will assist in implementing several recommendations of the DDOZ and add student population in close proximity to the University of Maryland. The building will be designed and constructed in accordance with all applicable regulations, ensuring that the health, safety, and welfare of the present and future inhabitants of the County are protected. Permitting a modified parking space size will not impact any of these factors.

(2) To implement the General Plan, Area Master Plans, and Functional Master Plans;

COMMENT: Conformance with the DDOZ is addressed elsewhere in this justification. The inclusion of four additional compact car spaces has no impact on the implementation of the General Plan or TDDP.

(3) To promote the conservation, creation and expansion of communities that will be developed with adequate public facilities and services;

COMMENT: Adequate public facilities has been addressed as part of the preliminary plan of subdivision and DSP approved for the property. The modification of the number of compact car parking space sizes has no impact on adequate public facilities and services.

(4) To guide the orderly growth and development of the County, while recognizing the needs of agriculture, housing, industry and business;

COMMENT: The Applicant has addressed how the proposed development implements several recommendations of the DDOZ herein. The property is zoned M-U-I and the approval processes required for this use ensure orderly growth and development is considered.

(5) To provide for adequate light, air, and privacy;

COMMENT: All of these issues are addressed as part of this companion Detailed Site Plan.

(6) To promote the most beneficial relationship between the uses of land and buildings and protect landowners from the adverse impacts of adjoining development;

COMMENT: Providing adequate off-street parking allows the applicant to ensure that the most beneficial relationship between the proposed use and the existing community be provided. The departure requested achieves the balance of an efficient parking layout and provision of adequate parking.

(7) To protect the County from fire, flood, panic and other dangers;

COMMENT: All of these issues are addressed as part of this Detailed Site Plan and the departure has no impact on these issues.

(8) To provide sound, sanitary housing in a suitable and healthy living environment within the economic reach of all County residents;

COMMENT: The proposed use will provide student housing near the University of Maryland consistent with the recommendations of the DDOZ.

(9) To encourage economic development activities that provide desirable employment and a broad, protected tax base;

COMMENT: The proposed development will replace older substandard retail space with a greater amount of retail located on an activated street which will connect the campus to downtown College Park. This will contribute to additional economic development activities and employment which will add to the existing tax base of both the County and the City.

(10) To prevent overcrowding of the land;

COMMENT: The proposed use will locate students adjacent to the campus and other student housing facilities. The residential component will also add people proximate to US 1 which will contribute to use of existing commercial areas.

(11) To lessen the danger and congestion of traffic on the streets, and to insure the continued usefulness of all elements of the transportation system for their planned functions;

COMMENT: The proposed use will have sufficient parking spaces and access to the site will be provided to allow convenient access to the parking garage. This will ensure congestion on the street will not occur.

(12) To insure the social and economic stability of all parts of the County;

COMMENT: Enhancing the US 1 Corridor will contribute to improving the social and economic stability of the County.

(13) To protect against undue noise, and air and water pollution, and to encourage the preservation of valleys, steep slopes, lands of natural beauty, dense forests, scenic vistas and other similar features;

COMMENT: The departure does not impact these matters as there are no regulated environmental features on the site.

(14) To provide open space to protect scenic beauty and natural features of the County, as well as provide recreational space; and

COMMENT: These matters are not impacted by the proposal to add four more compact parking spaces than typically permitted.

(15) To protect and conserve the agricultural industry and natural resources.

COMMENT: The proposed use will have no negative impact on the agricultural industry or natural resources.

(ii) The departure is the minimum necessary, given the specific circumstances of the request;

The departure from Section 27-559 sought by the applicant for to allow 34.6% compact spaces rather than 33.3% compact spaces is the minimum necessary given the specific circumstances of this request. The departure from the maximum number of compact spaces is necessary to maximize the efficiency of the

parking garage given the column spacing and provide the requisite number of parking spaces for the proposed use.

(iii) The departure is necessary in order to alleviate circumstances which are unique to this site or prevalent in areas of the County developed prior to November 29, 1949;

COMMENT: This criterion is inapplicable to this application.

(iv) The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood;

COMMENT: The applicant is proposing 248 parking spaces to meet the minimum requirements of the proposed development. The adequacy of the number of spaces is addressed above. While the development is, for all practical purposes, on campus, off street parking is still required to meet the needs of the use. Providing four additional compact car spaces above the typical requirement is preferable to removing them altogether from the standpoint of utilizing the space available in the garage. It will change the functional quality or integrity of the site or the surrounding neighborhood.

For all of the above reasons, the criteria for approval of a departure to allow the applicant to provide 85 compact car spaces rather than the 82 parking spaces permitted by Section 27-559 have been satisfied for the proposed development.

10.0 CONFORMANCE WITH PRELIMINARY PLAN CONDITIONS

The majority of the conditions adopted by the Planning Board are required to be addressed at stages of the development review process other than at the time of Detailed Site Plan. Three of the conditions specifically referenced the Detailed Site Plan process.

Condition 1(a) required that the two points of access and the associated "Proposed Loading Entrance" labels at the southwest and southeast corners of the site (along Knox Road) be removed from the preliminary plan prior to signature approval. However, the condition indicates that "The location of the loading spaces and access to loading will be addressed at the time of Detailed Site Plan." The location of the loading spaces is addressed in detail herein.

Condition 7 requires that, prior to acceptance of the detailed site plan, an exhibit be provided illustrating the location, limits and details of the off-site monumental staircase and associated improvements. Exhibits have been provided with the detailed site plan providing these details.

Condition 12 requires that the detailed site plan delineate a public access easement between the right of way and the building face along Knox Road. The public access easement is so delineated.

Based upon the above, all conditions of the preliminary plan required to be addressed at the time of detailed site plan have been adequately addressed.

11.0 CONFORMANCE WITH CRITERIA OF APPROVAL--DETAILED SITE PLANS

The Planning Board must also find that the Detailed Site Plan satisfies the criteria of approval set forth in Section 27-285(b) of the Zoning Ordinance. These criteria are set forth below.

(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. If it cannot make these findings, the Planning Board may disapprove the Plan.

COMMENT: The proposed development does represent a reasonable alternative for satisfying the site design guidelines. The proposed development substantially implements the vision of the Sector Plan for downtown College Park and represents a substantial improvement of the existing condition along the southern boundary of the University of Maryland Campus. The site presents significant challenges related to topography and development conditions off-site that the development must address. Each of these challenges has been addressed in an appropriate way, as reflected in a review of the site design guidelines.

The design guidelines are set forth in Sections 27-283 and 27-274 of the Zoning Ordinance. Section 27-283 applies to

Detailed Site Plans, and states that the site design guidelines are the same as those required for a Conceptual Site Plan, which are contained in Section 27-274. However, the guidelines shall only be used in keeping with the character and purpose of the proposed type of development.

The Site Design Guidelines address General Matters, Parking, Loading and Circulation, Lighting, Views, Green Area, Site and Streetscape Amenities, Grading, Service Areas, Public Spaces, Architecture and Townhouses. Those that are relevant are addressed below.

Section 27-274(a)(1) General. The proposed plan should promote the purposes of the Conceptual Site Plan. The purposes of Conceptual Site Plans are listed in Section 27-272. The General Purposes include providing for development in accordance with the Master Plan and helping fulfill the purposes of the zone in which the land is located. In this case, the Subject Property was placed in the M-U-I zone in order to implement the vision of the Central US 1 Corridor Sector Plan. As discussed in length above, the proposed development is consistent with that vision and, in fact, goes beyond it by redeveloping property not imagined in the Sector Plan.

The Specific Purposes of set forth in Section 27-274 are addressed below.

Section 27-274(a)(2) Parking, Loading and circulation. General guidance is given regarding the location of parking and loading facilities. This project is unique in the US 1 corridor in that it is proposing underground parking. With the exception of six surface parking spaces on Sterling Place, all parking is enclosed. This conforms to the Sector Plan, ensures that the residents will have convenient access to the parking, and ensures that the retail customers will be able to access the proposed retail stores.

Section 27-274(a)(3) Lighting. A photometric plan is included with the DSP and ensures that the lighting provided will illuminate important on-site elements, such as the entrances, recreational areas and pedestrian pathways.

Section 27-274(a)(4) Views. The guidelines encourage creating scenic views from public areas. The proposed development will represent a dramatic improvement from the existing condition. Through this redevelopment, a surface parking lot and old, one story retail will be removed and replaced with a vibrant retail street that will serve the entire

community. Thus, views are being maximized to the extent possible.

Section 27-274(a)(5) Green Area. The proposed development is being constructed in an urban environment consistent with the requirements of the Sector Plan.

Section 27-274(a)(6) Site and streetscape amenities. Site and streetscape amenities are addressed in DSP. Pedestrian connectivity, street furniture, and lighting are all addressed in the Detailed Site Plan and will contribute to creating a special place which will enhance the downtown area.

Section 27-274(a)(7) Grading. The entire site is currently paved by prior development. It will be graded in accordance with current standards regulating stormwater management and sediment control.

Section 27-274(a)(8) Service areas. The location of services area has been thoughtfully addressed in the design and discussed in detail herein. All service areas are internal to the garage and therefore not visible from the street.

Section 27-274(a)(9) Public spaces. A public space system should be provided to enhance a large-scale commercial, mixed-use, or multifamily development. The proposed development is mixed use. Sterling Place will be subject to a public use easement and will become an attractive public space. In addition, the construction of the grand staircase and improvement of pedestrian access to US 1 will greatly enhance the public realm surrounding the property.

Section 27-274(a)(10) Architecture. The architecture of the proposed development is unique and dramatic. It will become a signature building in downtown College Park and will be compatible with new development which has occurred in conformance with the Sector Plan.

Section 27-274(a)(11) Townhouses and three family dwellings. This consideration is inapplicable to the proposed DSP as there are no townhouses or three family dwellings proposed.

Section 27-276(b)(4) provides as follows:

"The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5)."

In this case, no regulated environmental features were found to exist on the Subject Property at the time of the recently approved preliminary plan of subdivision.

12.0 CONCLUSION

Based on the above, the Applicant submits that with the modifications requested, the proposed development conforms with the DDOZ Design Guidelines and Standards. In addition, the proposed Detailed Site Plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. With the modifications requested, the proposed development conforms with the DDOZ Design Guidelines and Standards.

Respectfully Submitted

A handwritten signature in blue ink, appearing to read 'T. Haller', with a long horizontal flourish extending to the right.

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**GREYSTAR Student Housing at Knox Road
DSP-19037
Development District Standards Analysis
Central US 1 Corridor Approved Sector Plan
and Sectional Map Amendment**

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

Chapter 6: Implementation Recommendations

Item #	Section	Location in Sector Plan	Description	Applicant Comment	District Standards Analysis
1	Building Form/ Orientation	P. 231	<p>Primary and Secondary Streets US 1, Rhode Island Avenue, and Autoville Drive shall function as primary frontage streets at all times. In the event a lot has frontage on both US 1 and Autoville Drive, the primary frontage for that lot shall be US 1. Other streets may be designated primary frontage streets if requested by the applicant and approved by the Planning Board and District Council (as appropriate) as an amendment to the development district standards at the time of detailed site plan review.</p> <p>All east–west oriented streets in the study area shall function as secondary frontage streets or side streets when a corner lot is located at the intersection of major north– south and east–west streets.</p> <p>When mid-block lots front east–west oriented streets, the east–west oriented street serves as the primary frontage street for that lot.</p>	<p>A: This project is a thru-block development between Knox Road and Lehigh Road. Knox Road is dedicated to public use, Lehigh Road is owned by the University of Maryland. Knox Road is the primary street frontage for this development.</p>	Complies

2	Building Form/ Orientation	P. 231	<p>Building Orientation</p> <p>Buildings and lots have fronts, sides, and backs. Fronts display a building's façade and shall face the public realm. The backs of buildings and lots, which are the private or service side, shall face mid-block and be screened from view. Sides of buildings and lots may face either the public realm or may be concealed mid-block.</p> <p>Frontage streets and side streets shall be faced with the fronts or sides of buildings and lots.</p> <p>Rear alleys and mid-block parking areas shall be faced with the backs or sides of buildings and lots.</p>	<p>A: This project is located on a unique, thru-block site between Knox and Lehigh Roads, with a private driveway subject to a public use easement (Sterling Place) connecting the two streets. This creates multiple frontages. Sterling Place will be developed as a new retail corridor. Vehicular access is provided primarily from Knox Road. Lehigh Road will be more pedestrian oriented and serve as a new gateway to the University.</p>	<p>A modification is requested to designate Sterling Place as a primary street from purposes of building orientation. See section 9.1</p>
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3	Building Form/ Character area 5a	P. 234	<p>Walkable Nodes</p> <p>BUILDING CONFIGURATION</p> <ol style="list-style-type: none"> 1. Building height shall be measured in number of stories, excluding attics and raised basements. 2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor commercial use, which must be a minimum of 11 ft. with a maximum of 25 ft. 3. Height shall be measured to the eave or roof deck. 4. Expression lines shall be as shown in the Architectural Elements Section. <p>SETBACKS</p> <ol style="list-style-type: none"> 1. The facades and elevations of buildings shall be distanced from the lot lines as shown. 2. Facades shall be built along the principal frontage to the minimum specified by the frontage buildout. <p>PARKING PLACEMENT</p> <ol style="list-style-type: none"> 1. Uncovered parking spaces may be provided within the third layer or setback at least 20 feet from the BTL. 2. Covered parking shall be provided within the third layer. 3. Trash containers shall be stored within the third layer. 	<p>The proposed building conforms with story heights, setbacks, and parking placement, except as noted below:</p> <p>Building Configuration: Instead of 6-story from Knox Road (Walkable Nodes), the building will be 9-stories plus a mezzanine on the west side (partially below grade) between Level 1 and Level 2. With immediate adjacency to UMD, the site may be considered Walkable Node (University), and the proposed building includes a significant setback at the top 2 levels.</p> <p>Lot Occupation: Frontage Buildout: Lot coverage:</p> <p>Setbacks: g.1 Front BTL principal- 10ft from r/w-complies g.2 N/A g.3 Side setback-west side 2.5ft-complies Side setback-east side some areas greater than 24ft. 34ft at places g.4 Rear Setback- 10ft-complies Surface parking space l in the third layer-complies</p>	<p>A Modification is required for height and side setback— See Section 9.2</p>
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WN**Walkable Nodes****BUILDING CONFIGURATION**

Principal building height | 6 stories max, 2 min.

LOT OCCUPATION

Frontage buildout | 80% min. at BTL

Lot coverage | 80% max.

SETBACKS - BUILDING**(g.1)** Front BTL principal | 0 ft. min. 10 ft. max.**(g.2)** Front BTL secondary | 0 ft. min. 12 ft. max.**(g.3)** Side setback | 0 ft. min. 24 ft. max.**(g.4)** Rear setback | 10 ft. min.**PRIVATE FRONTAGES (See page 236)**

Common lawn | not permitted

Porch & fence | not permitted

Terrace or L.C. | permitted

Forecourt | permitted

Stoop | permitted

Shopfront & awning | permitted

Gallery | permitted

Arcade | permitted

"N" stands for any stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums.

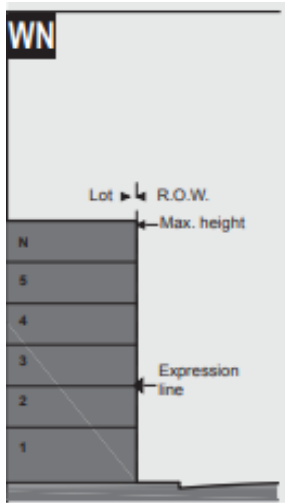
"BTL" stands for "build-to line."

Up to eight additional feet may be added to the Front BTL principal build-to line only for the provision of cycle tracks along Baltimore Avenue (US 1).

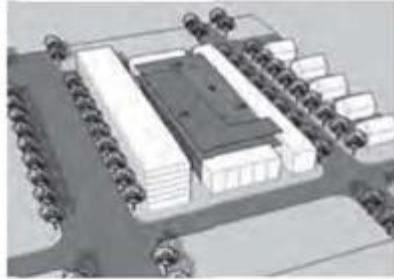
4	Building Form/ Private Frontages	P. 234	<p>The following images illustrate the different possible arrangements of the private frontage along the primary frontage street, according to the appropriate character area. All of the following elements are permitted to encroach into the setback; galleries and arcades are permitted to encroach into the right-of-way (R.O.W.), with the permission from the applicable transportation agency. The combination of building form and private frontages adds flexibility, diversity, and interest to the built environment.</p>	<p>A: Due to the unique nature of the thru-block site between Knox and Lehigh Roads, plus a thru-block private street (Sterling Place), and the building visible from Baltimore Avenue, all sides of the proposed building are visible. There is no back side. The building will be connected above Sterling Place, but we are not currently proposing an arcade or porch along the Knox Road right-of-way.</p>	Complies	
			<p>Porch and Fence</p>			
			<p>Terrace or Lightwell: A frontage wherein the facade is setback from the frontage line by an elevated terrace or a sunken lightwell. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. Terraces are suitable for conversion to outdoor cafes. Syn: dooryard.</p>	<p>A: We are not currently proposing a terrace or lightwell along the Knox Road frontage.</p>		N/A
			<p>Forecourt: A frontage wherein a portion of the facade is close to the frontage line and the central portion is set back. The forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other frontage types. Large trees within the forecourts may overhang the sidewalks.</p>	<p>A: With Sterling Place in the middle of our site, we are not currently proposing a forecourt along Knox Road.</p>		N/A

		<p>Stoop: A frontage wherein the facade is aligned close to the frontage line with the first story elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor residential use.</p>	<p>A: This development has residential use starting on Level 2. Street level will be retail or residential lobby/amenities. No stoop is proposed.</p>	<p>N/A</p>
		<p>Shop Front A frontage wherein the façade is aligned close to the frontage line with the building entrance at sidewalk grade. This type is conventional for retail use. It has a substantial glazing on the sidewalk level and an awning that should overlap the sidewalk to within two feet of the curb. Syn: retail frontage.</p>	<p>A: Substantial glazing is proposed along the street for retail.</p>	<p>N/A</p>
		<p>Gallery A frontage wherein the façade is aligned close to the frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk. This type is conventional for retail use. The gallery shall be no less than 10 feet wide and should overlap the sidewalk to within two feet of the curb.</p>	<p>A: Thru-block private street Sterling Place is proposed to be a retail corridor.</p>	<p>N/A</p>
		<p>Arcade A colonnade supporting habitable space that overlaps the sidewalk, while the façade at sidewalk level remains at or behind the frontage line. This type is conventional for retail use. The arcade shall be no less than 12 feet wide and should overlap the sidewalk to within two feet of the curb.</p>	<p>A: Thru-block private street Sterling Place is proposed to be a retail corridor.</p>	<p>N/A</p>

5	Building Form/ Massing	P.237	<p>Massing requirements are shown for new construction up to ten stories and are designed to ensure new development is responsive to issues of scale, natural lighting, and pedestrian comfort. An expression line is required in the corridor infill and walkable node character areas above the second story. Buildings shall include a step-back after eight stories. The maximum height of an arcade varies with building heights.</p> <p>Please note that "N" stands for any stories above those shown, up to the maximum. Refer to specific character area charts on pages 233–235 for exact minimums and maximums.</p> <p>Building heights in excess of those specified in the development district standards shall be considered detrimental to the vision of the sector plan and the goals of this development district.</p>	<p>A: The proposed building has a clear retail base and meaningful stepback at Levels 8 and 9. The massing is also broken down to fit in with the scale of the surrounding context. The site is located between current retail development along Baltimore Avenue and UMD residence halls with no adjacent private residential buildings.</p> <p>The design standard only requires buildings over 8 stories tall to have a step back in the Walkable Node- University. No stepback is required for six story buildings in the Walkable Node. However, the building massing includes meaningful stepbacks at the top two floors to fit in with surrounding buildings. The proposed street level landscaping provides urban site development with ground level retail, benefitting both the University and the City of College Park.</p> <p>The stepback provided would conform to the Walkable Node-University standard and reduces the perceived height of the building. Along the western property line, the stepback occurs at the 6th floor above grade. Along the eastern property line, it occurs at the 7th floor above grade.</p>	Complies.
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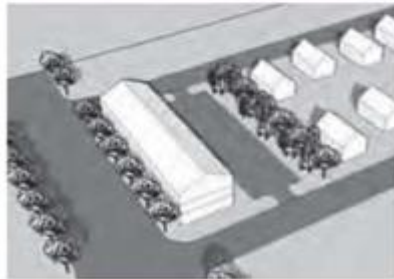
6	Building Form/ Step-Back Transitions & Landscape Buffers	P.238	<p>Generally, compatible buildings and uses should be located adjacent to each other. However, along historically commercial strips, tall buildings often share rear lot lines with residential buildings. Where corridor infill and walkable node areas are across the street from or share a rear property line with an existing residential area, a step-back transition and/or a landscape buffer shall be required for all new development within the corridor infill and walkable node areas.</p> <p>Step-back transitions are appropriate where corridor infill and walkable node areas are across the street from existing residential areas. This scenario is illustrated in the top two diagrams on this page, where a block that fronts US 1 is across the street from an existing residential block. The tallest buildings shall be located fronting US 1. The development shall step down through the block to a maximum height of two or three stories facing existing residential development. The top image illustrates the use of a mid-block parking garage that is masked by a residential liner building, while the middle image illustrates a surface parking lot that is similarly screened by townhouse liner buildings.</p> <p>Landscape buffers in combination with step-back transitions are appropriate when corridor infill and walkable node areas share a property line with existing residential areas. This scenario is illustrated in the bottom image on the next page. The buffer area shall be consistent with the standards of the Landscape Manual.</p>	<p>The proposed building massing is broken down to fit in with adjacent development. The site is located between current retail development along Baltimore Avenue and UMD residence halls with no adjacent private residential buildings.</p> <p>The building massing includes meaningful setbacks at the top two floors to fit in with surrounding buildings. The proposed street level landscaping provides urban site development with ground level retail, benefitting both the University and the City of College Park.</p> <p>However, the specific requirements of this Design Standard are not applicable to the Subject Property.</p>	N/A
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Stepback transition with a mid-block parking structure and residential liner buildings.



Stepback transition with a mid-block parking lot and townhouse liner buildings.



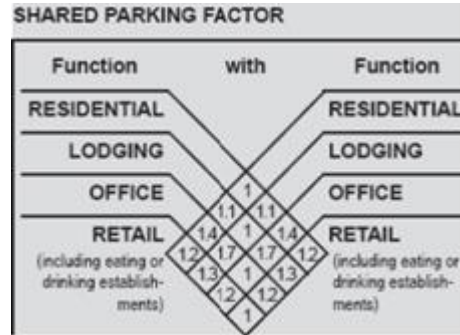
Landscape buffer between corridor infill development and an existing residential area.

7	Building Form/ Parking	P.239	<p>1- The number of parking spaces required in the Central US 1 Corridor sector plan area is specified in this section for residential, lodging, office, and retail (including eating or drinking establishments) use. Any deviation from this standard shall require a modification of the development district standards.</p> <p>2- The number of parking spaces required for uses not listed here shall be reduced fifty percent from the number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance. Any deviation from this standard shall require a modification of the development district standards.</p>	<p>The number of parking spaces required per the Sector Plan is by utilizing shared parking between retail and residential. The parking required is as follows:</p> <p>1) 3 cars/1000 sf Retail (21,440 sf)=65 spaces 1 car/du(341 du)=341</p> <p>$65 + 341 \div 1.2$ (shared parking factor) = 339</p> <p>2) N/A</p>	Modification required—See Section 9.3
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3- Within a public parking district established by a public entity, required parking may be waived if a fee-in-lieu is paid on a per-space basis to the public entity that manages the parking district, at a rate to be determined by the public entity and based on a preliminary engineering cost estimate for the parking facility, provided that public parking is available within one-quarter mile of the development.

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

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



3) N/A

4) 1 bicycle space per/3 cars(339)

113 bicycle spaces required.

146 spaces provided- complies

5) Residential & Retail shared parking factor is 1.2.

Required spaces: $406/1.2=339$ spaces

Proposed spaces: 248-needs modification

			<p>Residential (in WN) The number of dwellings on each lot is limited by the requirement of 1 parking place for each dwelling.</p>	<p>E: 341 du requires 341 parking spaces</p>	
			<p>Retail (in WN) (including eating or drinking establishments) Retail buildings are limited in square footage to what is required to provide three assigned parking places per 1,000 square feet of net retail space.</p>	<p>E: 21,440 sf retail requires 64.3 spaces</p>	

8	Building Form/ Parking Access	P.241	<p>Parking Access</p> <p>- When present, alleys shall be the primary source of access to off-street parking. Parking along alleys may be head-in, diagonal, or parallel.</p> <p>1. Alleys may be incorporated into parking lots as standard drive aisles. Access to all properties adjacent to the alley shall be maintained. Access between parking lots across property lines is also encouraged.</p> <p>2. When alleys are not present, secondary frontage or side streets may be used as the primary source of access to off-street parking.</p> <p>3. When neither alleys, secondary frontage, or side streets are present, primary frontage streets may be used as the primary source of access to off-street parking, with a driveway that either passes to the side of the building or through the building. See Figures 3 and 4. This condition should be avoided to the fullest extent possible to reduce the number of driveways.</p> <p>4. Circular drives shall be prohibited for all uses except for civic buildings.</p> <p>5. The vehicular access drive of a parking lot or garage shall be no wider than 22 feet.</p>	<p>As an urban infill site with retail development, we propose below grade parking accessed from Knox Road and Lehigh Road</p> <p>1) N/A 2) N/A 3) Parking garage access points are on Knox Road (primary frontage) and Lehigh Road (secondary frontage). Access to surface parking is from Knox. 4) N/A 5) Vehicular access drive-Knox Road 24ft wide-needs amendment. Vehicular access from Lehigh Rd is 22ft-complies. Vehicular access drive for surface parking is 12ft-complies.</p>	<p>Modification required for access to Knox Road and width of Knox Road Access. See Section 9.4</p>
9	Building Form/ Parking Lots, Loading, & Service Areas	P.242	<p>Parking Lots</p> <p>- Off-street surface parking shall be set back a minimum of 20 feet from all property lines along streets, except along alleys.</p> <p>- Parking lots shall be masked from the primary frontage street and the secondary frontage or side street by a liner building whenever possible. Where this is not possible, a street screen, such as a wall, a fence, or a hedge, should be provided to mask parked cars.</p>	<p>We do not have a "parking lot" in this development. This project includes 8 street level parallel parking spaces along Sterling Place.</p> <p>1) setback 40ft-complies 2) a street tree and shrubs provided-complies</p>	

			<p>Parking Lots Landscaping Requirement</p> <ul style="list-style-type: none"> - Interior planting shall be required for any parking lot that is 6,000 square feet or larger. At least six percent of the lot shall be interior planting area. - Landscape strips at least six feet in width shall be provided between parking isles of either head-in or diagonal parking. A minimum of one tree shall be provided every 60 feet along landscape strips. - Landscape islands may be used in lieu of landscape strips. No more than six consecutive parking stalls are permitted without a landscape island at least six feet wide and extending the entire depth of the parking stall. A minimum of one tree shall be planted in each landscape island. - Durable pervious surfaces are recommended for surface parking lots. However, gravel and other coverings prone to dust shall be prohibited. 	<p>E:</p> <ol style="list-style-type: none"> 1) N/A 2) N/A 3) N/A 4) N/A-the surface parking area that is provided is less than 6,000 square feet. 	N/A
			<p>Loading and service areas</p> <ul style="list-style-type: none"> - Loading and service areas shall not be visible from streets, except alleys. These areas shall be located a minimum of 30 feet away from public sidewalks. - Loading and service areas should be hidden from public view by street screens. 	<p>We propose two loading areas along Knox Road due to available street width. The loading areas are hidden from public view by doors.</p> <p>The eastern loading spaces inside the building are not 30 feet away from the public sidewalk.</p>	<p>Complies</p> <p>A modification is required. See Section 9.5.</p>

10	Building Form/ Structured Parking	P.243	<p>Structured Parking</p> <ul style="list-style-type: none"> - Parking structures shall be set back a minimum of 50 feet from the property lines of all adjacent thoroughfares (except rear alleys) to reserve room for liner buildings between the parking structure and the lot frontage. - Liner buildings shall be a minimum of two stories in height and may be attached or detached from parking structures. - Parking structures shall be built of durable, high-quality materials, such as brick, decorative cast concrete panels, and natural or quality synthetic stone. The materials and design of the structure should reflect that of the associated building. 	<p>No above grade parking structure is proposed. In this case, all parking is located in underground structures.</p> <p>1) N/A 2) N/A 3) N/A</p>	N/A
11	Architectural Elements/ Facades and Shop Fronts	P.245	<p>Certain design elements are common to all styles of architecture and building types, such as opening compositions, shop fronts, and overall façade articulation—some of these are illustrated below. In general, each floor of any building facing a street, park, or square shall contain transparent windows covering between 20 to 70 percent of the wall area, as measured between finished floors.</p>	<p>A variety of street level retail façades with a high ratio of glazing percentage is proposed along Knox Road, Sterling Place, and Lehigh Road. Main building facades employ double-height openings in multiple arrangements and contrasting materials to create a dynamic presence.</p>	Complies

12	Architectural Elements	P.245-250	<p>Facades and Shop Fronts</p> <p>In order to provide clear views of merchandise in stores and to provide natural surveillance of exterior street spaces, the ground floor along the building frontage shall have untinted transparent storefront windows and doors covering between 50 percent and 70 percent of the wall area (between the finished floors).</p> <p>Low emissivity glass with high visual light transmittance may be permitted, but tinted glass shall not be permitted. The top of store front window sills shall be between one and three feet above the sidewalk grade.</p> <p>Storefront windows shall extend to at least eight feet above the adjacent sidewalk.</p> <p>Storefronts shall remain unshuttered at night and shall provide clear views of interior spaces lit from within.</p> <p>Doors or entrances for public access shall be provided at intervals no greater than 50 feet.</p> <p>A minimum of 12 feet of habitable space shall be provided behind each shop front along the building frontage.</p>	The proposed development complies.	Complies
			<p>Each floor of any building facing a frontage street or open space shall contain transparent windows covering from 20 percent to 70 percent of the wall area, as measured between finished floors.</p> <p>Ground-floor residential units should have a raised finish floor at least 24 inches above the sidewalk grade to provide sufficient privacy for ground-floor residents.</p>	The proposed development complies.	Complies

		<p>Awnings</p> <p>Minimum awning depth = 5' (measured perpendicular to wall face).</p> <p>Minimum underside clearance = 8' from the sidewalk.</p> <p>The above requirements apply to first-floor awnings.</p> <p>Awnings above the first floor have no minimum requirements.</p> <p>Awnings may occur forward of the minimum setback and may encroach within the right-of-way with the approval of the pertinent agency but shall not extend closer to the curb line than two feet.</p> <p>Awnings shall be made of durable fabric and may either be fixed or retractable. High-gloss or plasticized awnings are prohibited. Backlit awnings are also prohibited.</p>	<p>The development will comply with awning standards.</p>	<p>Complies</p>
		<p>Galleries, and Arcades</p> <p>Minimum gallery depth = 5' (measured perpendicular to the wall face).</p> <p>Minimum arcade depth = 12' (measured from building face to outside column face).</p> <p>Minimum underside clearance = 8' from the sidewalk.</p> <p>Galleries shall only be one story in height and may have flat or pitched roofs. Open balconies are permitted above the sidewalk level.</p> <p>Arcades shall be three to five stories in height with a one-story, open air colonnade on the ground level.</p> <p>Galleries and arcades may occur forward of the minimum setback and may encroach within the right-of-way with the approval of the pertinent agency but shall not extend closer than two feet to the curb line.</p> <p>Galleries and arcades shall only be constructed where the minimum depth can be achieved.</p> <p>When used, galleries and arcades should extend over the entire length of a façade unless other constraints preclude them.</p>	<p>No galleries or arcades are proposed along street frontages.</p>	<p>Complies</p>

		<p>Marquees</p> <p>Minimum marquee depth = 6' (measured perpendicular to the wall face). Minimum underside clearance = 8' from the sidewalk.</p> <p>The above requirements apply to first floor marquees. Marquees above the first floor shall not be permitted.</p> <p>Marquees may occur forward of the minimum setback, and may encroach within the right-of-way with the approval of the pertinent agency but shall not extend closer to the curb line than two feet.</p> <p>Marquees typically are used above the primary entrances to buildings. They may be cantilevered (with the structure hidden internally) or supported from above by suspension cables or chains.</p>	<p>A more detailed signage package will be submitted in the future to show compliance.</p>	<p>Will comply</p>
		<p>Balconies</p> <p>Minimum balcony depth = 3' (measured perpendicular to the wall face). Minimum underside clearance = 8' from the sidewalk.</p> <ul style="list-style-type: none"> Balconies may occur forward of the minimum setback but may not encroach within the right-of-way. Balconies shall be permitted to have roofs but are required to be open, unair-conditioned parts of buildings. On corners, balconies shall be permitted to wrap around the side of the building facing the street. 	<p>No balconies are proposed for this development.</p>	<p>N/A</p>

			<p>Porches Minimum porch depth = 8' (measured from building face to outer column face.) Minimum underside clearance = 8' from the finished porch floor.</p> <ul style="list-style-type: none"> • Front porches may occur forward of the minimum setback but may not extend into the right-of-way. • Side porches may extend past the side setback requirements but not into any easement. • Porches shall match the architectural style and detailing of the primary building. 	No porches are proposed in this development. There will be a residential lobby entrance facing UMD property at Level 2 with height clearance complying with the standard.	N/A
			<p>Stoops Minimum stoop depth = 4' (measured from building face to edge of the uppermost riser). Minimum stoop width = 4'</p> <ul style="list-style-type: none"> • Stoops may occur forward of the minimum setback but may not extend into the right-of-way. • Stoop stairs may run to the front or to the side. • Stoops shall match the architectural style and detailing of the primary building. 	No stoops are being proposed.	N/A
			Street Screens (Garden Walls, Fences, & Hedges)		
13	Architectural Elements/ Materials	P.251	Building wall materials shall be combined on each facade horizontally only, with the heavier materials (stone, brick, concrete with stucco, etc.) below and supporting the lighter materials (wood, siding, etc.). Any change in materials shall preferably occur at the floor or sill level.	A combination of durable open joint rain screen panels, masonry, and metal panels are proposed for this development. The retail base will have a distinctive façade treatment, and the building top will have a meaningful setback.	Complies

			<p>Siding Permitted siding types include:</p> <ul style="list-style-type: none"> - Horizontal lap, of wood or composition board (such as Hardiplank®). - Vertical wood board and batten. <p>All siding types shall incorporate vertical corner boards on outside building corners. Corner boards shall be a minimum of 3" in width.</p> <p>Vinyl and aluminum siding shall not be permitted.</p>	<p>A: No residential grade siding is proposed based on the building height.</p>	Complies
			<p>Stucco Surfaces finished in stucco should be smooth and hand trowelled in texture and painted. Sprayed-on stucco finishes and exterior insulation and finish systems (EIFS) are discouraged.</p>	<p>A: No stucco is currently proposed.</p>	Complies
			<p>Masonry Masonry walls, whether load bearing or veneer, may only be of brick or natural stone. Masonry is encouraged as the primary building material for all development in the walkable node and corridor infill areas.</p>	<p>A: Limited used of masonry is currently proposed at the ground level. No modification required as only encouraged.</p>	Complies

14	Architectural Elements/ Brick Detailing	P.252	<p>Header</p> <p>The horizontal member spanning the top of an opening.</p> <ul style="list-style-type: none"> - All openings in masonry construction should be spanned by headers. - Acceptable header types include stone or concrete lintels, brick segmental or semicircular arches, and brick jack arches. - Headers should always be slightly wider than the openings they span. 	As discussed with and desired by UMD and the City of College Park, a more contemporary esthetic is desired for this site. We currently do not propose traditional header details.	N/A
			<p>Sill</p> <p>The horizontal member at the base of a window opening.</p> <ul style="list-style-type: none"> - All window openings in masonry construction should have a sill. - Sills are generally rectangular in form and are sloped slightly away from the window opening to shed water. - Sills should be a minimum of two (2) inches in height and should project from the wall surface a minimum of one inch. - Sills should be slightly wider than the window opening. 	Proposed details will comply with standards.	Complies
			<p>Cap</p> <p>The protective top layer of a masonry structure exposed to weather from above.</p> <ul style="list-style-type: none"> - A cap should protect the tops of all masonry structures exposed to the weather, including garden walls, stair treads, planter edges, and freestanding piers. - Caps should project past the edge of the brick structure by a minimum of half an inch. 	Masonry walls will have cast stone caps. Modern panel walls will have contemporary detailing.	Complies

15	Architectural Elements/ Landmark Features	P.253	<p>Landmark Features</p> <p>Landmark features should be provided in the landmark locations designated on the development character maps. Landmark features are designed in response to the prominence and visibility of their sites. A landmark feature can be an architectural element such as a tower or a lantern, described below. If the landmark feature is located in a park or plaza, it may be a gateway feature, sculpture, or other work of public art.</p>	This site is currently not designated as a landmark site. However, due to the potential for a new gateway to the University, we intend to include landmark features in the design.	N/A
16	Architectural Elements/ Signage	P.253	<p>Commercial Signs</p> <ul style="list-style-type: none"> - All signs shall be attached to the facade. Signs may be flat against the facade or mounted projecting or hanging from the facade. Signs may also be mounted on the roof of landmark or civic buildings in certain cases. Free standing signs shall not be permitted. - Signs shall be externally lit from the front with a full-spectrum source. Internal and back lighting are permitted as an exception only for individual letters or numbers, such as for "channel letter" signage (panelized back lighting and box lighting fixtures are prohibited). Signage within a shop front may be neon lit. - Building numbers are required (commercial buildings require building numbers in both the front and rear). - The maximum gross area of signs on a given facade shall not exceed ten percent of the façade area of the commercial portion of the building. Architectural signs or signage painted on a building façade or mounted on the roof may exceed this limit in certain cases, to be determined at the time of site plan review. - Signs mounted on the facade shall maintain a minimum clear height above sidewalks of eight feet. - Signs shall not extend within two feet of the curb line. - The maximum area of any single sign mounted perpendicular to a given facade shall not exceed nine square feet. - A single external sign band may be applied to the façade of each building, provided that such signs shall not exceed three feet in height. 	Signage complies with the Sector Plan along street frontages. A detailed signage plan is included as Sheet A-3.03.	Complies

17	Sustainability and the Environment	P. 256 - 258	<p>Leadership in Energy and Environmental Design (LEED®) Certification</p> <ul style="list-style-type: none"> - LEED® standards for building, as set forth by the U.S. Green Building Council, should be reviewed and integrated into the design and construction process for all new development and re-ovation projects. LEED-Silver or better certification is desired for all new development. - All development within the walkable nodes shall obtain a minimum of silver certification in one of the following applicable LEED® rating systems: new construction and major renovations, existing buildings, commercial interiors, core and shell, schools, retail, healthcare, and homes. - LEED-Gold or platinum certification under an applicable LEED® rating system is encouraged for all development when feasible. - Developments composed of several buildings should pursue LEED® for Neighborhood Development certification. 	We are targeting LEED v4 NC Silver certification.	Complies
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			<p>Passive Solar & Ventilation Design</p> <ul style="list-style-type: none"> - Provide shade for south-facing façades by designing properly-sized overhangs on south facing glazing. Mature trees can also fulfill the need for shade on south facing facades. - Solar tubes and skylights can reduce the need for electric lighting or provide sunlight to rooms that have few or no windows. These are encouraged because they provide natural day lighting to interior spaces. - Maximize opportunities to align fenestration on opposite façades of buildings in order to facilitate cross-ventilation. Minimize floor plate sizes so that rooms may have access to light and air. 	<p>As a multi-family / LEED project, the project will comply with building code and LEED standard for ventilation and energy efficiency.</p>	<p>Complies</p>
			<p>Materials</p> <p>Wherever possible, green materials shall be used in both the structure and interior finishes of buildings. These include: recycled or salvaged materials, rapidly renewable materials (derived from plants with a fast growth cycle), Forest Stewardship Council® certified wood, and materials harvested or manufactured locally.</p>	<p>As a LEED project, the project will comply with building code and LEED standards.</p>	<p>Complies</p>

		<p>On-Site Energy Generation and Efficiency</p> <ul style="list-style-type: none"> - In the case of pitched roofs, place photovoltaic panels on the slope that has the highest amount of solar gain. - In the case of flat-roofs, place photovoltaic panels behind a parapet so that they are not visible from the street, and orient them as closely as possible to the ideal angle for solar gain. Sun-tracking panels are encouraged. - Roof-mounted solar hot water and/or photovoltaic panels are encouraged to reduce grid demand energy use. - Proposed plantings and/or building additions that will shade preexisting solar panel installations on adjacent properties should be avoided. - Phase out fossil-fuel climatization systems, such as oil heating. Renewable energy sources, such as wind, solar, and geothermal generation, should be pursued. - Air-conditioning systems and appliances should be of the highest efficiency ratings. Wherever possible, use Energy Star appliances. - All lighting should use high-performance or LED lighting systems. 	<p>As a multi-family / LEED project, the project will comply with building code and LEED standard for ventilation and energy efficiency.</p>	<p>Complies</p>
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			<p>Landscaping</p> <p>Minimize lawn or turf area. Turf should only be used in areas where it provides functional benefits.</p> <ul style="list-style-type: none"> - Use drought-tolerant and/or slow-growing hardy grasses, native and indigenous plants, shrubs, ground covers, and trees appropriate for local conditions. - Permanent irrigation systems shall only utilize captured rainwater and/or building gray water (with approved filtration systems). Potable water use shall not be permitted in permanent irrigation systems. - Use mulches to minimize evaporation, reduce weed growth, and slow erosion. - Encourage on-site food production by planting fruit-bearing trees adapted to the local climate. Set aside areas and construct composting areas and planting beds for the cultivation of fruits, vegetables, and herbs. 	<ol style="list-style-type: none"> 1) The use of lawn and turf has been minimized-complies 2) Native trees and shrubs are provided-complies 3) N/A 4) mulches used where appropriate-complies 5)N/A 	Complies where applicable
			<p>Water Efficiency and Recharge</p> <ul style="list-style-type: none"> - Surface parking areas, alleyways, and driveways should be constructed with durable pervious paving materials (grass paver systems or pervious asphalt) to promote groundwater recharge and reduce stormwater runoff quantity and flow rates. Gravel is discouraged because of issues related to dust generation. - All at-grade walks (excluding public sidewalks) and pathways shall be constructed with pervious materials. - Capture slow runoff using exfiltration tanks, drainage swales, and other devices. - Use low-flow water closets, faucets, showerheads, washing machines and other efficient water-consuming appliances. 	<ol style="list-style-type: none"> 1) Impervious surface provided-this design standard is recommended, not required. 2) Impervious surface provided- this design standard is recommended, not required. 3) capturing and filtering water and providing for 100yr water quantity mgmt. 4) This design standard is recommended, so no amendment required. 	Complies where required; No amendment required.

			<p>Stormwater Management and Paint Branch</p> <ul style="list-style-type: none"> -All new development within floodplains shall comply with all adopted county, state, and federal environmental regulations to prevent unnecessary runoff and pressure on the Paint Branch and the greater watershed. - Underground or above-grade cisterns shall be integrated into the site plan for all new development within or abutting the Paint Branch buffer. These cisterns will both reduce the amount of stormwater flowing into the Paint Branch and will help to store water on on-site for uses, such as landscape irrigation. -Site grading, paving, and planting shall be done in a manner that minimizes off-site stormwater runoff. -Suburban stormwater management measures such as regional storage and drainage ponds shall be prohibited. 	<ul style="list-style-type: none"> 1) N/A not within Floodplain 2) capturing and filtering water and providing for 100yr water quantity mgmt. 3)Site grading and planting minimizes off-site SWM run-off. SWM is being provided by underground vaults. 4) N/A underground vaults provided. 	Complies
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		<p>Food Production</p> <p>-This table shows ways of incorporating types of local food production throughout the Central US 1 Corridor. Cities are increasingly allowing urban agriculture and the raising of animals for household use to encourage lower-cost food supplies and reduction in energy consumption for food transport.</p> <p>-Community gardens provide a focus for recreation and sociability greater than that of private yards. They are also welcomed by apartment-dwellers who enjoy gardening. Community garden plots are not sold but rather let under municipal or private administration.</p> <p>-Green roofs also provide opportunities for food production, even as they mitigate carbon emissions and reduce stormwater runoff. They may be incentivized by giving developers bonuses for installing them.</p> <p>-As tree preservation and planting regulations are introduced, fruit trees ay be included and designated for oval food production.</p>	<p>No food production is being proposed.</p>	<p>N/A</p>
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18	Street and Open Spaces	P. 259	Street Sections		
19	Street and Open Spaces	P. 262	<p>Streetscape</p> <p>Streetscape refers to the area between the private property line and the edge of the vehicular lanes. General streetscape arrangement types are described below, tied closely to their corresponding character area. More detailed information about each streetscape arrangement type is included on the following page.</p>	Streetscape is provided along Knox Road per the Sector Plan Design Standards. Sterling Place will function as a private driveway with a public use easement to allow vehicles and pedestrians circulate through the site. Lehigh Road is owned by the University of Maryland and streetscape improvements are provided to improve vehicular and pedestrian circulation.	Complies
20	Street and Open Spaces	P. 263	Detailed streetscape arrangement types are included below. This table includes descriptions and dimensions for each element of the streetscape, from the full assembly to the specific curb, walkway, and planter. Additional information about street trees and street lighting is included on pages 265–267.	<p>Assembly width for WN: 12 ft; Provided 12 ft.</p> <p>Walkway width for WN: 6 ft; Provided 6 ft.</p> <p>Planter width for WN: 4 ft; Provided 4 ft.</p> <p>A 4 ft planter width and 6 ft sidewalk are also provided on Lehigh Road.</p>	<p>Complies</p> <p>Complies</p> <p>Complies</p>

Required Streetscape Elements by Character Area

CHARACTER AREA Public Frontage Type	ER CI ST-DR-AV	CI WN ST-DR-AV-BV	WN WNU CS-DR-AV-BV	WN WNU CS-DR-AV-BV
Assembly: The principal variables are the type and dimension of curbs, walkways, planters, and landscape.				
Total Width	12-18 feet	12-18 feet	18-24 feet	18-30 feet
Curb: The detailing of the edge of the vehicular pavement, incorporating drainage.				
Type	Raised curb	Raised curb	Raised curb	Raised curb
Radius	5-10 feet	5-10 feet	5-20 feet	5-20 feet
Walkway: The pavement dedicated exclusively to pedestrian activity. Sidewalk widths may vary where necessary to fulfill the vision of the sector plan				
Type	Sidewalk	Sidewalk	Sidewalk	Sidewalk
Width	4-8 feet	4-8 feet	12-20 feet	12-30 feet
Planter: The layer which accommodates street trees and other landscape.				
Arrangement	Regular	Regular	Regular	Opportunistic
Species	Alternating	Single	Single	Single
Planter type	Continuous planter	Continuous planter	Continuous planter	Tree well
Planter width	8 feet-12 feet	8 feet-12 feet	4 feet-6 feet	4 feet-6 feet
Landscape: Refer to Street Trees section.				
Lighting: Refer to Street Lighting section.				

See above

Complies

21	Street and Open Spaces	P. 264	<p>Streetscape, Amenities, and Adequate Public Facilities Sidewalks Additional detail on streetscapes, including sidewalks treatments, pedestrian and bicyclist amenities, and decorative elements essential to creating a strong sense of place, are specified below.</p> <ul style="list-style-type: none"> - At the time of development, the developer/property owner (including the developer and the applicant's heirs, successors, and/or assignees) is required to install sidewalks. - Special decorative paving materials, such as brick, precast pavers, Belgium block, or granite pavers, are recommended in the walkable nodes and at appropriate locations within the corridor infill areas. - Sidewalk materials should be continued across driveways whenever possible, and accent paving should be used to define pedestrian crossings. 	<p>Streetscape details are depicted on the landscape plans</p> <p>A scored concrete sidewalk is provided on Knox Road consistent with adjacent properties per City standards. Special decorative paving is proposed within Sterling Place and extending out to Lehigh Road. The paving treatments proposed create a strong sense of place.</p>	<p>Complies</p> <p>Complies</p>
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		<p>Streetscape Amenities Amenities, such as benches, bicycle racks, trash receptacles, water fountains, sculpture/artwork, game tables, moveable seating, public mailboxes, and bus shelters, shall be required for all development. Streetscape amenities shall be consistent in design within a development project and should be consistent within each distinct walkable node, corridor infill area, or existing residential neighborhood. All proposed streetscape amenities shall be indicated on detailed site plan submittals and shall include information of location, spacing, quantity, construction details, and method of illumination.</p> <p>Adequacy of Transportation Facilities Within the Central US 1 Corridor Development District, the transportation facilities adequacy standard shall be Level-of-Service E, based on the average peak period levels of service for all signalized intersections in three designated segments of the Central US 1 Corridor. These segments are (1) Capital Beltway south to MD 193; (2) MD 193 south to Paint Branch Parkway/Campus Drive; and (3) Paint Branch Parkway/Campus Drive south to Guilford Drive. Outside the Capital Beltway, the transportation facilities adequacy standard for any new development or redevelopment shall be peak period Levels-of-Service E, for individual intersections calculated in accordance with procedures outlined in the guidelines maintained by the Transportation Planning Section of the Planning Department.</p>	<p>Bicycle racks, trash receptacles, seating and lighting are included within the various pedestrian areas surrounding the site on Knox Road, Sterling Place and Lehigh Road and are specified on the Landscape Plan.</p> <p>A traffic impact study has been submitted with the application</p>	<p>Complies</p> <p>Complies</p>
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22	Street and Open Spaces	P. 265	<p>Street trees</p> <p>Street trees are required in all character areas at a minimum spacing of 30 feet on center. The appropriate location, arrangement, and planter type for street trees in each character area is described in further detail in the Streetscape Standards of the Streets and Open Spaces Section, found on pages 262-264, as well as in the individual street sections, found on pages 259–261. Refer to the Landscape Manual for appropriate street tree species.</p>	<p>Street trees are provided as per the Landscape Plan. Planters provided will be continuous soil panel with understory plant materials and street trees</p>	Complies
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23	Street and Open Spaces	P. 266	<p>Street Lighting General Standards</p> <p>A combination of pedestrian-scaled streetlight fixtures and intersection streetlight fixtures may be required to ensure a well-lit street area and to establish a unifying element along the street.</p> <ul style="list-style-type: none"> - Pedestrian-scaled fixtures shall be used on all streets. - Street lights shall be placed aligned with the street tree alignment line (generally between two and a half to four feet from the back of the curb). Placement of fixtures shall be coordinated with the organization of sidewalks, landscaping, street trees, building entries, driveways, and signage. - The height of light fixtures shall be kept low (generally not taller than 15 feet) to promote a pedestrian scale to the public realm and to minimize light spill to adjoining properties. Light fixtures in the walkable node and corridor infill areas shall be closely spaced (generally not more than 30 feet on center) to provide appropriate levels of illumination. - In the walkable nodes, business owners are encouraged to assist with lighting the sidewalk and accent their business location by leaving display-window and interior lighting on at night. - Light poles may include armatures that allow for the hanging of banners or other amenities (e.g., hanging flower baskets, artwork, etc.). - Consideration of security and pedestrian comfort shall be prioritized by increasing illumination low to the ground in public parking lots, at building entries, in public plazas, and at transit stops. - Use Louis Poulsen Nyhavn lighting fixtures as selected by the City of College Park along any US 1 frontage. 	<p>Louis Poulsen Nyhavn lighting fixtures to be used about 30' o.c.</p> <p>Sterling Place to receive catenary lighting at 15' height.</p>	Complies
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24	Street and Open Spaces	P. 266	<p>Specific Uses of Lighting</p> <p>To increase safety, help with orientation, and highlight the identity of an area, the street elements specified below are recommended to be lit.</p> <ul style="list-style-type: none"> - Transit stops: People feel more secure when transit stops are well-lit. Lighting also draws attention to and encourages use of such amenities. - Edges: Edges of a park or plaza shall be lit to define and identify the space. - Architectural details: Lighting entrances, archways, cornices, columns, and other features can call attention to the uniqueness of a building or place. Lighting of building entrances also contributes to safety. - Focal points: Lighted sculptures, fountains, and towers in a neighborhood, especially those visible to pedestrians and vehicles, provide a form of wayfinding. 	<p>1-4 all N/A</p> <p>Sterling Place to receive catenary lighting at 15' height.</p>	N/A
25	Street and Open Spaces	P. 267	<p>Lighting Types and Configurations</p> <p>Lighting fixtures shall be appropriately chosen for the character area within which they are located; the diagram and standards below shall be used as a guide to selecting fixtures.</p> <ul style="list-style-type: none"> - Variety in character is good to establish identity and uniqueness. However, there shall be consistency along the Central US 1 Corridor, creating a unifying scheme of illumination that is appropriate to the scale of the street and the level of nighttime activity. Lamp styles shall not be mixed along any one particular block of a street. - Light fixtures shall be downcast or low cut-off fixtures to prevent glare and light pollution. - Energy-efficient lamps shall be used for all public realm lighting in order to conserve energy and reduce long-term costs. 	<p>Louis Poulsen Nyhavn lighting fixtures to be used about 30' o.c.</p> <p>Sterling Place to receive catenary lighting at 15' height.</p> <p>Area between project and Montgomery hall to be improved with monumental stairs including pole lighting and accent lighting.</p> <p>Area between project and Charles Hall to be developed with public gathering square including pole lighting and accent lighting.</p>	Complies

26	Street and Open Spaces	P. 268	<p>Open Space</p> <p>Park: A natural preserve available for unstructured recreation. A park does not need to be fronted by buildings. Its landscape shall consist of paths and trails, meadows, waterbodies, woodland and open shelters, all naturalistically disposed. Parks may be lined, following the trajectories of natural corridors.</p> <p>Green: An open space available for unstructured recreation. A green may be spatially defined by landscaping rather than buildings fronting it along the edges. Its landscape shall consist of lawn and trees, naturalistically disposed.</p> <p>Square: An open space available for unstructured recreation and public gatherings. A square is spatially defined by building frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares should be located at the intersection of important thoroughfares.</p> <p>Plaza: An open space available for public gatherings and outdoor markets. A plaza shall be spatially defined by building frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas should be located at the intersection of important streets</p>	<p>Although off-site, South Gateway Park to be improved along Lehigh Road with ADA path, additional planting and lighting, and site furnishing: bike racks and seating.</p> <p>Area between project and Montgomery hall to be improved with monumental stairs, seating, and planting.</p> <p>Area between project and Charles hall to be developed with public gathering square.</p> <p>Sterling Place being developed as a curbless Drive/ Plaza for public gatherings and outdoor market.</p> <p>To maximize the spatial use, catenary lights and movable furnishings are proposed.</p>	N/A
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R E S O L U T I O N

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

WHEREAS, in consideration of evidence presented at a public hearing on December 11, 2003, regarding Detailed Site Plan DSP-03032 for Knox Road Parking Lot, the Planning Board finds:

1. The Detailed Site Plan is for a private commercial parking lot at 4340 Knox Road in the City of College Park. The site is zoned M-U-I and located in Subarea 1b (Town Center) of the Approved College Park US 1 Corridor Sector Plan where Detailed Site Plan review is required in accordance with the Development District Overlay Zone (DDOZ). The commercial parking lot has been in operation without a valid permit for several years, and this Detailed Site Plan is to bring the use into compliance with the requirements of the sector plan so that the applicant can obtain a valid permit. A commercial parking lot is permitted in the M-U-I Zone if the site is located within two miles of a Metro station and shuttle bus service is provided to the station. The site is located within two miles of the College Park Metro Station, and the applicant has indicated that a shuttle bus stop is located on Knox Road across from the site.

The surrounding uses are as follows: The site is bounded to the west by dormitories of the University of Maryland, to the north by a commercial parking lot, to the east by existing retail establishments, and to the south by Knox Road, a 30-foot right-of-way with a 30-foot paving section.

2. Site data for the Detailed Site Plan is as follows:

	EXISTING	PROPOSED
	M-U-I	M-U-I
	Commercial Parking Lot	Commercial Parking Lot
Zone(s)		
Use(s)		
Acreage	0.5358	0.5358
Lots	0	0
Parcel	1	1
Square Footage/GFA	0	0
Dwelling Units:	0	0

Parking Spaces Required: 0

Parking Spaces Provided: 54

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Required Findings:

3. Section 27-548.25(a) of the Zoning Ordinance requires that a Detailed Site Plan be approved by the Planning Board in accordance with Part 3, Division 9, of the Zoning Ordinance. The Detailed Site Plan submitted has been reviewed in accordance with those provisions, and it can be found that the plan represents a most 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.
4. Section 27-548.25 (b) requires that the Planning Board find that the site plan meets applicable development district standards. In general, the Detailed Site Plan meets the applicable development district standards. If the applicant intends to deviate from the development district standards, the Planning Board must find that the alternative development district standards will benefit the development and the development district and will not substantially impair implementation of the sector plan.

The development district standards are organized into three categories: Public Areas; Site Design; and Building Design. The following standards warrant discussion:

Public Areas:

P.2.C. Sidewalks

This standard requires that all sidewalks have accessible ramps and comply with Americans with Disabilities Act (ADA) regulations. The sidewalk along Knox Road does not appear to comply with this standard. The site plan should be revised to provide ADA-accessible ramps where the sidewalk meets the entrance drive to the parking lot.

P.3. Street Furniture

The applicant has not requested a modification to this standard. The applicant is working with the City of College Park to select appropriate street furniture for the site. The city has recommended a condition that has been incorporated into the Recommendation section for street furniture to be used on the site.

Site Design:

S2.J. Wheel Stops

This standard requires that wheel stops be provided to prevent damage to landscaping, among other things. The site plan should be revised to provide wheel stops for all parking spaces.

5. The Detailed Site Plan is in general conformance to the requirements of the Prince George's County *Landscape Manual*. The plan should be revised to identify the use on the adjacent property to the west as student housing. Student housing is not listed in the Use Category Tables

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of the *Landscape Manual*. Student housing should be classified as a low-intensity use. Student housing is not as intensive a use as a fraternity or sorority, which is classified as a medium-intensity use. Student housing should be considered a slightly more intense use than a multifamily dwelling since the activity levels are greater than standard multifamily residential. Therefore, an "A" bufferyard should be provided along the western property line and the appropriate schedule should be provided on the landscape plan. The plan currently meets the 10-foot-wide bufferyard requirement, and there appears to be enough existing plant materials to meet the plant unit requirements. However, additional plant materials may be needed to fulfill the requirements of Section 4.7.

Referrals

6. In a memorandum dated October 13, 2003 (Metzger to Wagner), the Environmental Planning Section offered the following comments:

The Environmental Planning Section has reviewed the above referenced Detailed Site Plan, DSP-03032, stamped as received by the Countywide Planning Division on September 24, 2003. The Environmental Planning recommends approval of the Detailed Site Plan (DSP-03032) with no conditions.

Background

The Environmental Planning Section has not previously reviewed any applications on the subject property. This application seeks the approval of a Detailed Site Plan to establish a parking lot, on an open undeveloped parcel in an M-U-I zone. The subject property has an approved Stormwater Management Concept Approval Letter, # 22426-2002-01 that expires on July 9, 2005. The approval of Basic Plan, A-9915-C, (Estate of Sterling Byrd) by the District Council contains no conditions related to environmental issues. This property is located in Area 5 of the Adopted College Park US 1 Corridor Sector Plan.

Site Description

The 0.54-acre site is located on the north side of Knox Road, approximately 250 feet east of Baltimore Avenue. A review of the information available indicates that Marlboro clay, steep and severe slopes, 100-year floodplain, wetlands, and streams are not found to occur on this property. The site is located in the Northeast Branch watershed, which is a tributary to the Anacostia River Basin. The soil found to occur on this property according to the Prince George's County Soil Survey is Sunnyside urban land complex, which has no significant limitations with respect to the development of this property. There are no rare, threatened or endangered species located in the vicinity of this property based on information provided by the Maryland Department of Natural Resources-Natural Heritage Program. No historic or scenic roads are affected by this proposal. Baltimore Avenue is a four- to six-lane major collector, located approximately 250 feet from the subject property and not generally regulated for noise impacts. The proposed use is not anticipated to be a noise generator. This property is located in the Developed Tier as delineated on the approved *General Plan*.

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Environmental Issues Addressed in the College Park US1 Corridor Sector Plan

Design standards (Trees and Plantings)

“C: Afforestation shall be accomplished through the provision of shade and ornamental trees. Tree cover shall be provided for a minimum of 10 percent of the gross site area and shall be measured by the amount of cover provided by a tree species in 10 years. Street trees planted along abutting rights-of-way may be counted toward meeting this standard. Exceptions to this standard shall be granted on redevelopment sites where provision of 10 percent tree cover is not feasible due to existing buildings and site features.”

Comment: This requirement has been met through the preservation of existing trees on-site and proposed tree plantings.

Environmental Review

a. This site is exempt from the provisions of the Woodland Conservation Ordinance because it is less than 40,000 square feet in size and does not have a previously approved tree conservation plan. A tree conservation plan is not required. A standard letter of exemption from the ordinance is required prior to the issuance of any building permit, and can be obtained from the Environmental Planning Section, Countywide Planning Division, on request in person or by mail.

Comment: A letter of exemption is required prior to the issuance of any permit. The letter of exemption should accompany all future applications for plans and permits.

b. The stormwater management concept approval letter dated March 25, 2003, includes the following condition of approval set as quotes in the memo: “Proposed construction of a 12-inch curb and adequate grading to allow runoff to flow onto Knox Road. No stormwater management is required. Fine grading permit is required.” The requirements for stormwater management will be met through subsequent reviews by the Department of Environmental Resources.

Comment: No further information is required with regard to stormwater management.

7. In a memorandum dated July 15, 2003 (Masog to Wagner), the Transportation Planning Section indicated that the proposed parking lot layout was unacceptable. However, the applicant has revised the plan to make the layout of the parking lot acceptable.

8. The Urban Design Section has the following additional comments:

- a. The brick wall directly adjacent to the entrance drive should be moved back from the curb a minimum of one foot for safety reasons.
- b. The two brick walls should be attached, eliminating the five-foot-wide gap between the

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walls.

- c. Concrete curbs should be provided throughout the parking lot to define parking spaces and protect landscaping.
 - d. The entire parking lot should be resurfaced with new asphalt.
 - e. A concrete driveway apron and curb returns should be provided at the entrance in accordance with City of College Park Department of Public Works standards.
9. The City of College Park held a public hearing on the subject application on November 25, 2003, and voted to approve the site plan with 10 conditions, which were agreed upon by the applicant. Those conditions have been incorporated into the Recommendation section below.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Detailed Site Plan DSP-03032, subject to the following conditions:

1. Prior to certification of the Detailed Site Plan, the following revision shall be made:
 - a. The site plan shall be revised to provide ADA-accessible ramps where the sidewalk meets the entrance drive to the parking lot.
 - b. The brick wall directly adjacent to the entrance drive shall be moved back from the curb a minimum of one foot for safety reasons.
 - c. The two brick walls shall be attached, eliminating the five-foot-wide gap between the walls.
 - d. Concrete curbs shall be provided throughout the parking lot to define parking spaces and protect landscaping.
 - e. A note shall be added to the plan stating that the entire parking lot shall be resurfaced with new asphalt.
 - f. A concrete driveway apron and curb returns shall be provided at the entrance in accordance with City of College Park Department of Public Works standards.
 - g. The plan shall be revised to identify the use on the adjacent property to the west as student housing.
 - h. An "A" bufferyard shall be provided along the western property line, and the appropriate

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Section 4.7 landscape schedule shall be provided on the landscape plan.

- i. The landscape plan shall be revised to provide a continuous shrubbery hedge to screen parking in lieu of the Blue Rug Juniper in the east bufferyard.
 - j. Provide two trash receptacles on site.
2. The applicant shall seek permission from the University of Maryland to extend the five-foot sidewalk along Knox Road to the existing curb at the western end of the property and make handicapped accessible.
3. The existing parking sign shall be removed. A sign plan with details shall be submitted for review and approval by the Planning Board's designee and the City of College Park if a new freestanding sign is proposed.
4. Prior to the issuance of a grading permit, the applicant shall provide evidence of a contract with an exterminator to attempt to eliminate rodents from the site.
5. The applicant shall provide a paved path at the northeast corner of the property to facilitate access between the adjoining parking lot (same owner) and adjacent businesses.

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

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This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Eley, seconded by Commissioner Vaughns, with Commissioners Eley, Vaughns, Squire and Hewlett voting in favor of the motion, and with Commissioner Harley absent, at its regular meeting held on Thursday, December 11, 2003, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 8th day of January 2004.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:GW:meg:wrc

Aspose.Pdf

APPLICATION FOR SPECIAL EXCEPTION

PRINCE GEORGE'S COUNTY, MARYLAND

S.E. No. 1071

DATE 8/7/64

RECEIPT No. 9347

4/30/, 1964

DIST. COUN. ACTION held till Nov 20 - 1:30 Dismissed 11:30-64

I, Lester Goldberg for Art Display Co
(Name of Applicant)

~~owner~~/agent, hereby make application for permission to use for the purposes
of Pole Sign
(Intended use)

the premises of Parcel A. BYRD ADDITION 4370 KNOX RD
(Description and location of property) College Park, Md
TO COLLEGE PARK

now zoned C-1
(Zoning Classification)

all owners

APPLICANT
Lester Goldberg
FOR ART DISPLAY CO
2315-18 PLNE
LA98884

H C Byrd
(Signature of Applicant) owner
College Park, Md.
(Post Office address of applicant) owner

Warfield 7-5572
(Telephone number of applicant) owner

OK
NML
5/17/64

RECEIVED
MAY 7 1964
CO. COMMRS. FOR
PR. GEO'S CO., MD.

SE 1071

August 19, 2019

Mr. Glenn E. Cook
The Traffic Group, Inc.
9900 Franklin Square Drive, Suite H
Baltimore MD 21236

Dear Mr. Glenn E. Cook:

Thank you for the opportunity to review the **Traffic Impact Study (TIS)** prepared by **The Traffic Group, Inc.**, dated **June 25, 2019** for the proposed **Knox Road Mixed Use Development – 19APPG022XX** located at **US 1 Baltimore Avenue (Mile Point: 3.75)** in **Prince Georges County**, Maryland. The State Highway Administration (SHA) review is complete and we are pleased to respond.

- The existing 14,796 square feet of retail space along Knox Road is to be redeveloped to instead include 795 student housing beds plus 32,000 square feet of retail space.
- The site plan shows an ingress only along Knox Road and an egress only and full-movement access point along Lehigh Road.
- The proposed redevelopment will result in a net increase of 124 morning peak hour trip and 143 evening peak hour trips

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

Regional and Intermodal Planning Division (RIPD) Comments by (Mr. David Rodgers):

1. The subject property is located just south of College Avenue, which is the southern limits of the US 1 reconstruction project, which extends north to MD 193. The US 1 intersections at College Avenue, Rossborough Lane, Hotel Drive, and Campus Drive, which are within the limits of the US 1 reconstruction project, are 4 out of 7 of the study intersections in the report. Also, the Purple Line light rail transit line will cross US 1 at the Rossborough Lane intersection. Construction is underway for the US 1 reconstruction project and is expected to be complete in summer 2023. Construction for the Purple Line light rail project is underway and is expected to be complete at the end of 2022. Language regarding how the US 1 reconstruction project and the Purple Line light rail transit project impacts traffic conditions along the US 1 corridor seems to have been omitted from the report. The extent of the

Mr. Glenn E. Cook
SHA Tracking No.: 19APPG022XX
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August 19, 2019

impact of the US 1 reconstruction project and the Purple Line light rail transit project on the operations of study intersections on US 1, including the study intersections at Knox Road, Calvert Road, and Guilford Drive, should be clearly shown in the report. For additional information and/or coordination regarding the US 1 reconstruction project or the Purple Line light rail transit project as it pertains to State roads, please contact Ms. Lindsay Bobian, Project Manager, Maryland Department of Transportation State Highway Administration (MDOT SHA), at 410-545-8765 or via email at LBobian@mdot.maryland.gov. For additional information and/or coordination regarding the Purple Line light rail transit project itself, please contact Mr. Jeff Ensor, Project Director, Transit Development & Delivery, Maryland Department of Transportation Maryland Transit Administration (MDOT MTA), at 240-714-5377 or via email at JEnsor@mdot.maryland.gov.

2. We defer to Travel Forecasting and Analysis, OOTS, and District 3 Traffic for additional comments related to safety and traffic operations.

Thank you for allowing RIPD to review the Knox Road Mixed Use Development (19APPG022XX) Traffic Impact Analysis. Please do not hesitate to contact me with the information provided. Please do not hesitate to contact David Rodgers, MDOT SHA Regional Planner, Prince George's County, at 410-545-5670 or DRodgers1@mdot.maryland.gov if you have any questions.

Travel Forecasting and Analysis Division (TFAD) Comments by (Mr. Rafey Subhani)

1. Exhibit 8 shows that Lehigh Road will have a significant number of new trips turning right onto US 1. A turning movement count and analysis should be conducted at the intersection of US 1 and Lehigh Road, and the volumes should be presented in the existing, background and total peak hour volume exhibits (Exhibits 3, 6 and 9).
2. No build year is specified in the report.
3. In Exhibit 7 (Trip Generation for Subject Site), a 40% pass-by trip reduction was taken for the proposed shopping center, and a 50% pass-by reduction was taken for the existing shopping center. Please explain the rationale for the difference in percentages.
4. In Exhibit 8, the assumptions made on trip diversion from Knox Road to Lehigh Road are unclear. Please provide further clarification.
5. The unsignalized intersection of US 1 and Lehigh Road should be analyzed and the analysis results should be presented in Exhibit 10.

6. Based on the site plan and new trip assignment shown in Exhibit 8, it appears all traffic for the proposed site will utilize Lehigh Road to exit the site, and there will be access to enter the site from both Knox Road and Lehigh Road. Given the proximity of the Lehigh Road intersection to the College Avenue intersection, and no available acceleration or deceleration lanes along US 1 at Lehigh Road, there is potential for vehicles entering and exiting Lehigh Road to negatively impact operations and safety at the College Avenue intersection. Using the signalized Knox Road intersection as the predominant entrance and exit to the site should be considered.
7. Although the CLV analysis shows LOS A for the signalized intersections, a Synchro analysis is recommended along the US 1 corridor from north of College Avenue to south of Knox Road. The CLV analysis does not capture interactions between the closely spaced intersections and a Synchro/Simtraffic analysis will better show the impact of additional volumes and the rerouting of trips proposed by the development on overall flow along southbound US 1.
8. The analysis should also shed light on the weaving of right turning traffic at Lehigh Road along US 1 southbound that is making the U-turn at Knox Road and destined to travel north on US 1. The distance between Lehigh Road and the beginning of the taper for the southbound US 1 left turn lane is approximately 175 feet, which might not be adequate to safely weave and maneuver into the left turn lane at the Knox Road intersection.
9. A queuing analysis is recommended at the intersection of US 1 and Knox Road to determine if storage of the US 1 southbound and northbound left turn lanes is adequate. There is potential for queue spillover from the southbound US 1 left turn lane at Knox Road (given the added U-turns from the site) that could significantly impact southbound through vehicles along US 1.

Traffic Development & Support Division (TDSD) Comments by (Mr. Errol Stoute):

TDSD concurs with the findings/methodology of the report and offers no critical comments at this time.

District 3 Traffic Comments by (Ms. Haixia Hu):

1. Please provide map to show the existing 14,796 SF of retail space.
2. Please provide map to show the proposed site development concept.
3. Please correct the traffic volumes at Exhibit 3.

Mr. Glenn E. Cook
SHA Tracking No.: 19APPG022XX
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4. Please show all the eight projects (would be generating new trips in the corridor) on Exhibit 5.

District 3 Engineering Systems Team (EST) Comments by (Ms. Claudine Myers):

1. The Engineering Systems Team has reviewed the TIS for conflict with any active design/construction projects managed by our office. At this time there are no conflicts and our office has no comments to offer.

Please submit a CD containing the traffic impact study, all supporting documentation, and a point-by-point response addressing the comments noted above to the Access Management Division. For electronic submissions create an account with our new online system <https://mdotsha.force.com/accesspermit>. Please reference the SHA tracking number on any future submissions. Please keep in mind that you can view the reviewer and project status via SHA Access Management Division web page at <http://www.roads.maryland.gov/pages/amd.aspx>. If you have any questions, or require additional information, please contact Mr. Kwesi Woodroffe at 301-513-7347, by using our toll-free number in Maryland only at 1-800-876-4742 (x7347) or via email at kwoodroffe@mdot.maryland.gov or shaamdpermits@mdot.maryland.gov.

Sincerely,



Andre Futrell,
District Engineer, District 3, SHA

AF/jwm

cc: Mr. Matt Baker, SHA – RIPD
Ms. Samantha Biddle, SHA – RIPD
Ms. Danielle Black, SHA – EST
Mr. Peter Campanides, SHA District #3 Traffic
Mr. Simon Chacha, SHA District #3 Traffic
Ms. Rola Daher, SHA – TFAD
Mr. Christopher Davis, Prince Georges M-NCPPC
Ms. Haixia Hu, SHA District #3 Traffic
Ms. Winstina Hughes, SHA – RIPD
Ms. Claudine Myers, SHA District #3 EST

Mr. Glenn E. Cook
SHA Tracking No.: 19APPG022XX
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Mr. David Rodgers, SHA – RIPD
Ms. Thomasina Saxon, SHA – RIPD
Mr. Errol Stoute, SHA – TDSD
Mr. William Stroud, SHA – TDSD
Mr. Rafey Subhani, SHA – TFAD
Mr. Kwesi Woodroffe, SHA District #3 Regional Engineer

March 30, 2020

MEMORANDUM

TO: Jeremy Hurlbutt, Development Review Division

FROM: Benjamin Ryan, Transportation Planning Section, Countywide Planning Division

SUBJECT: Detailed Site Plan Review for Pedestrian and Bicycle Transportation Master Plan Compliance

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

Detailed Site Plan Number: DSP-19037

Development Case Name: Knox Road Development

Type of Master Plan Bikeway or Trail

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

Preliminary Plan Background	
Building Square Footage (non-residential)	20,816 SF – Ground Floor Commercial
Number of Units (residential)	343 Multifamily Dwelling Units
Abutting Roadways	Knox Road, Lehigh Road
Abutting or Nearby Master Plan Roadways	Baltimore Avenue, Guilford Drive
Abutting or Nearby Master Plan Trails	Existing Shared Roadways: College Avenue, Knox Road, Guilford Road. Existing Side Path: Knox Road, Lehigh Road Planned Bike Lanes: Baltimore Avenue
Proposed Use(s)	Commercial / Multifamily Residential
Zoning	M-U-I, Central US 1 Corridor D-D-O
Centers and/or Corridors	Central US-1 Corridor / UMD East Campus Center
Prior Approvals on Subject Site	DSP-03032, 4-19028

Previous Conditions of Approval

Approved Preliminary Plan of Subdivision (PPS) 4-19028 includes the following condition of approval related to off-site improvements, specific to the subject property. Condition 7 from 4-19028 is copied below:

7. Prior to acceptance of a detailed site plan, an exhibit shall be provided that illustrates the location, limits, and details of the off-site monumental staircase and associated improvements approved with Preliminary Plan of Subdivision (PPS) 4-19028, consistent with Section 24-124.01(f) of the Subdivision Regulations. If it is determined at the time of detailed site plan that alternative off-site improvements are appropriate, the applicant shall demonstrate that the alternative improvements shall comply with the facility types contained in Section 24-124.01(d), be within 0.5 mile walking or bike distance of the subject site, within the public right-of-way, and within the limits of the cost cap contained in Section 24-124.01(c). The Prince George's County Planning Board shall find that the alternative off-site improvements are consistent with the bicycle and pedestrian impact statement adequacy finding made at the time of PPS. At the request of the City of College Park, an alternative improvement which may be considered by the applicant includes the removal or relocation, if feasible, of an existing utility pole on the north side of Knox Road, just east of the subject property.

Comment: The applicant has provided an exhibit displaying the proposed monumental staircase and associated off-site improvements per prior conditions of approval.

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 fronts the subject property to the north and is currently used as an access road to enter the site. A network of sidewalks is included in the proposed DSP and serves the entire subject site. There are no dedicated bike lanes, only the share roadway markings along Knox Road.

Review of Master Plan Compliance:

This development case is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT), which recommend the following facility:

- Knox Road Existing Shared Roadway

Comment: The submitted plans reflect the pedestrian and bicyclist facilities recommended in the MPOT. The Knox Road Shared Roadway has already been constructed.

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 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.
- 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 submitted plans reflect the relevant Complete Streets policies from the MPOT. An internal network of sidewalks has been submitted which provides pedestrian access along Knox Road, Lehigh Road, and the internal one-way access road. The subject property fronts on Knox Road to its south, which features an existing shared roadway and sidepath. The proposed DSP also includes bike lockers and bike racks on the interior of the facility and additional bike racks on the exterior of the facility along Knox Road.

This development is also subject to *Approved 2010 Central US 1 Corridor Sector Plan* and sectional map amendment. The submitted plans reflect the pedestrian and bicyclist facilities recommended in the Central US 1 Plan. Existing and Proposed Bikeways and Trails are displayed on Table 7 (p.141-143). No specific recommendations for Knox Road or Lehigh Road are listed within this Table.

The area master plan also includes the following recommendations for pedestrian and bicyclist facilities:

- Facilitating Cyclists – Bicycle Parking – Policy 2 - Strategies (p.141)
 - Provide bicycle parking, including bicycle racks and lockers, to encourage and facilitate bicycle travel
 - Encourage nonresidential and mixed-use developments to provide shower facilities and bicycle lockers as further incentives for increasing bicycle use

Comment: The submitted plans reflect that the pedestrian and bicyclist facilities recommended in the *Approved 2010 Central US 1 Corridor Sector Plan* and sectional map amendment. The DSP is a mixed-use development and proposes indoor bicycle lockers and exterior bike racks. The subject property fronts on an already constructed shared roadway along Knox Road.

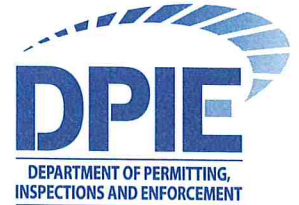
Conclusion

The Transportation Planning Section conclude that the submitted site plans meet the necessary findings for the detailed site plan and is deemed acceptable from the standpoint of pedestrian and bicycle transportation.



Angela D. Alsobrooks
County Executive

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



MEMORANDUM

March 19, 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*

RE: Knox Road Development
Detailed Site Plan No. DSP-19037

CR: Knox Road

CR: Lehigh Road

In response to the Detailed Site Plan No. DSP-19037 referral, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The property is located at 4422 Knox Road, on the north side of Knox Road, approximately 180 feet west of the intersection of Knox Road and Baltimore Avenue (US 1). Knox Road is a City of College Park maintained roadway. Baltimore Avenue is a Maryland State Highway Administration (MSHA) maintained roadway. Coordination with the City of College Park and MSHA officials are necessary.
- The applicant is proposing consolidation of two parcels into one parcel for the development of a mixed-used building containing 341 multifamily dwellings and 32,000 square feet of commercial space.
- The DSP 4-19037 is consistent with the approved Stormwater Management Concept No. 18513-2019-0.
- DPIE has no objection to the subject Detailed Site Plan.

If you have any questions or need additional information, please contact Mr. Steve Snyder, P.E., the District Engineer for the area, at 301.883.5740.

MCG:ZW:dar

cc: Rene Lord-Attivor, Chief, Traffic Engineering Section, S/RPRD, DPIE
Steve Snyder, P.E., District Engineer, S/RPRD, DPIE
Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE
Zerihun Woldemariam, Engineer, S/RPRD, DPIE
Greystar, 8405 Greensboro Road, Suite 500, McLean, Virginia 22102
Soltesz, Inc., 4300 Forbes Boulevard, Suite 230, Lanham, Maryland 20706

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

Countywide Planning Division
Historic Planning Section

301-952-3680

February 26, 2020

MEMORANDUM

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

VIA: Howard Berger, Supervisor, Historic Preservation Section, CWPD *HB*

FROM: Jennifer Stabler, Historic Preservation Section, CWPD *JAS*
Tyler Smith, Historic Preservation Section, CWPD *TAS*

SUBJECT: DSP-19037 Knox Road Development

The subject property comprises 1.65 acres at 4422 Knox Road on the north side of Knox Road approximately 127 feet west of the intersection of Knox Road and US 1/Baltimore Avenue. The subject application proposes the development of a mixed-use building with 343 multifamily dwelling units and 20,816 feet of ground floor retail. 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 recommends approval of DSP-19037 Knox Road Development with no conditions.



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

March 31, 2020

MEMORANDUM

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

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

SUBJECT: **DSP-19037: Knox Road Development**

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) 4-19028. 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 currently developed with 14,796 square feet of retail space. All existing structures will be razed pursuant to the approved development.

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 made on November 7, 2019 and contained within resolution PGCPB No. 19-123, 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 788 student housing beds in 343 units, along with 23,847 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-19037: Knox Road Development								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Proposed Retail	23,847	square feet	40	25	65	110	119	229
Less Internal Trip Capture			-1	0	-1	-8	-23	-31
Less Pass-By (50 percent)			-19	-13	-32	-51	-48	-99
Net Trips for Retail			20	12	32	51	48	99
Student Housing	788	beds	24	78	102	79	55	134
Less Internal Trip Capture			0	-1	-1	-23	-8	-31
Net Trips for Residential			24	77	101	56	47	103
Total Trips for DSP-19037			44	89	133	107	95	202
Trip Cap: PPS 4-19028					203			208

Prior Approvals

PPS 4-19028 for this site was reviewed and approved by the Planning Board on November 7, 2019 (PGCPB Resolution No. 19-132). The Planning Board approved the PPS with two traffic-related conditions which are applicable to the review of this DSP and warrant discussion, as follows:

- 3. **Total development within the subject property shall be limited to uses, which generate no more than 203 AM and 208 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

This condition establishes an overall trip cap for the subject property of 203 AM and 208 PM peak-hour trips. The proposed mixed-use building with 788 beds for student housing and retail space totaling 23,847 square feet would generate 133 AM and 202 PM peak-hour trips as noted in the table above.

- 4. **Prior to approval of a building permit within the subject property, the following improvements shall (a) have full financial assurances, (b) have been permitted for construction through the applicable agency, and (c) have an agreed upon timetable for construction with the appropriate entity (with improvements designed, as deemed necessary, to accommodate bicycles and pedestrians and ultimately completed prior to occupancy of the building):**
 - a. **Removal of the parking spaces on University of Maryland property on the north side of Lehigh Road.**

This condition may be satisfied by the applicant providing a copy of an executed easement and/or right of entry agreement, with the University of Maryland, authorizing construction of the improvements, providing for full financial assurances, including an agreed-upon timetable for construction, and a letter from the University of Maryland certifying that these conditions have been satisfied. Prior to execution, a draft of the easement and/or right of entry agreement shall be submitted to the Maryland-National Capital Park and Planning Commission (M-NCPPC) for review and approval and shall include the rights of M-NCPPC.

This condition is enforceable at the time of building permit and is not enforceable at this time. The plan does not pose a conflict with this condition. Given the information in the submitted Statement of Justification, it appears that this concept has informal concurrence with the University.

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.

March 30, 2020

MEMORANDUM

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

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

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

SUBJECT: **DSP- 19037 Knox Road Development**

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 amendment 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*.

FINDINGS

Amendment 1: Building Height. The application's nonconformance to the height standards of the DDOZ is not reasonably justified. 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)

BACKGROUND

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

Location: 4422 Knox Road and abutting properties

DSP-19037 Knox Road Development

Size: 1.65 acres

Existing Uses: A retail strip and surface parking lot

Proposal: A mixed-use residential and retail development

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan:

The subject property falls within the UMD Center and UMD East Local Centers as identified in Plan 2035 and is a designated Employment Area. These two Local Centers - further identified as Campus Centers - are focal points for development based on their access to transit (future Purple Line stops) 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, 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-Commercial land use for the subject property.

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).

The Central US 1 Corridor Development District Overlay Zone further observes that Walkable Nodes "consist 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. It has small blocks with wide sidewalks and buildings set close to the frontages" (p. 228).

The Sector Plan recommends the provision of "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. These widths provide space for outdoor dining and street trees along US 1 and a comfortable walking area on the side streets, while providing an adequate distance between the building frontages and the streets." (Walkable Node Policy 1, Strategy 4, p. 65)

The Sector Plan further recommends the location of "service uses, such as loading facilities and trash collection, to alleys or secondary streets." (Walkable Node Policy 1, Strategy 10, p. 66)

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. Side Setbacks: *The maximum side setback in the Walkable Node Character area is 24 feet (p.234)*

Due to the irregularity of building depths abutting the eastern property line, the setback of the building is increased to 34 feet in one area to provide ample space between the building and the abutting property. This variation from the DDOZ standards is reasonable to accommodate existing conditions of the site and should not substantially impair implementation of the Sector Plan.

2. Access to Off-street Parking: *"When present, alleys shall be the primary source of access to off-street parking...When alleys are not present, secondary frontage or side streets may be used as the primary source of access to off-street parking." (p. 241).*

As designed, the project has three frontages that can be used as the primary source of access for off-street parking – Knox Road, Lehigh Road, and Sterling Place, an internal drive. Knox Road is the primary frontage per the standards of the DDOZ (p. 231). The building has one point of access to parking from Knox Road at the southwest corner of the project, which

serves loading and parking for retail tenants on Sterling Place and is not internally connected to the primary garage accessed from Lehigh Road.

Due to the steep rise in grade along Knox Road, it reasonable to locate access to the parking garage at this location since no other frontage meets the parking at this grade.

3. Loading Areas: *“Loading and service areas shall not be visible from streets, except alleys. These areas shall be located a minimum of 30 feet away from public sidewalks.” (p. 242)*

“Loading and service areas should be hidden from public view by street screens.” (p. 242)

This project sites a loading area that services retail along Sterling Place at the southeast corner of the property, within 30 feet of the public sidewalk. This area of building is closest to the Knox Road and Route 1 intersection (the core of Downtown College Park) and will be highly visible to all by passers. Loading areas are typically an eyesore when they are not carefully designed as an integral part of the building’s architecture. They also tend to degrade the quality of urban streets when the operation of these areas is not thoughtfully timed and managed. This ground-floor use does not command architecture that anchors the corner in a manner suitable for this highly visible location and is not a use that will activate the ground level as intended within the Walkable Node Character Area.

Because of the geometry of the building, this loading area cannot be recessed further. For this reason, a variation from the standard of the DDOZ is a reasonable request. Furthermore, the southeast corner of the building sits at the lowest point on the site, where stormwater will naturally drain. The underground stormwater management vault is in this area of the building, directly beneath the loading bay.

Although the loading area is not the optimum use of this corner of building and will not enhance the public realm or walkability as intended in the Walkable Node Character Area, for serviceability of the vault, it is practical for this use to remain. Furthermore, the applicant has entered into an agreement with the City of College Park to limit the hours of operation of the loading area and granted authority to the City to enforce those hours. This enforcement should help minimize the negative impacts of the loading area to the public realm.

4. 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. This height is drastically out of context with adjacent 1-2 story buildings fronting Baltimore Avenue. No building immediately surrounding this development, including those that the applicant references in the Walkable Node University Character Area, are taller than 6 stories. Adhering to the 6-story height limit will create a more seamless transition from the taller campus dormitories to the

DSP-19037 Knox Road Development

commercial strip on Baltimore Avenue and be more complementary to the neighborhood scale. The building's height should be reduced to meet the standards of the DDOZ.

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

Countywide Planning Division
Environmental Planning Section

301-952-3650

March 26, 2020

MEMORANDUM

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

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

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

SUBJECT: **Knox Road Development; DSP-19037**

The Environmental Planning Section has reviewed the above referenced Detailed Site Plan received on January 20, 2020. The Subdivision Review Committee (SDRC) met and no comments were generated on March 6, 2020. The Environmental Planning Section recommends approval of Detailed Site Plan, DSP-19037, with no conditions.

Background

The Environmental Planning Section previously reviewed the following applications and associated plans for the subject site applicable to this case:

Development Review Case #	Associated Tree Conservation Plan or Natural Resource Inventory#	Authority	Status	Action Date	Resolution Number
N/A	NRI-057-2019	Staff	Approved	5/16/2019	N/A
N/A	S-066-2019 (woodland conservation exemption)	Staff	Approved	4/25/2019	NA
4-19028	NA	Planning Board	Approved	11/7/2019	19-123
DSP-19037	NS	Planning Board	Pending	Pending	Pending

Proposed Activity

This detailed site plan proposes a mixed-use building with 343 multifamily dwelling units and 20,816 square feet of ground floor retail on a 1.65-acre site in the M-U-I and D-D-O zones.

Grandfathering

The site is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010 and February 1, 2012, because the site is subject to a Preliminary Plan of Subdivision (4-19028).

Conditions of Previous Approval

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

Environmental Review

Existing Conditions/Natural Resource Inventory

An approved Natural Resources Inventory, NRI-057-2019, was submitted with the application. There are no Regulated Environmental Features (REF) such as streams, non-tidal wetlands and their associated buffers. The site contains no 100-year floodplain or Primary Management Area (PMA). Only a small area of man-made steep slopes is located on the northwestern corner of the site. No forest exists on-site. Two specimen trees exist on-site.

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-066-2019), which expires on April 25, 2021. No additional information is required regarding woodland conservation.

Stormwater Management

An approved Stormwater Management Concept plan (18513-2019) was submitted with the subject application. According to the approved Stormwater Management (SWM) concept plan, the private system will utilize a green roof, and an underground storage vault to improve the water quality of runoff that will discharge off-site. No further information is required at this time.

Soils

The predominant soils found to occur on-site, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Urban land and Christiana Downer Urban land complex. According to available information, no Marlboro clay exists onsite; however, Christiana complexes are mapped on this property. Christiana complexes are considered unsafe soils that exhibit shrink/swell characteristics during rain events, which make it unstable for structures. However, there are no slopes of significant concern identified within the area of this soil type and the applicant is proposing to cut and fill the site to a 1 percent grade for a buildable area. A geotechnical review was not requested with this application but may be required for review with a future development application.

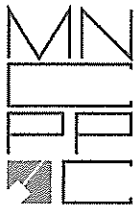
No further action is needed as it relates to this application. The County may require a soils report in conformance with CB-94-2004 during future phases of development.

Knox Road; DSP-19037
March 26, 2020
Page 3

Summary of Recommended Findings and Conditions

The Environmental Planning Section recommends approval of DSP-19037 with no conditions.

If you have any questions concerning this review, please contact me by e-mail at marc.juba@ppd.mncppc.org or call 301-883-3239.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: February 24, 2020

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

FROM: Helen Asan, Land Acquisition Section Supervisor
Land Acquisition/Management & Development Review Section
Park Planning and Development Division *J.A.*
Department of Parks and Recreation

SUBJECT: **DSP-19037, Knox Road Development**

The staff of the Department of Parks and Recreation (DPR) has reviewed and evaluated the above referenced Detailed Site Plan (DSP) for conformance with the requirements of the previously approved Preliminary Plan of Subdivision 4-19028; as policies in these documents pertain to public parks and recreational facilities.

ANALYSIS


The subject property consists of 1.65 acres of M-U-I/D-D-O zoned land. Located north of Knox Road, approximately 180 feet west of the intersection of Knox Road and US 1 (Baltimore Avenue) in College Park, Maryland. The purpose of the project is to construct 341 multifamily units and 32,000 square feet of commercial space in the Mixed Use-Infill (M-U-I) zone within the Development District Overlay (D-D-O) zone.

On-site recreational facilities were deemed appropriate at the time of Preliminary Plan of Subdivision 4-19028 approval. As such, per condition #9 of PGCPB Resolution 19-123, the on-site recreational facilities shall be reviewed by the Urban Design Section of DRD for adequacy and proper siting, including triggers for construction, with the submittal of the Detailed Site Plan.

March 30, 2020

MEMORANDUM

TO: Jeremy Hurlbutt, Master Planner, Urban Design Section

FROM: Alice Jacobs, Principal Planning Technician, Permit Review Section 

SUBJECT: DSP-19037 – Knox Road Development

1. No further comments are offered at this time.

From: [Reilly, James V](#)
To: [Hurlbutt, Jeremy](#)
Cc: [PGCReferrals](#)
Subject: FW: EPlan ACCEPTANCE referral for DSP-19037, KNOX ROAD DEVELOPMENT (PB) via DROPBOX
Date: Monday, March 30, 2020 6:25:03 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)

Office of the Fire Marshal

March 30, 2020

Jeremy Hurlbutt, Master Planner
Urban Design Section
Development Review Division
The Maryland-National Capital Park and Planning Commission
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

Dear Mr. Simon:

The Office of the Fire Marshal of the Prince George's County Fire and EMS Department has reviewed the referral for DSP-19037, Knox Road Development. We have the following comments:

- 1) Hydrants shall be provided so that no exterior portion of the building is more than 500' from a hydrant as hose is laid by the fire department. Please provide an exhibit or information confirming compliance.
- 2) No exterior portion of the building shall be more than 450' from a fire access road as hose is laid by the fire department. Please provide an exhibit or information confirming compliance.
- 3) A hydrant must be provided within 200' feet of any Fire Department Connection (FDC) measured as hose is laid by the fire department. The hydrant serving the FDC should be arranged so that hoses do not cross the drive aisle.

Please let me know if you have any questions regarding these comments. Regards.

James V. Reilly
Contract Project Coordinator III



Office of the Fire Marshal
Division of Fire Prevention and Life Safety
Prince George's County Fire and EMS Department
6820 Webster Street, Landover Hills, MD 20784

Office: 301-583-1830
Direct: 301-583-1838
Cell: 240-508-4931
Fax: 301-583-1945
Email: jvreilly@co.pg.md.us

From: Hurlbutt, Jeremy [mailto:Jeremy.Hurlbutt@ppd.mncppc.org]

Sent: Monday, March 30, 2020 5:43 PM

To: Summerlin, Cheryl; Smith, Tyler; Stabler, Jennifer; Hall, Ashley; Brake, Michelle; Franklin, Judith; Green, David A; Masog, Tom; Barnett-Woods, Bryan; Dixon, June; Chaconas, Sheila; Holley, Edward; Brooke E. Larman; Fields, Ernest; Reiser, Megan; Shoulars, Katina; Rotondo, Chris; Reilly, James V; sltoth@co.pg.md.us; Richards, Dorothy A.; Gaskins, Tabitha; De Guzman, Reynaldo S.; Giles, Mary C.; Lord-Attivor, Rene; Snyder, Steven G.; Abdullah, Mariwan; Formukong, Nanji W.; Tayyem, Mahmoud; Yuen, Steven; Contic, Wendy M.; Thweatt, Susan W.; Adepoju, Adebola O.; kwoodroffe@sha.state.md.us; pcampanides@sha.state.md.us; #dsgintake@wsscwater.com; kenneth.l.barnhart@verizon.com; jkoroma@pepco.com; kencrouse@comcast.net; pmartinez@washgas.com; tschum@collegeparkmd.gov; jchandler@hyattsville.org; PLANNING@hyattsville.org; Kate Powers; akthompson@riverdaleparkmd.gov; mayor@upmd.org; townhall@upmd.org; chollingsworth@hyattsville.org; mbader@collegeparkmd.gov

Cc: Grigsby, Martin; Kosack, Jill; Davis, Lisa; Fairley, Lillian; Checkley, Andree; Conner, Sherri; Young Roh

Subject: RE: EPlan ACCEPTANCE referral for DSP-19037, KNOX ROAD DEVELOPMENT (PB) via DROPBOX

CAUTION: This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

As a reminder this referral was due today please provide your referrals asap if you have not done so already.

Thank you,

From: Summerlin, Cheryl <Cheryl.Summerlin@ppd.mncppc.org>

Sent: Thursday, March 26, 2020 1:41 PM

To: Smith, Tyler <Tyler.Smith@ppd.mncppc.org>; Stabler, Jennifer <Jennifer.Stabler@ppd.mncppc.org>; Hall, Ashley <Ashley.Hall@ppd.mncppc.org>; Brake, Michelle <Michelle.Brake@ppd.mncppc.org>; Franklin, Judith <Judith.Franklin@ppd.mncppc.org>; Green, David A <davida.green@ppd.mncppc.org>; Masog, Tom <Tom.Masog@ppd.mncppc.org>; Barnett-

Woods, Bryan <bryan.barnett-woods@ppd.mncppc.org>; Dixon, June <june.dixon@ppd.mncppc.org>; Chaconas, Sheila <Sheila.Chaconas@ppd.mncppc.org>; Holley, Edward <Edward.Holley@Pgparks.com>; Larman, Brooke <Brooke.Larman@ppd.mncppc.org>; Fields, Ernest <Ernest.Fields@ppd.mncppc.org>; Reiser, Megan <Megan.Reiser@ppd.mncppc.org>; Shoulars, Katina <Katina.Shoulars@ppd.mncppc.org>; Rotondo, Chris <Chris.Rotondo@ppd.mncppc.org>; Reilly, James V <JVReilly@co.pg.md.us>; slttoth@co.pg.md.us; 'DARichards@co.pg.md.us' <DARichards@co.pg.md.us>; tgaskins@co.pg.md.us; 'Rey DeGuzman' <rsdeguzman@co.pg.md.us>; mcgiles@co.pg.md.us; rlattivor@co.pg.md.us; Snyder, Steven G. <SGSnyder@co.pg.md.us>; mabdullah@co.pg.md.us; nwformukong@co.pg.md.us; mtayyem@co.pg.md.us; SYuen@co.pg.md.us; wmcontic@co.pg.md.us; swthweatt@co.pg.md.us; aoadepoju@co.pg.md.us; kwoodroffe@sha.state.md.us; pcampanides@sha.state.md.us; #dsgintake@wsscwater.com; kenneth.l.barnhart@verizon.com; jkoroma@pepco.com; kencrouse@comcast.net; pmartinez@washgas.com; tschum@collegeparkmd.gov; jchandler@hyattsville.org; PLANNING@hyattsville.org; Kate Powers <kpowers@hyattsville.org>; akthompson@riverdaleparkmd.gov; mayor@upmd.org; townhall@upmd.org; chollingsworth@hyattsville.org; mbader@collegeparkmd.gov

Cc: Hurlbutt, Jeremy <Jeremy.Hurlbutt@ppd.mncppc.org>; Grigsby, Martin <Martin.Grigsby@ppd.mncppc.org>; Kosack, Jill <Jill.Kosack@ppd.mncppc.org>; Davis, Lisa <Lisa.Davis@ppd.mncppc.org>; Fairley, Lillian <Lillian.Fairley@ppd.mncppc.org>; Checkley, Andree <andree.checkley@ppd.mncppc.org>; Conner, Sherri <sherri.conner@ppd.mncppc.org>; Young Roh <yroh@solteszco.com>

Subject: RE: EPlan ACCEPTANCE referral for DSP-19037, KNOX ROAD DEVELOPMENT (PB) via DROPBOX

All:

Revised documents received today in response to SDRC comments. Please review the folder labeled 3-26-2020. <https://www.dropbox.com/sh/ycgy81rssy8syzf/AAB27tg2gjRz3tGVs5GoOtmFa?dl=0>.

Thank you,

Cheryl Summerlin

Applications Supervisor | Development Review Division

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department

14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

301-952-3578 | cheryl.summerlin@ppd.mncppc.org



From: ePlan <ePlan@ppd.mncppc.org>

Sent: Thursday, February 20, 2020 11:00 AM

To: Smith, Tyler <Tyler.Smith@ppd.mncppc.org>; Stabler, Jennifer <Jennifer.Stabler@ppd.mncppc.org>; Hall, Ashley <Ashley.Hall@ppd.mncppc.org>; Brake, Michelle <Michelle.Brake@ppd.mncppc.org>; Henderson, Tamika <Tamika.Henderson@ppd.mncppc.org>; Franklin, Judith <Judith.Franklin@ppd.mncppc.org>; Green, David A <davida.green@ppd.mncppc.org>; Masog, Tom <Tom.Masog@ppd.mncppc.org>; Barnett-Woods, Bryan <bryan.barnett-woods@ppd.mncppc.org>; Dixon, June <june.dixon@ppd.mncppc.org>; Chaconas, Sheila <Sheila.Chaconas@ppd.mncppc.org>; Holley, Edward <Edward.Holley@Pgiparks.com>; Larman, Brooke <Brooke.Larman@ppd.mncppc.org>; Fields, Ernest <Ernest.Fields@ppd.mncppc.org>; Reiser, Megan <Megan.Reiser@ppd.mncppc.org>; Shoulars, Katina <Katina.Shoulars@ppd.mncppc.org>; Rotondo, Chris <Chris.Rotondo@ppd.mncppc.org>; Reilly, James V <JVReilly@co.pg.md.us>; sltoth@co.pg.md.us; 'DARichards@co.pg.md.us' <DARichards@co.pg.md.us>; tgaskins@co.pg.md.us; 'Rey DeGuzman' <rsdeguzman@co.pg.md.us>; mcgiles@co.pg.md.us; rlattivor@co.pg.md.us; Snyder, Steven G. <SGSnyder@co.pg.md.us>; mabdullah@co.pg.md.us; nwformukong@co.pg.md.us; mtayyem@co.pg.md.us; SYuen@co.pg.md.us; wmcontic@co.pg.md.us; swthweatt@co.pg.md.us; aoadepoju@co.pg.md.us; kwoodroffe@sha.state.md.us; pcampanides@sha.state.md.us; [#dsgintake@wsscwater.com](https://www.wsscwater.com); kenneth.l.barnhart@verizon.com; jkoroma@pepco.com; kencrouse@comcast.net; pmartinez@washgas.com; tschum@collegeparkmd.gov; jchandler@hyattsville.org; PLANNING@hyattsville.org; Kate Powers <kpowers@hyattsville.org>; akthompson@riverdaleparkmd.gov; mayor@upmd.org; townhall@upmd.org; chollingsworth@hyattsville.org; mbader@collegeparkmd.gov

Cc: Hurlbutt, Jeremy <Jeremy.Hurlbutt@ppd.mncppc.org>; Summerlin, Cheryl <Cheryl.Summerlin@ppd.mncppc.org>; Grigsby, Martin <Martin.Grigsby@ppd.mncppc.org>; Kosack, Jill <Jill.Kosack@ppd.mncppc.org>; Graham, Audrey <Audrey.Graham@ppd.mncppc.org>; Davis, Lisa <Lisa.Davis@ppd.mncppc.org>; Lee, Randar <Randar.Lee@ppd.mncppc.org>; Fairley, Lillian <Lillian.Fairley@ppd.mncppc.org>; Checkley, Andree <andree.checkley@ppd.mncppc.org>; Conner, Sherri <sherri.conner@ppd.mncppc.org>; Dickerson, Garrett <Garrett.Dickerson@ppd.mncppc.org>; Young Roh <yroh@solteszco.com>

Subject: EPlan ACCEPTANCE referral for DSP-19037, KNOX ROAD DEVELOPMENT (PB) via DROPBOX

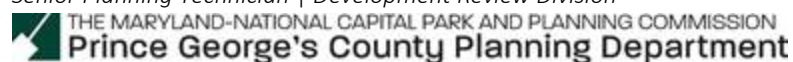
All,

This is an EPlan ACCEPTANCE referral for DSP-19037, Knox Road Development. This case was officially accepted as of today, February 20, 2020. SDRC is scheduled for March 6, 2020. Please submit ALL comments to Jeremy Hurlbutt(email attached). Click on the hyperlink to view the case: <https://www.dropbox.com/sh/ycgy81rssy8syzf/AAB27tg2gjRz3tGVs5GoOtmFa?dl=0> .

Thank you...

Donald R. Townsend

Senior Planning Technician | Development Review Division



14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

301-952-4688 | donald.townsend@ppd.mncppc.org



This E-mail and any of its attachments may contain Prince George’s County Government or Prince George's County 7th Judicial Circuit Court proprietary information or Protected Health Information, which is privileged and confidential. This E-mail is intended solely for the use of the individual or entity to which it is addressed. If you are not the intended recipient of this E-mail, you are hereby notified that any dissemination, distribution, copying, or action taken in relation to the contents of and attachments to this E-mail is strictly prohibited by federal law and may expose you to civil and/or criminal penalties. If you have received this E-mail in error, please notify the sender immediately and permanently delete the original and any copy of this E-mail and any printout.

From: [Smith, Tyler](#)
To: [Hurlbutt, Jeremy](#); [PGCReferrals](#)
Cc: [Stabler, Jennifer](#); [Berger, Howard](#); [Hall, Ashley](#); [Dixon, June](#)
Subject: FW: EPlan ACCEPTANCE referral for DSP-19037, KNOX ROAD DEVELOPMENT (PB) via DROPBOX
Date: Friday, March 13, 2020 12:35:48 PM
Attachments: [DSP-19037 COVER .pdf](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)

Hi Jeremy,

The revised plans will not change the Historic Preservation Section's previous memo.

Thanks,

Tyler

From: Summerlin, Cheryl <Cheryl.Summerlin@ppd.mncppc.org>
Sent: Thursday, March 12, 2020 4:37 PM
To: Smith, Tyler <Tyler.Smith@ppd.mncppc.org>; Stabler, Jennifer <Jennifer.Stabler@ppd.mncppc.org>; Hall, Ashley <Ashley.Hall@ppd.mncppc.org>; Brake, Michelle <Michelle.Brake@ppd.mncppc.org>; Henderson, Tamika <Tamika.Henderson@ppd.mncppc.org>; Franklin, Judith <Judith.Franklin@ppd.mncppc.org>; Green, David A <davida.green@ppd.mncppc.org>; Masog, Tom <Tom.Masog@ppd.mncppc.org>; Barnett-Woods, Bryan <bryan.barnett-woods@ppd.mncppc.org>; Dixon, June <june.dixon@ppd.mncppc.org>; Chaconas, Sheila <Sheila.Chaconas@ppd.mncppc.org>; Holley, Edward <Edward.Holley@Pgparcs.com>; Larman, Brooke <Brooke.Larman@ppd.mncppc.org>; Fields, Ernest <Ernest.Fields@ppd.mncppc.org>; Reiser, Megan <Megan.Reiser@ppd.mncppc.org>; Shoulars, Katina <Katina.Shoulars@ppd.mncppc.org>; Rotondo, Chris <Chris.Rotondo@ppd.mncppc.org>; Reilly, James V <JVReilly@co.pg.md.us>; sltoth@co.pg.md.us; 'DARichards@co.pg.md.us' <DARichards@co.pg.md.us>; tgaskins@co.pg.md.us; 'Rey DeGuzman' <rsdeguzman@co.pg.md.us>; mcgiles@co.pg.md.us; rlattivor@co.pg.md.us; Snyder, Steven G. <SGSnyder@co.pg.md.us>; mabdullah@co.pg.md.us; nwformukong@co.pg.md.us; mtayyem@co.pg.md.us; SYuen@co.pg.md.us; wmcontic@co.pg.md.us; swthweatt@co.pg.md.us; aoadepoju@co.pg.md.us; kwoodroffe@sha.state.md.us; pcampanides@sha.state.md.us; #dsgintake@wsscwater.com; kenneth.l.barnhart@verizon.com; jkoroma@pepco.com; kencrouse@comcast.net; pmartinez@washgas.com; tschum@collegeparkmd.gov; jchandler@hyattsville.org; PLANNING@hyattsville.org; Kate Powers <kpowers@hyattsville.org>; akthompson@riverdaleparkmd.gov; mayor@upmd.org; townhall@upmd.org; chollingsworth@hyattsville.org; mbader@collegeparkmd.gov
Cc: Hurlbutt, Jeremy <Jeremy.Hurlbutt@ppd.mncppc.org>; Grigsby, Martin <Martin.Grigsby@ppd.mncppc.org>; Kosack, Jill <Jill.Kosack@ppd.mncppc.org>; Graham, Audrey <Audrey.Graham@ppd.mncppc.org>; Davis, Lisa <Lisa.Davis@ppd.mncppc.org>; Lee, Randar

<Randar.Lee@ppd.mncppc.org>; Fairley, Lillian <Lillian.Fairley@ppd.mncppc.org>; Checkley, Andree <andree.checkley@ppd.mncppc.org>; Conner, Sherri <sherri.conner@ppd.mncppc.org>; Dickerson, Garrett <Garrett.Dickerson@ppd.mncppc.org>; Young Roh <yroh@solteszco.com>; Madison, Danielle <Danielle.Madison@ppd.mncppc.org>

Subject: RE: EPlan ACCEPTANCE referral for DSP-19037, KNOX ROAD DEVELOPMENT (PB) via DROPBOX

All:

Applicant submitted revised plans today. Please refer to folder labeled 3-12-20 for review.
<https://www.dropbox.com/sh/ycgy81rssy8syzf/AAB27tg2gjRz3tGVs5GoOtmFa?dl=0>.

Thank you,

Cheryl Summerlin

Applications Supervisor | Development Review Division



14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

301-952-3578 | cheryl.summerlin@ppd.mncppc.org



From: ePlan <ePlan@ppd.mncppc.org>

Sent: Thursday, February 20, 2020 11:00 AM

To: Smith, Tyler <Tyler.Smith@ppd.mncppc.org>; Stabler, Jennifer <Jennifer.Stabler@ppd.mncppc.org>; Hall, Ashley <Ashley.Hall@ppd.mncppc.org>; Brake, Michelle <Michelle.Brake@ppd.mncppc.org>; Henderson, Tamika <Tamika.Henderson@ppd.mncppc.org>; Franklin, Judith <Judith.Franklin@ppd.mncppc.org>; Green, David A <davida.green@ppd.mncppc.org>; Masog, Tom <Tom.Masog@ppd.mncppc.org>; Barnett-Woods, Bryan <bryan.barnett-woods@ppd.mncppc.org>; Dixon, June <june.dixon@ppd.mncppc.org>; Chaconas, Sheila <Sheila.Chaconas@ppd.mncppc.org>; Holley, Edward <Edward.Holley@Pgparks.com>; Larman, Brooke <Brooke.Larman@ppd.mncppc.org>; Fields, Ernest <Ernest.Fields@ppd.mncppc.org>; Reiser, Megan <Megan.Reiser@ppd.mncppc.org>; Shoulars, Katina <Katina.Shoulars@ppd.mncppc.org>; Rotondo, Chris <Chris.Rotondo@ppd.mncppc.org>; Reilly, James V <JVReilly@co.pg.md.us>; sltoth@co.pg.md.us; 'DARichards@co.pg.md.us' <DARichards@co.pg.md.us>; tgaskins@co.pg.md.us; 'Rey DeGuzman' <rsdeguzman@co.pg.md.us>; mcgiles@co.pg.md.us; rlattivor@co.pg.md.us; Snyder, Steven G. <SGSnyder@co.pg.md.us>; mabdullah@co.pg.md.us; nwformukong@co.pg.md.us; mtayyem@co.pg.md.us; SYuen@co.pg.md.us; wmcontic@co.pg.md.us; swthweatt@co.pg.md.us; aoadepoju@co.pg.md.us; kwoodroffe@sha.state.md.us; pcampanides@sha.state.md.us; [#dsgintake@wsscwater.com](https://www.facebook.com/dsgintake); kenneth.l.barnhart@verizon.com; jkoroma@pepco.com; kencrouse@comcast.net;

pmartinez@washgas.com; tschum@collegeparkmd.gov; jchandler@hyattsville.org; PLANNING@hyattsville.org; Kate Powers <kpowers@hyattsville.org>; akthompson@riverdaleparkmd.gov; mayor@upmd.org; townhall@upmd.org; chollingsworth@hyattsville.org; mbader@collegeparkmd.gov

Cc: Hurlbutt, Jeremy <Jeremy.Hurlbutt@ppd.mncppc.org>; Summerlin, Cheryl <Cheryl.Summerlin@ppd.mncppc.org>; Grigsby, Martin <Martin.Grigsby@ppd.mncppc.org>; Kosack, Jill <Jill.Kosack@ppd.mncppc.org>; Graham, Audrey <Audrey.Graham@ppd.mncppc.org>; Davis, Lisa <Lisa.Davis@ppd.mncppc.org>; Lee, Randar <Randar.Lee@ppd.mncppc.org>; Fairley, Lillian <Lillian.Fairley@ppd.mncppc.org>; Checkley, Andree <andree.checkley@ppd.mncppc.org>; Conner, Sherri <sherri.conner@ppd.mncppc.org>; Dickerson, Garrett <Garrett.Dickerson@ppd.mncppc.org>; Young Roh <yroh@solteszco.com>

Subject: EPlan ACCEPTANCE referral for DSP-19037, KNOX ROAD DEVELOPMENT (PB) via DROPBOX

All,

This is an EPlan ACCEPTANCE referral for DSP-19037, Knox Road Development. This case was officially accepted as of today, February 20, 2020. SDRC is scheduled for March 6, 2020. Please submit ALL comments to Jeremy Hurlbutt(email attached). Click on the hyperlink to view the case: <https://www.dropbox.com/sh/ycgy81rssy8syzf/AAB27tg2gjRz3tGVs5GoOtmFa?dl=0> .

Thank you...

Donald R. Townsend

Senior Planning Technician | Development Review Division

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department

14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

301-952-4688 | donald.townsend@ppd.mncppc.org



April 3, 2020

MEMORANDUM

TO: Ted Kowaluk, Planner Coordinator, Special Projects Section, Countywide Division

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

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

SUBJECT: **MR-2008 A Knox Road Mixed Use Development**

FINDINGS

General Plan:

This application is consistent with the 2014 *Plan Prince George's 2035 General Plan* which designates this application in the UMD Center and UMD East Campus Centers and a designated Employment Area.

Master Plan:

The 2010 *Approved Central US 1 Corridor Sector Plan* does not make land use recommendations for the subject parcels since they are currently used as right-of-way.

BACKGROUND

Location: Parcels 58, 218, and 140 in the vicinity of Lehigh Road

Existing Uses: Private right-of-way

Proposal: Removal and replacement of the existing vehicular and pedestrian surfaces, including improvements to pedestrian circulation.

GENERAL PLAN, MASTER PLAN AND SMA

General Plan:

The subject parcels fall within the UMD Center and UMD East Campus Centers, as well as a designated Employment Area. Campus Centers are focal points for development based on their access to transit and major highways. Employment Areas have the highest concentration of economic activity in the County's targeted industry clusters and is where the plan recommends

supporting business growth, new business development near transit where possible, improving transportation access and connectivity, and creating opportunities for synergies (Plan 2035, p. 19).

Master Plan:

The 2010 Central US 1 Corridor Sector Plan does not make specific land use recommendations for these parcels since they are property of the University of Maryland and currently used as right-of-way.

The parcels abut the Walkable Node Character Area of the 2010 Central US 1 Corridor Sector Plan. In Walkable Nodes, the plan recommends development of “pedestrian-friendly, transit-oriented, mixed-use walkable nodes at appropriate locations” and emphasizes generous sidewalks and pathways that prioritized pedestrian mobility. The application proposes modifications to Lehigh Road that will eliminate parking, replace and extend the sidewalk, and construct a grand staircase connecting campus pathways to Baltimore Avenue. The proposal is consistent with the vision of the Sector Plan.

Planning Area:

66

Community:

College Park-Berwyn Heights & Vicinity

Aviation: This application is located within Aviation Policy Area 6. The proposed at-grade improvements will not conflict with applicable height regulations.

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

SMA/Zoning:

The 2010 Central US 1 Corridor Approved Sector Plan and Sectional Map Amendment does not provide zoning recommendations for the subject parcels because they are right-of-way.

cc: Adam Dodgson, Planning Supervisor, Placemaking Section, Community Planning
Long Range Book

August 19, 2019

Mr. Glenn E. Cook
The Traffic Group, Inc.
9900 Franklin Square Drive, Suite H
Baltimore MD 21236

Dear Mr. Glenn E. Cook:

Thank you for the opportunity to review the **Traffic Impact Study (TIS)** prepared by **The Traffic Group, Inc.**, dated **June 25, 2019** for the proposed **Knox Road Mixed Use Development – 19APPG022XX** located at **US 1 Baltimore Avenue (Mile Point: 3.75)** in **Prince Georges County**, Maryland. The State Highway Administration (SHA) review is complete and we are pleased to respond.

- The existing 14,796 square feet of retail space along Knox Road is to be redeveloped to instead include 795 student housing beds plus 32,000 square feet of retail space.
- The site plan shows an ingress only along Knox Road and an egress only and full-movement access point along Lehigh Road.
- The proposed redevelopment will result in a net increase of 124 morning peak hour trip and 143 evening peak hour trips

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

Regional and Intermodal Planning Division (RIPD) Comments by (Mr. David Rodgers):

1. The subject property is located just south of College Avenue, which is the southern limits of the US 1 reconstruction project, which extends north to MD 193. The US 1 intersections at College Avenue, Rossborough Lane, Hotel Drive, and Campus Drive, which are within the limits of the US 1 reconstruction project, are 4 out of 7 of the study intersections in the report. Also, the Purple Line light rail transit line will cross US 1 at the Rossborough Lane intersection. Construction is underway for the US 1 reconstruction project and is expected to be complete in summer 2023. Construction for the Purple Line light rail project is underway and is expected to be complete at the end of 2022. Language regarding how the US 1 reconstruction project and the Purple Line light rail transit project impacts traffic conditions along the US 1 corridor seems to have been omitted from the report. The extent of the

Mr. Glenn E. Cook
SHA Tracking No.: 19APPG022XX
Page 2 of 5
August 19, 2019

impact of the US 1 reconstruction project and the Purple Line light rail transit project on the operations of study intersections on US 1, including the study intersections at Knox Road, Calvert Road, and Guilford Drive, should be clearly shown in the report. For additional information and/or coordination regarding the US 1 reconstruction project or the Purple Line light rail transit project as it pertains to State roads, please contact Ms. Lindsay Bobian, Project Manager, Maryland Department of Transportation State Highway Administration (MDOT SHA), at 410-545-8765 or via email at LBobian@mdot.maryland.gov. For additional information and/or coordination regarding the Purple Line light rail transit project itself, please contact Mr. Jeff Ensor, Project Director, Transit Development & Delivery, Maryland Department of Transportation Maryland Transit Administration (MDOT MTA), at 240-714-5377 or via email at JEnsor@mdot.maryland.gov.

2. We defer to Travel Forecasting and Analysis, OOTS, and District 3 Traffic for additional comments related to safety and traffic operations.

Thank you for allowing RIPD to review the Knox Road Mixed Use Development (19APPG022XX) Traffic Impact Analysis. Please do not hesitate to contact me with the information provided. Please do not hesitate to contact David Rodgers, MDOT SHA Regional Planner, Prince George's County, at 410-545-5670 or DRodgers1@mdot.maryland.gov if you have any questions.

Travel Forecasting and Analysis Division (TFAD) Comments by (Mr. Rafey Subhani)

1. Exhibit 8 shows that Lehigh Road will have a significant number of new trips turning right onto US 1. A turning movement count and analysis should be conducted at the intersection of US 1 and Lehigh Road, and the volumes should be presented in the existing, background and total peak hour volume exhibits (Exhibits 3, 6 and 9).
2. No build year is specified in the report.
3. In Exhibit 7 (Trip Generation for Subject Site), a 40% pass-by trip reduction was taken for the proposed shopping center, and a 50% pass-by reduction was taken for the existing shopping center. Please explain the rationale for the difference in percentages.
4. In Exhibit 8, the assumptions made on trip diversion from Knox Road to Lehigh Road are unclear. Please provide further clarification.
5. The unsignalized intersection of US 1 and Lehigh Road should be analyzed and the analysis results should be presented in Exhibit 10.

6. Based on the site plan and new trip assignment shown in Exhibit 8, it appears all traffic for the proposed site will utilize Lehigh Road to exit the site, and there will be access to enter the site from both Knox Road and Lehigh Road. Given the proximity of the Lehigh Road intersection to the College Avenue intersection, and no available acceleration or deceleration lanes along US 1 at Lehigh Road, there is potential for vehicles entering and exiting Lehigh Road to negatively impact operations and safety at the College Avenue intersection. Using the signalized Knox Road intersection as the predominant entrance and exit to the site should be considered.
7. Although the CLV analysis shows LOS A for the signalized intersections, a Synchro analysis is recommended along the US 1 corridor from north of College Avenue to south of Knox Road. The CLV analysis does not capture interactions between the closely spaced intersections and a Synchro/Simtraffic analysis will better show the impact of additional volumes and the rerouting of trips proposed by the development on overall flow along southbound US 1.
8. The analysis should also shed light on the weaving of right turning traffic at Lehigh Road along US 1 southbound that is making the U-turn at Knox Road and destined to travel north on US 1. The distance between Lehigh Road and the beginning of the taper for the southbound US 1 left turn lane is approximately 175 feet, which might not be adequate to safely weave and maneuver into the left turn lane at the Knox Road intersection.
9. A queuing analysis is recommended at the intersection of US 1 and Knox Road to determine if storage of the US 1 southbound and northbound left turn lanes is adequate. There is potential for queue spillover from the southbound US 1 left turn lane at Knox Road (given the added U-turns from the site) that could significantly impact southbound through vehicles along US 1.

Traffic Development & Support Division (TDSD) Comments by (Mr. Errol Stoute):

TDSD concurs with the findings/methodology of the report and offers no critical comments at this time.

District 3 Traffic Comments by (Ms. Haixia Hu):

1. Please provide map to show the existing 14,796 SF of retail space.
2. Please provide map to show the proposed site development concept.
3. Please correct the traffic volumes at Exhibit 3.

Mr. Glenn E. Cook
SHA Tracking No.: 19APPG022XX
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August 19, 2019

4. Please show all the eight projects (would be generating new trips in the corridor) on Exhibit 5.

District 3 Engineering Systems Team (EST) Comments by (Ms. Claudine Myers):

1. The Engineering Systems Team has reviewed the TIS for conflict with any active design/construction projects managed by our office. At this time there are no conflicts and our office has no comments to offer.

Please submit a CD containing the traffic impact study, all supporting documentation, and a point-by-point response addressing the comments noted above to the Access Management Division. For electronic submissions create an account with our new online system <https://mdotsha.force.com/accesspermit>. Please reference the SHA tracking number on any future submissions. Please keep in mind that you can view the reviewer and project status via SHA Access Management Division web page at <http://www.roads.maryland.gov/pages/amd.aspx>. If you have any questions, or require additional information, please contact Mr. Kwesi Woodroffe at 301-513-7347, by using our toll-free number in Maryland only at 1-800-876-4742 (x7347) or via email at kwoodroffe@mdot.maryland.gov or shaamdpermits@mdot.maryland.gov.

Sincerely,



Andre Futrell,
District Engineer, District 3, SHA

AF/jwm

cc: Mr. Matt Baker, SHA – RIPD
Ms. Samantha Biddle, SHA – RIPD
Ms. Danielle Black, SHA – EST
Mr. Peter Campanides, SHA District #3 Traffic
Mr. Simon Chacha, SHA District #3 Traffic
Ms. Rola Daher, SHA – TFAD
Mr. Christopher Davis, Prince Georges M-NCPPC
Ms. Haixia Hu, SHA District #3 Traffic
Ms. Winstina Hughes, SHA – RIPD
Ms. Claudine Myers, SHA District #3 EST

Mr. Glenn E. Cook
SHA Tracking No.: 19APPG022XX
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August 19, 2019

Mr. David Rodgers, SHA – RIPD
Ms. Thomasina Saxon, SHA – RIPD
Mr. Errol Stoute, SHA – TDSD
Mr. William Stroud, SHA – TDSD
Mr. Rafey Subhani, SHA – TFAD
Mr. Kwesi Woodroffe, SHA District #3 Regional Engineer

Additional Back-up

For

**DSP-19037
Knox Road**

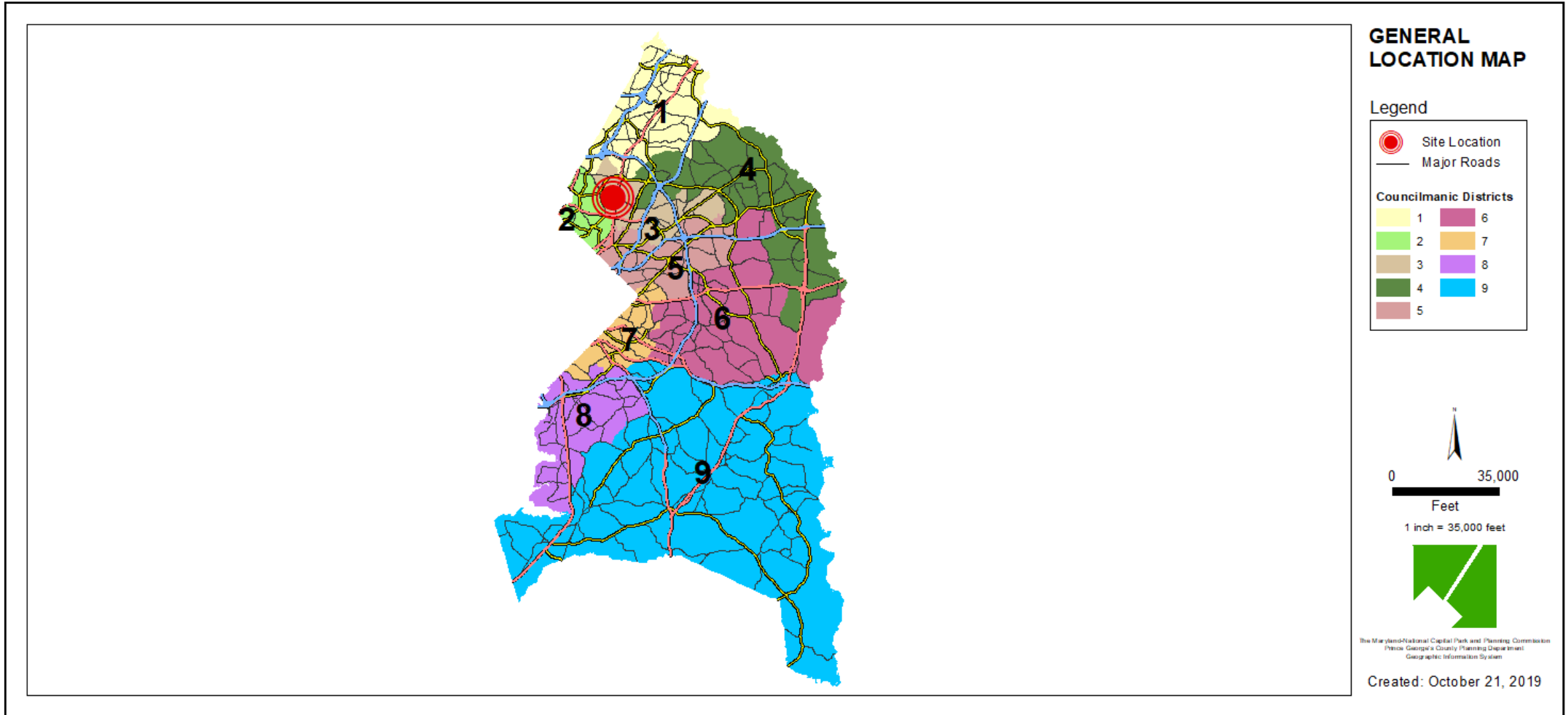
ITEM: 6

CASE: DSP-19037

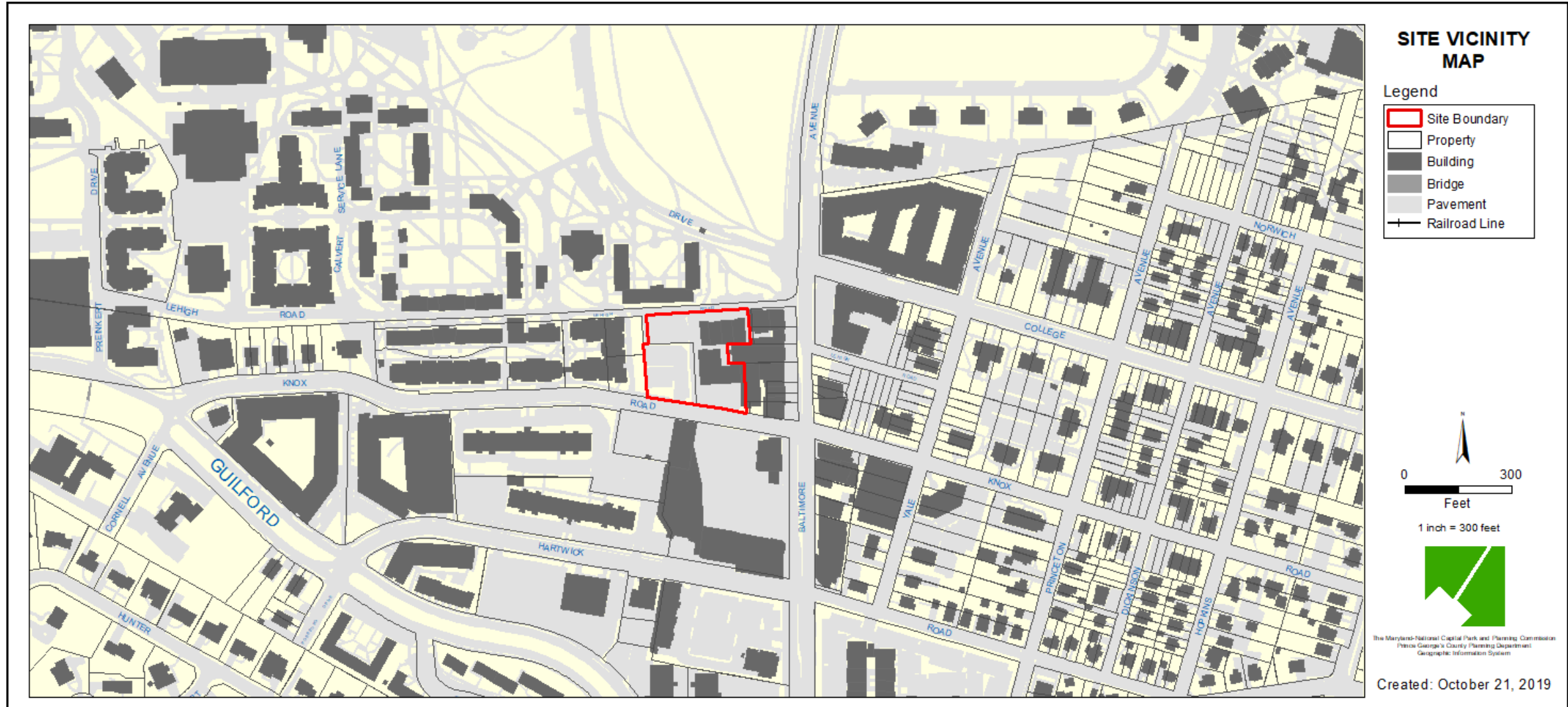
KNOX ROAD DEVELOPMENT

THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT

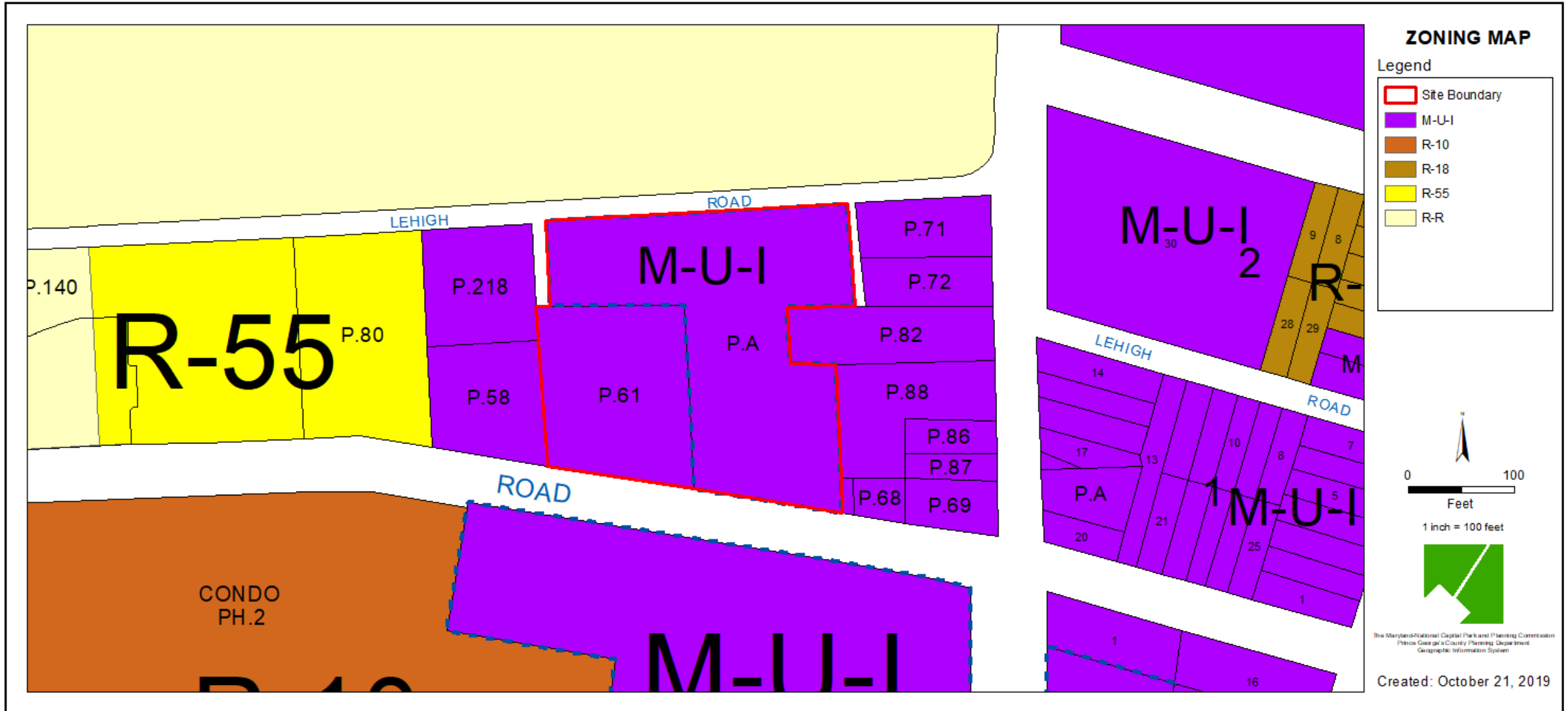
GENERAL LOCATION MAP



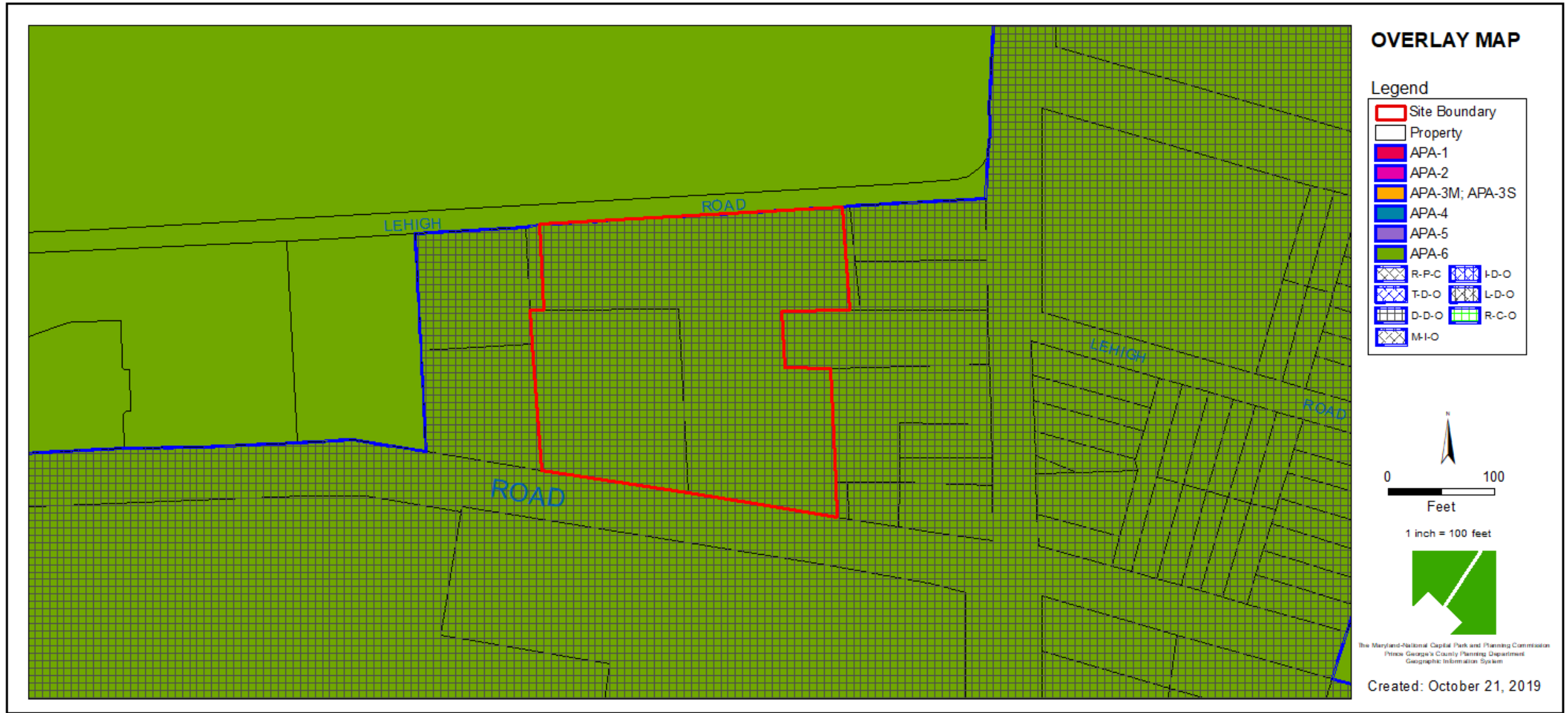
SITE VICINITY



ZONING MAP



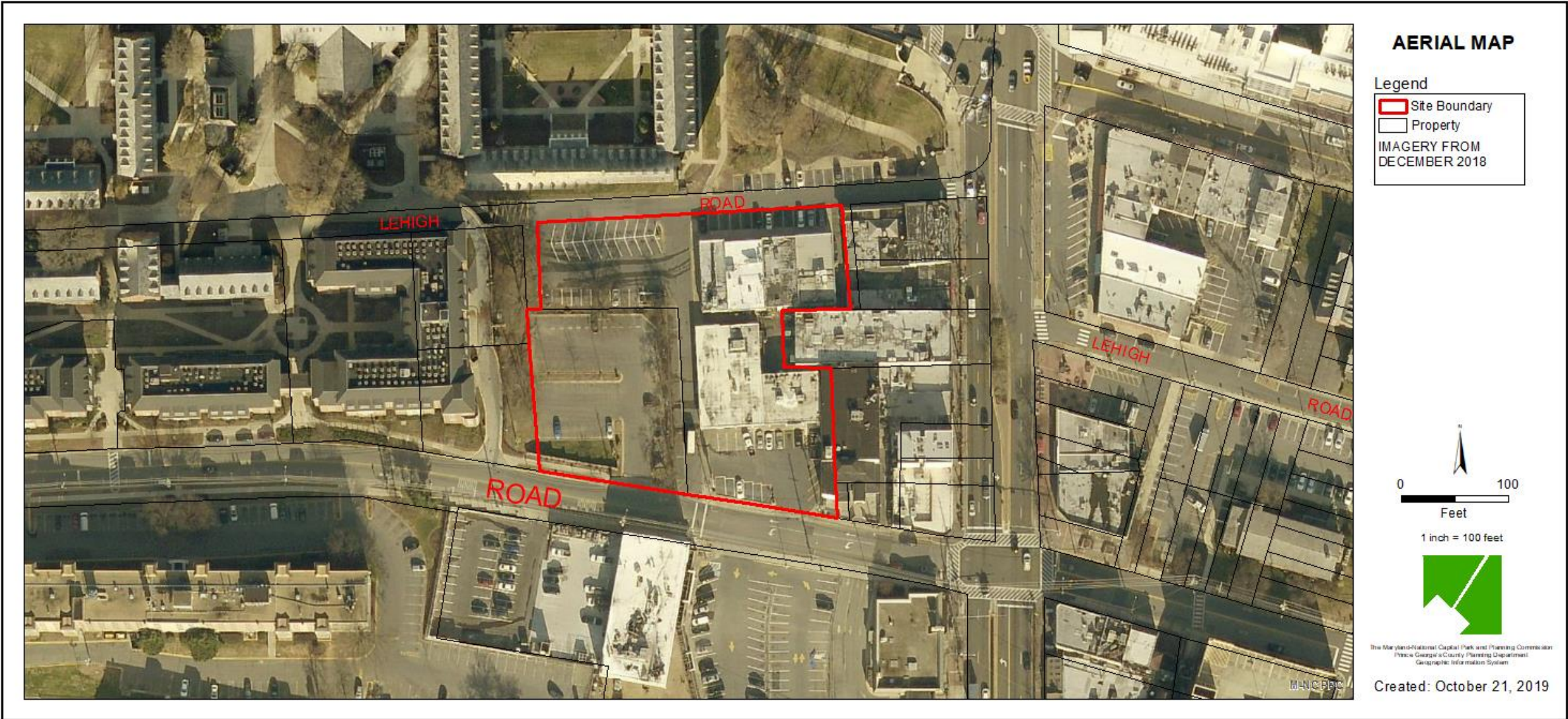
OVERLAY MAP



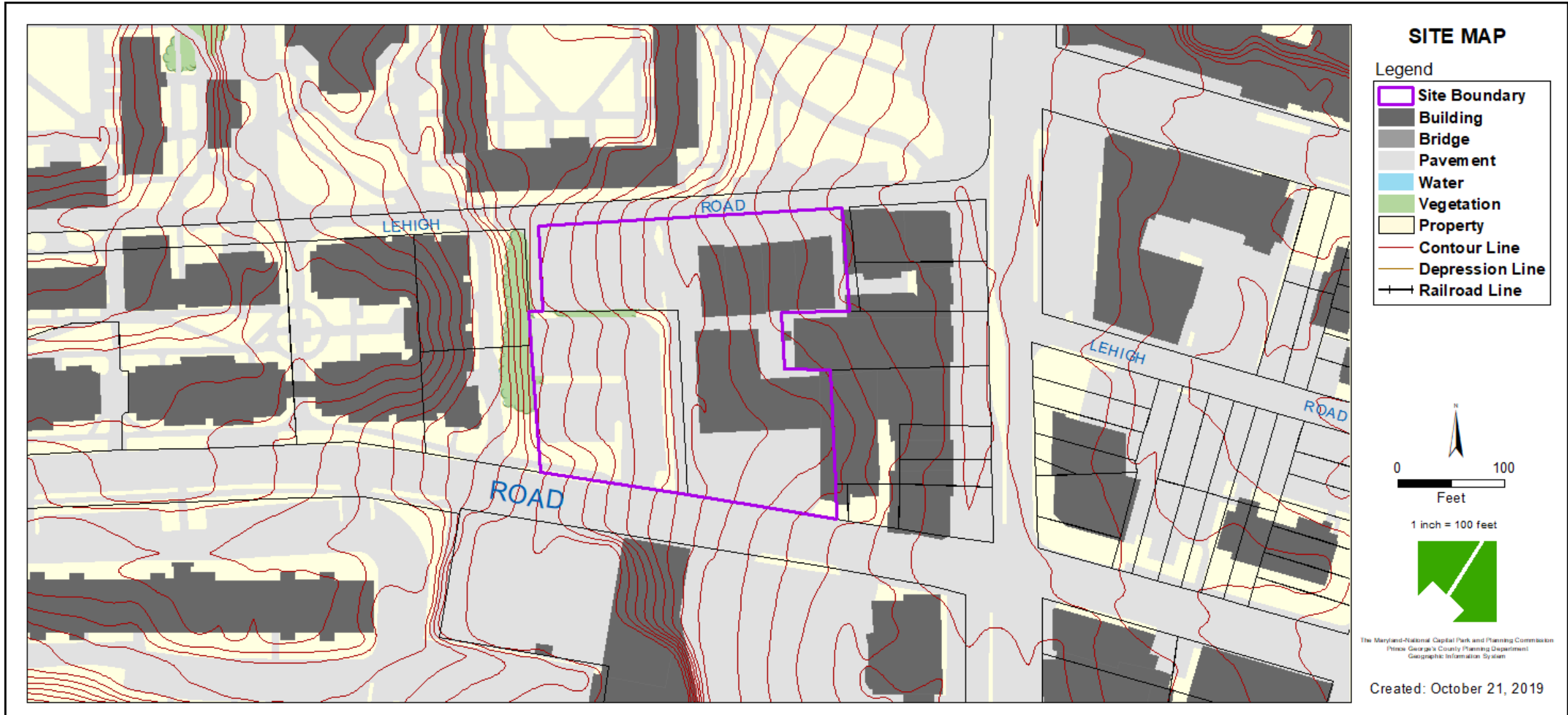
DEVELOPMENT CHARACTER AREA



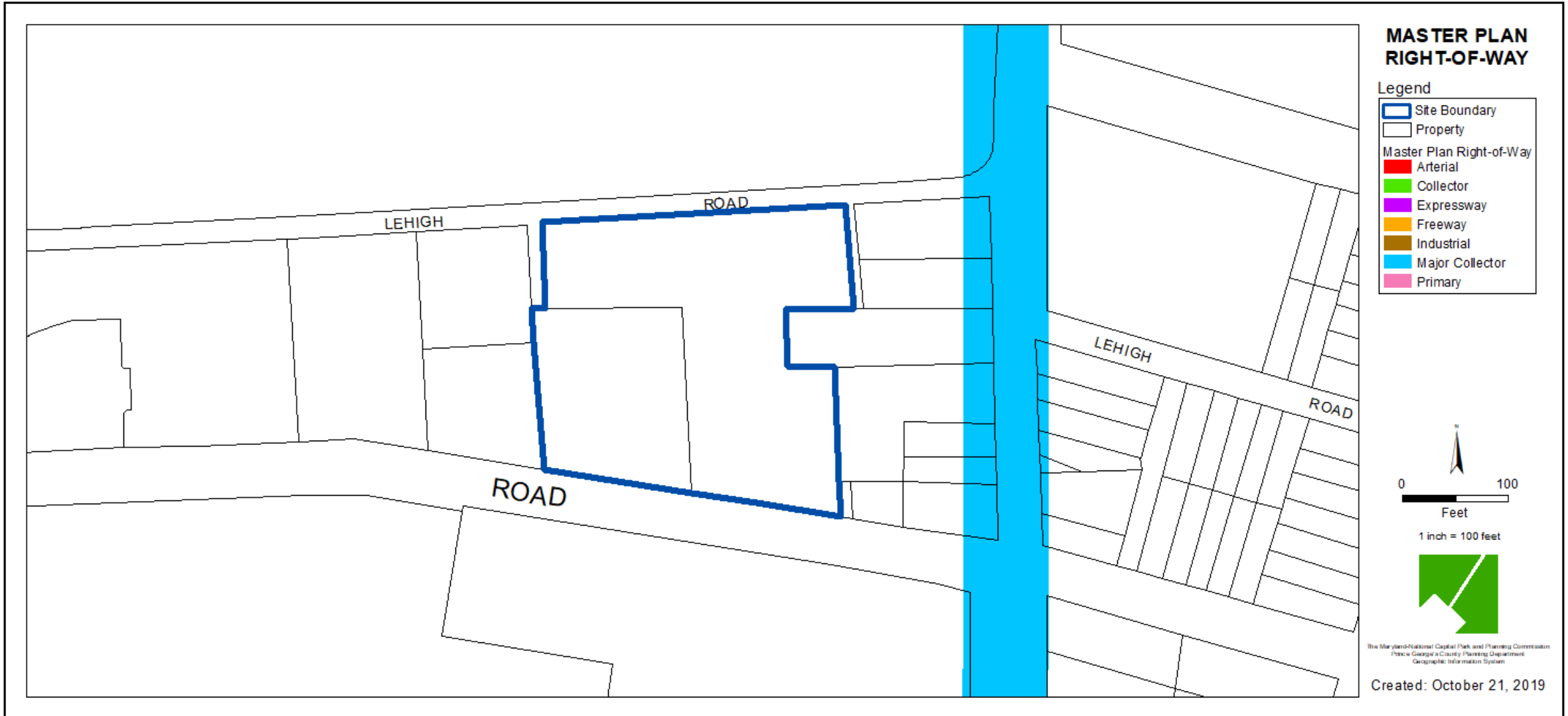
AERIAL MAP



SITE MAP



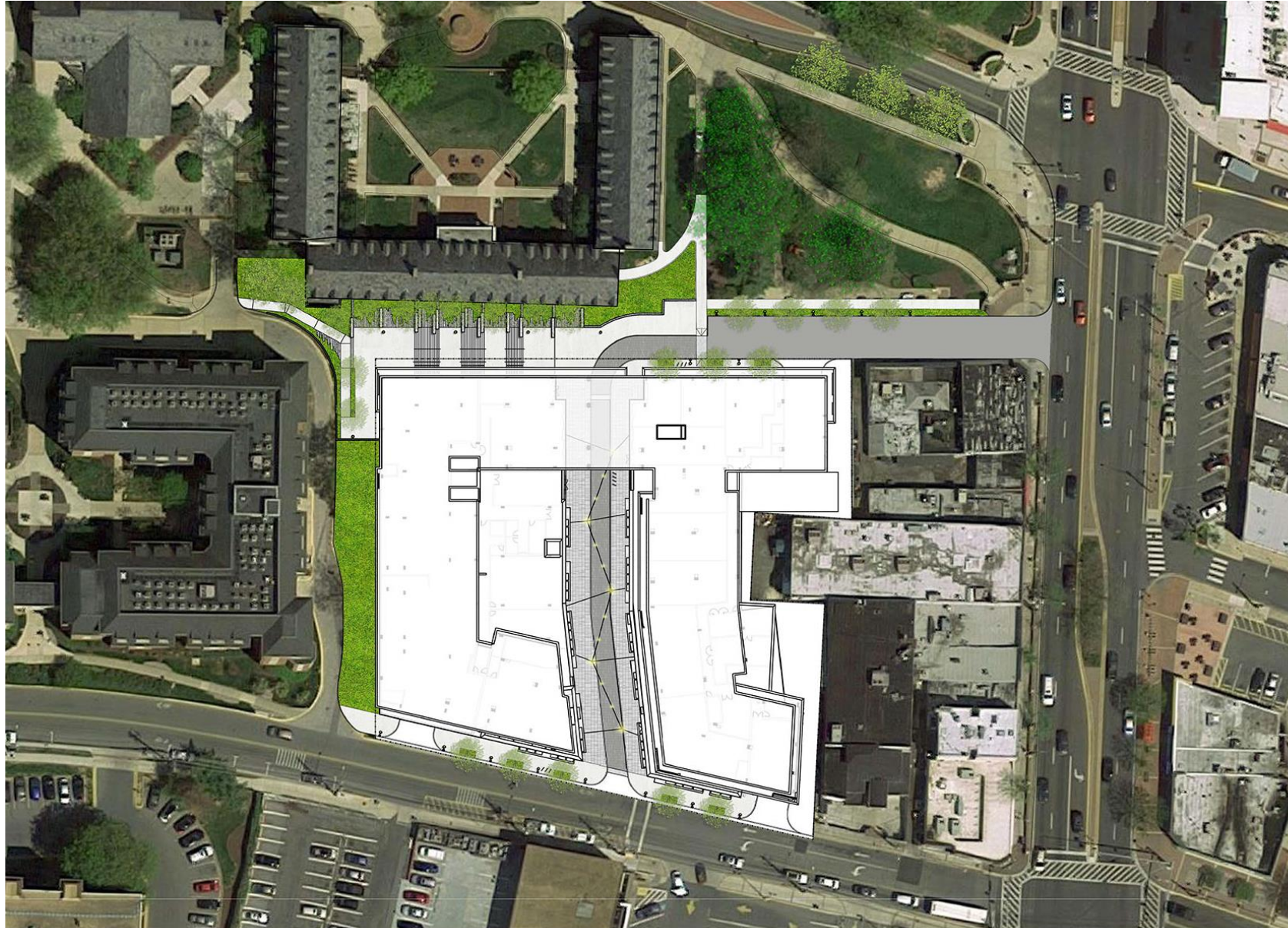
MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



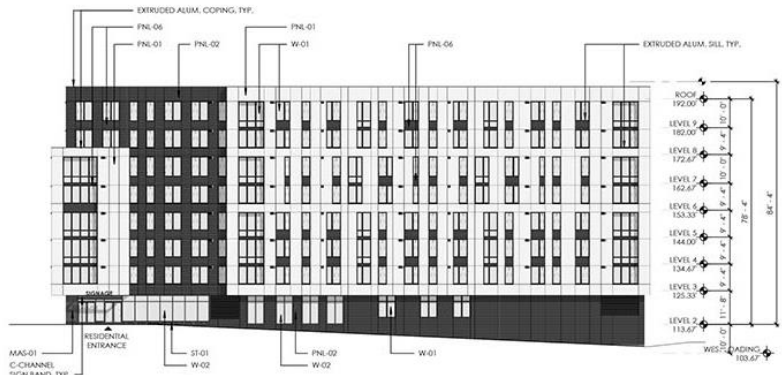
SITE AND LANDSCAPE RENDERING



RENDERING - VIEW FROM US 1



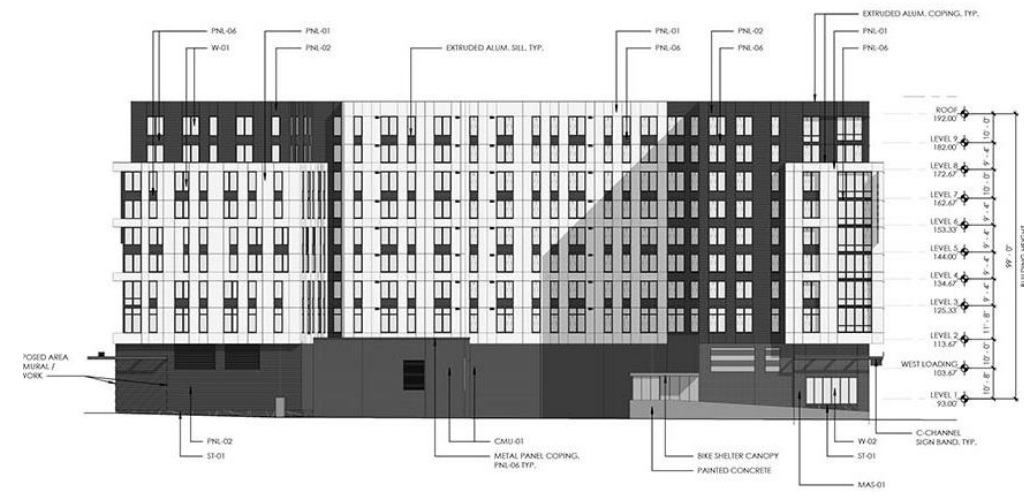
BUILDING ELEVATIONS



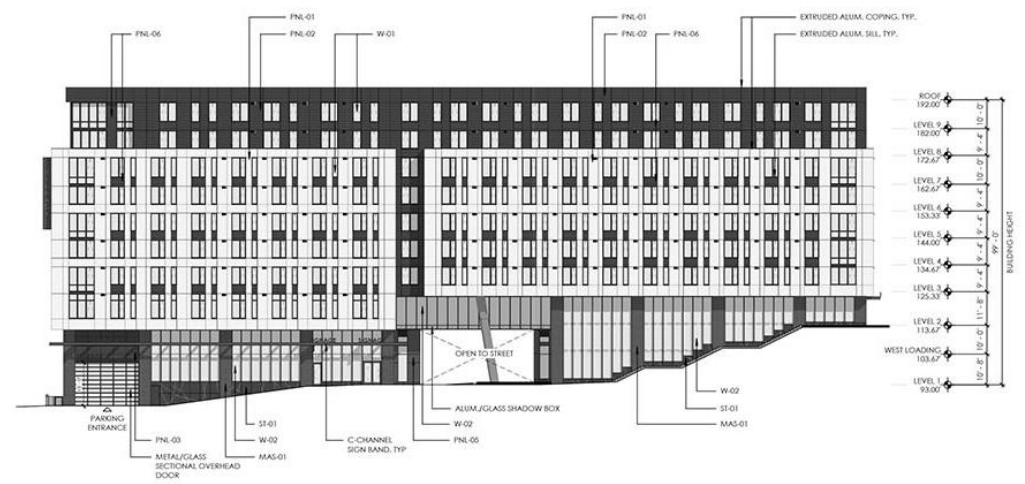
4 WEST ELEVATION
SCALE: 1" = 20'-0"



2 SOUTH ELEVATION
SCALE: 1" = 20'-0"



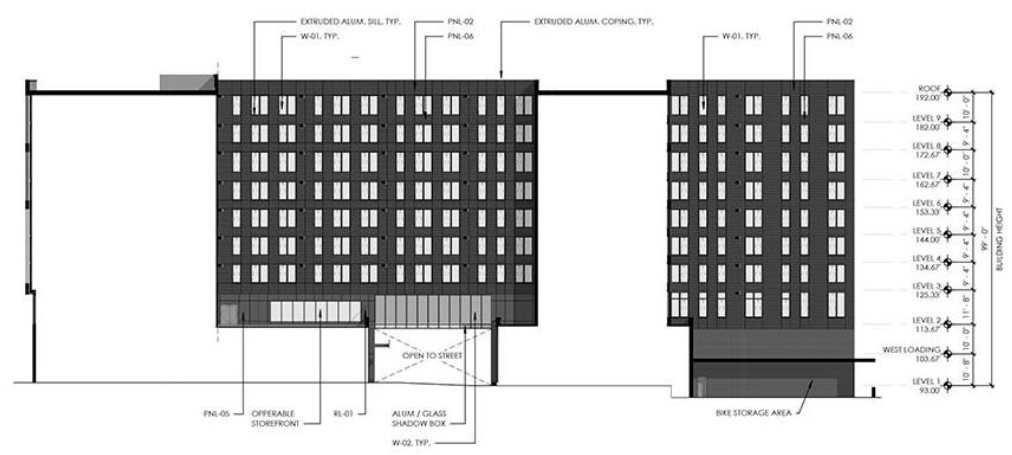
3 EAST ELEVATION



1 NORTH ELEVATION

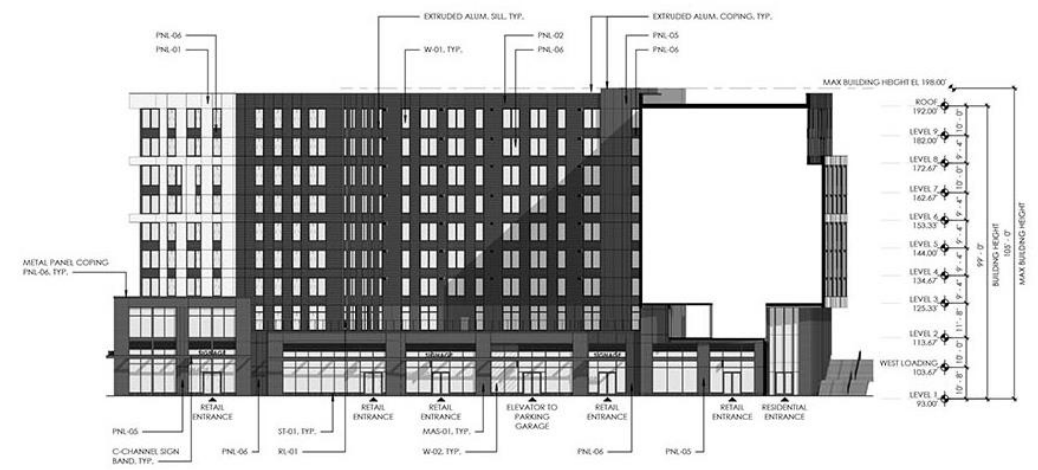


COURTYARD ELEVATIONS



MAS-01	: FACE BRICK (DARK GRAY)
CMU-01	: ARCHITECTURAL CONCRETE MASONRY (DARK GRAY)
ST-01	: STONE BASE (2" THICK, 1 1/2" H, TYP, DARK GRAY)
RL-01	: ALUMINUM/GLASS RAILING SYSTEM
W-01	: WINDOW SYSTEM
W-02	: CURTAIN WALL SYSTEM
▲	: RESIDENTIAL/RETAIL ENTRANCE
△	: PARKING/LOADING ENTRANCE

3 SOUTH COURTYARD
SCALE: 1" = 20'-0"



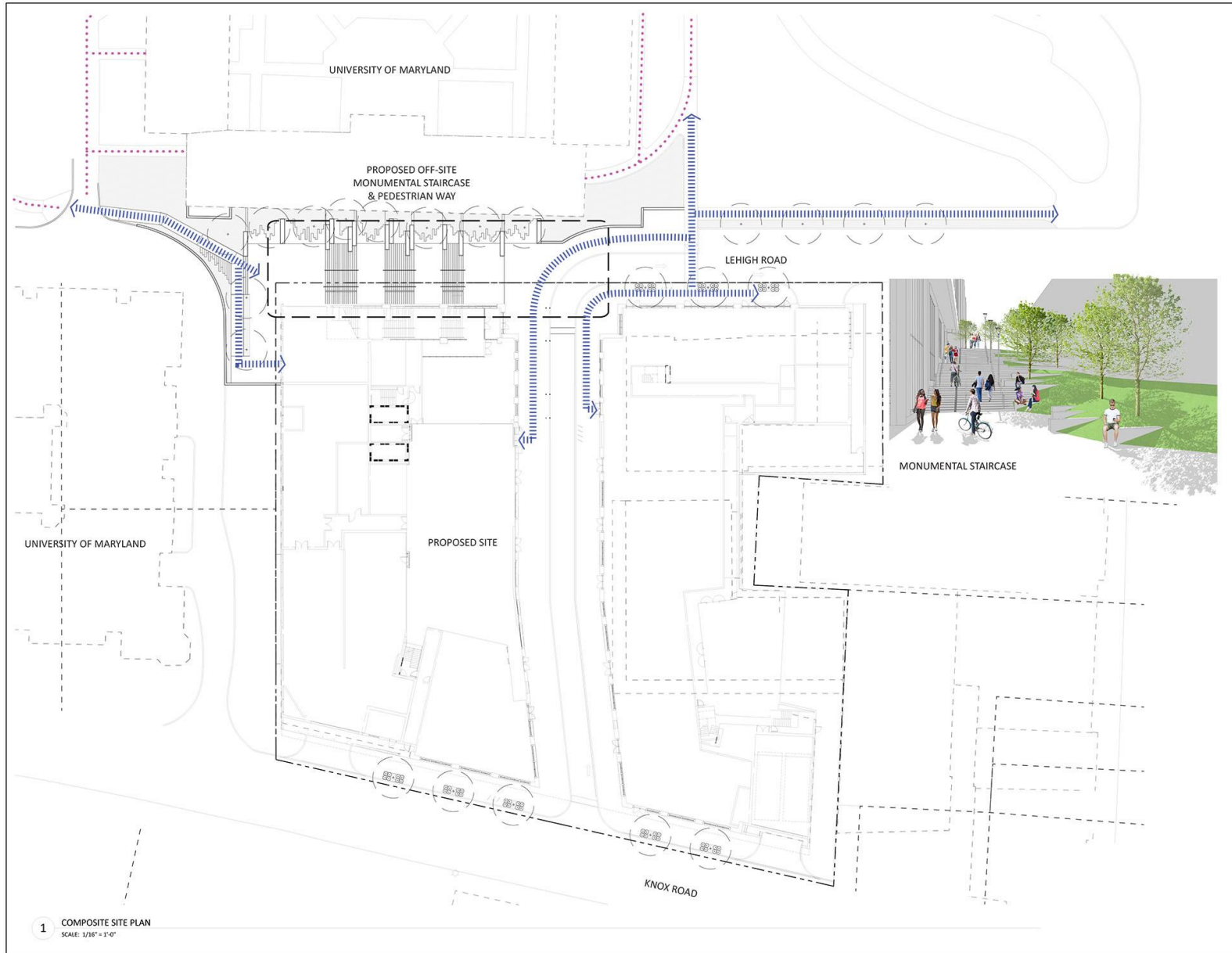
2 EAST COURTYARD
SCALE: 1" = 20'-0"



1 WEST COURTYARD
SCALE: 1" = 20'-0"



BPIS: STAIRCASE AND WALKWAY



WDG

WDG ARCHITECTURE, PLLC
1025 CONNECTICUT AVENUE, NW
SUITE 300
WASHINGTON, DC 20036
TEL 202.857.8800
EMAIL wdg@wdgarch.com

CIVIL
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TEL 301.794.7555

STRUCTURE
SK&A ENGINEERS, PLLC
1155 CONNECTICUT AVE, NW
SUITE 800
WASHINGTON, DC 20036
TEL 202.699.2500

KNOX ROAD MIXED-USE
DEVELOPMENT
COLLEGE PARK, MD

GREYSTAR
8405 GREENBROOK DRIVE
SUITE 000
MCLEAN, VA 22102

CONCEPT DESIGN	06.14.2019
PRELIMINARY DESIGN	08.07.2019
CDP REVISIONS	11.05.2019
CDP REVISIONS	01.30.2020
CDP REVISIONS	03.17.2020



WDG PROJECT NO.: WAG19037

MONUMENTAL STAIRCASE & PEDESTRIAN WAY

SCALE: 1/16" = 1'-0"
L0005



INTERSECTION OF STERLING PLACE AND KNOX ROAD LOOKING EAST



5 - VIEW FROM CORNER OF KNOX ROAD AND STERLING PLACE LOOKING EAST

SE CORNER OF BUILDING LOOKING WEST ON KNOX ROAD



4 - VIEW FROM KNOX ROAD LOOKING WEST

LOOKING NW FROM INTERSECTION OF KNOX RD AND US 1



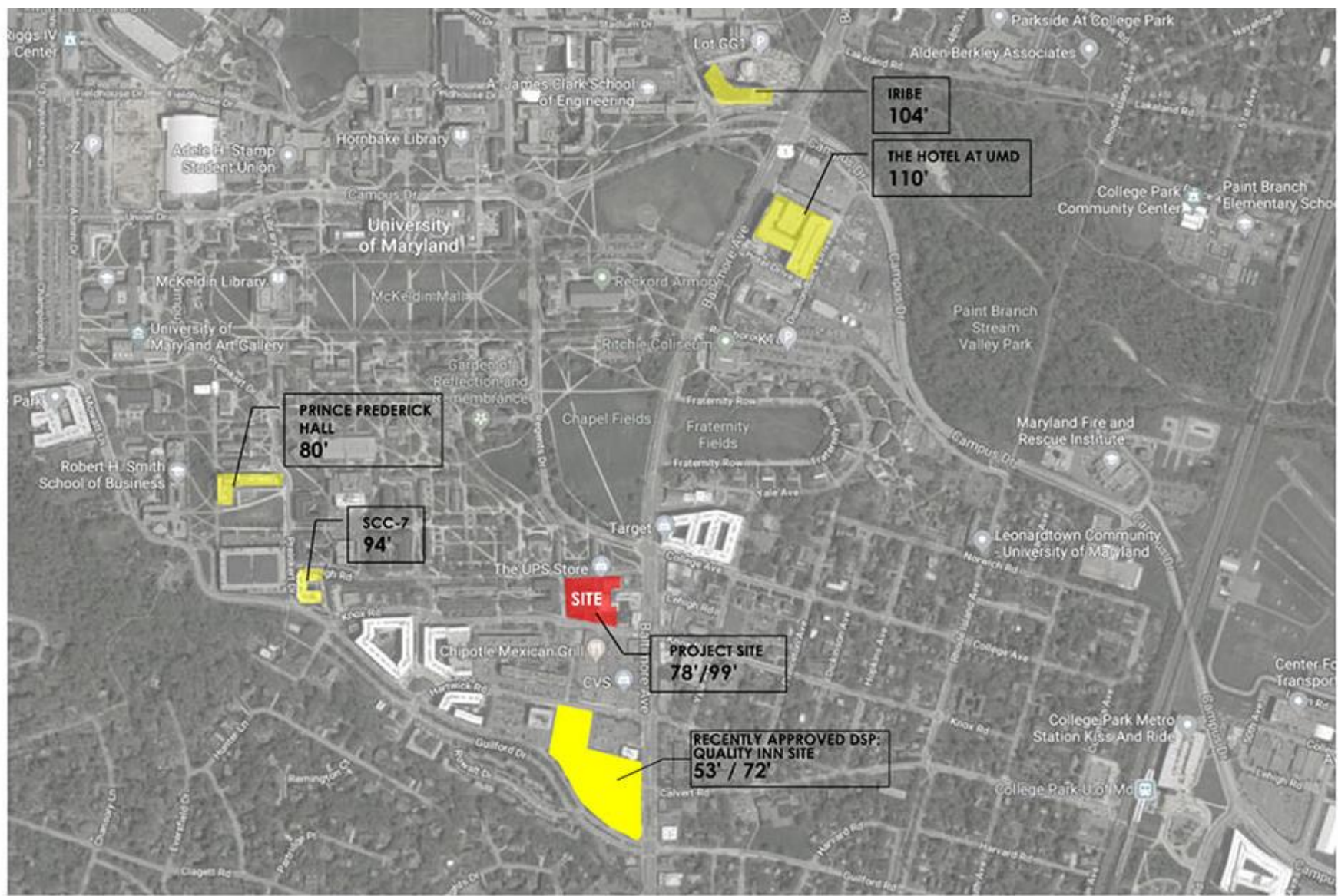
3 - VIEW FROM THE CORNER OF US ROUTE 1 (BALTIMORE AVE) AND KNOX ROAD LOOKING NORTHWEST

LOOKING SW FROM US 1 AND LEHIGH STREET



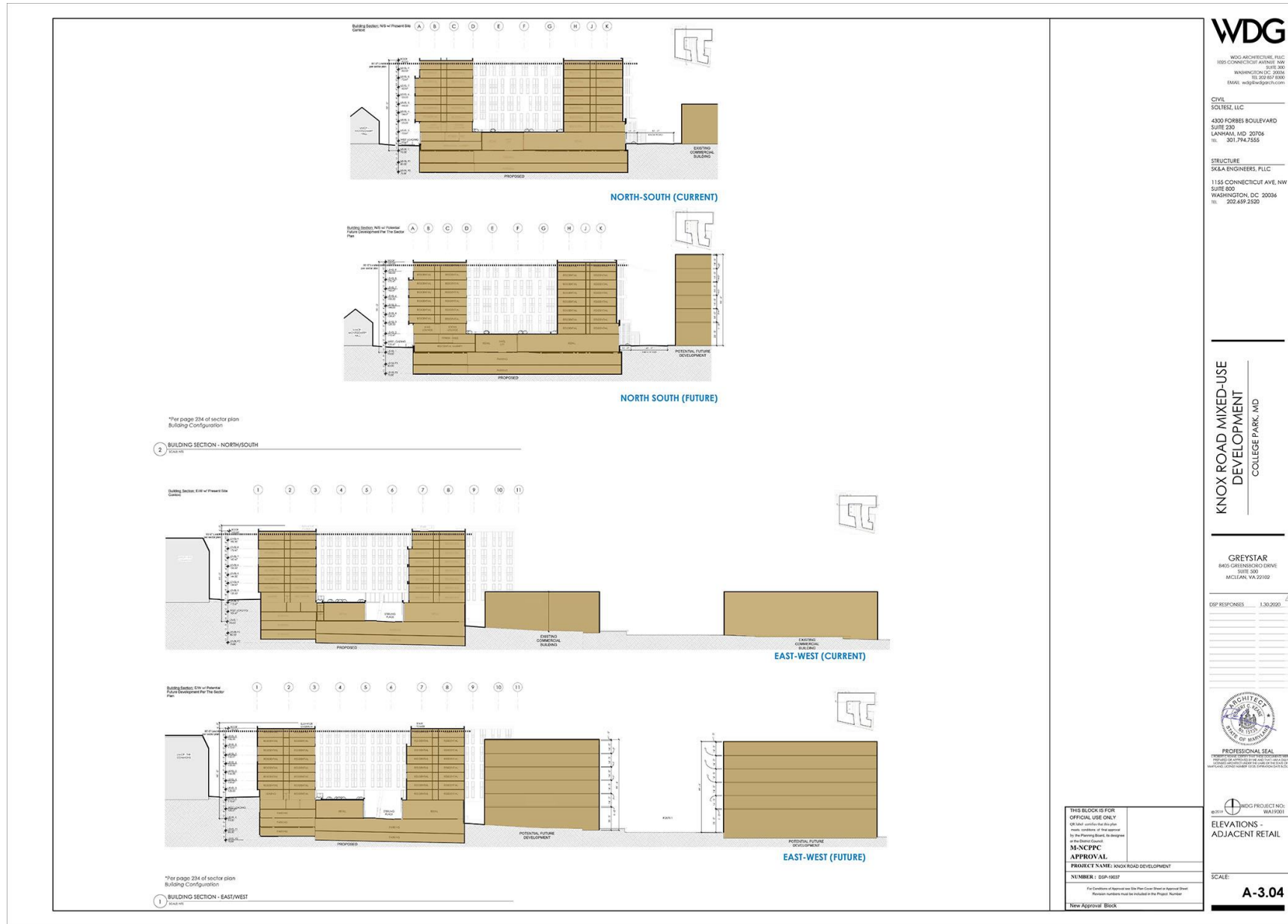
1 - VIEW FROM KNOX ROAD LOOKING WEST

BUILDING HEIGHTS OF ADJACENT PROJECTS

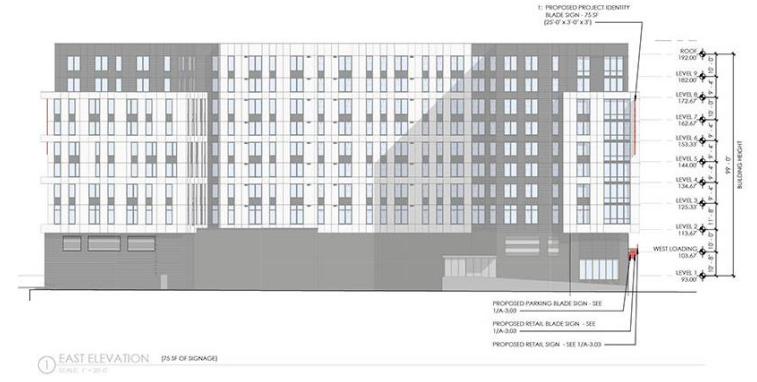
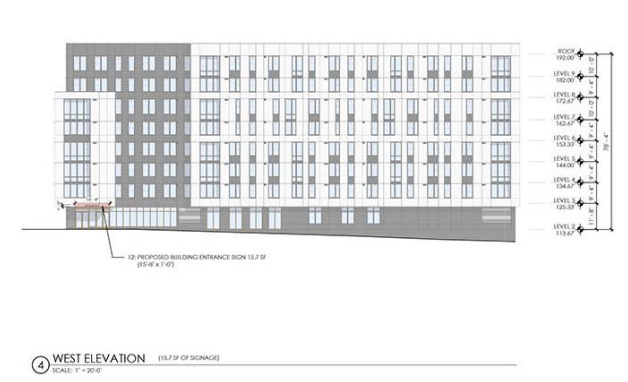
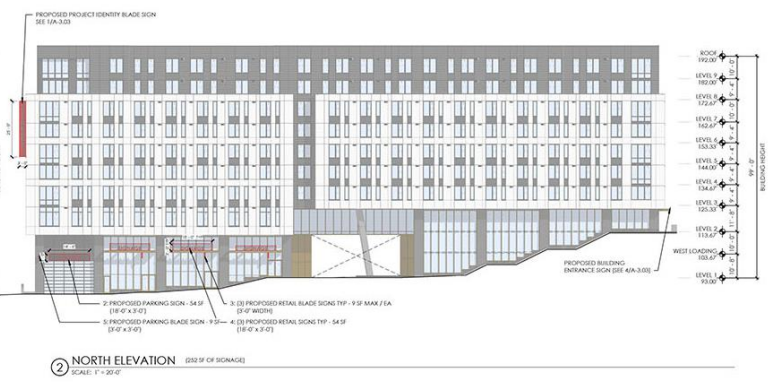
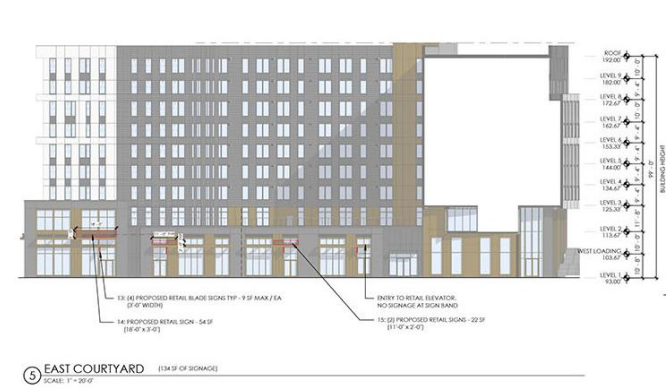


SITE PLAN INDICATING BUILDING HEIGHTS OF ADJACENT NEW CONSTRUCTION

ADJACENT RETAIL ELEVATION COMPARISON



SIGN LOCATION PLAN





April 17, 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: Detailed Site Plan-19037, Knox Road Development

Dear Chair Hewlett,

The City of College Park City Council, at their meeting on April 14, 2020, voted 8-0-0 to recommend approval of Detailed Site Plan-19037 and the associated Departure from Parking Standards subject to the following conditions:

1. **SUPPORT** the following alternative development district standards:
(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 Orientation** (page 231) – To allow buildings not to face the primary frontage street which is Knox Road.
 - b. **Building Form, Character Area 5a, Walkable Nodes** (page 234)- To allow an increase in the eastern side yard setback from 24 feet to 34 feet and an increase in lot coverage from a maximum of 80% to 91.4%.
 - c. **Building Form, Character Area 4, Walkable Node** (page 234) – To increase building height from 6 stories to 9 stories.
 - d. **Building Form, Parking Spaces** (page 239) - To allow a reduction of 91 parking spaces.
 - e. **Building Form, Parking Access** (page 241) – To allow the maximum width of the western driveway to be 24 feet rather than 22 feet and to allow primary access to parking from Knox Road...
 - f. **Building Form, Loading and Service Areas** (page 242) – To allow loading and service areas to be visible from the street and located less than 30 feet from the public sidewalk.
 - g. **Building Form, Parking Placement** (page 237) – To allow covered parking to be within 20 feet of the right-of-way.
 - h. **Building Form, Massing** (page 237) – To allow the proposed 9-story building to not have a consistent building step-back after 8 stories and not provide the required expression line above the second story on Knox Road.

2. The City does not support the Applicant's request to designate Sterling Place as a primary frontage street. According to the urban design principles in the Sector Plan, Knox Road is a primary frontage street, Lehigh Road is a secondary frontage street and Sterling Place is a side street (a one-way private road, not a major thoroughfare as stated in the Applicant's Statement of Justification). These principles provide the basis for the orientation of all new development and for the Development District Standards in the Sector Plan. The City supports additional modifications to the Standards as included in #1 above that support the proposed building (orientation of the building, loading and parking access on Knox Road and parking placement). Building orientation that faces Sterling Place is already permitted without modifications. If Sterling Place is designated as a primary frontage street, the Applicant would need to request different modifications to address streetscape standards for Sterling Place that are not being met.
3. Prior to certification of the Detailed Site Plan, the Applicant shall revise the Site Plan to:
 - a. Show a bike/scooter share parking area along Sterling Place or Lehigh Road.
 - b. Provide ADA-compliant curb cuts along the Lehigh Road frontage and a crosswalk at the intersection of Sterling Place and Lehigh Road.
 - c. Continue the sidewalk across all driveways on Knox Road.
 - d. Remove the two-way arrows shown on the site plan at the eastern loading dock.
4. Prior to certification of the Detailed Site Plan, the Applicant shall revise the Architectural Plans to:
 - a. Provide details of the overhead doors for the two loading docks on Knox Road. A mural or other artistic treatment shall be provided at the eastern loading dock location and wrap around the ground floor portion of the eastern façade visible from the street.
 - b. Label storefront windows as having untinted transparent glass.
 - c. Designate and label 72 retail-only parking spaces in the garage.
 - d. Provide at least 1 electric car-charging station.
5. Prior to certification of the Detailed Site Plan, the Applicant shall revise the Landscape Plans to:
 - a. Show compliance with the Landscape Manual on-site and provide a landscape schedule.
 - b. Indicate how the Tree Canopy Coverage requirements will be met on-site and off-site with a partial waiver.
 - c. Provide details for amenities such as street-lighting, trash/recycling receptacles, bike racks and other street furniture and locate on the plan.

- d. Provide details about the measures to be used to protect pedestrians along Sterling Place.
 - e. Install a “No Through Street” sign at the intersection of Lehigh and Baltimore Avenue, a “Do Not Enter” sign where Lehigh changes to one-way west of the parking garage entrance and appropriate pavement markings to designate one-and two-way traffic.
 - f. Install two bollards at the entrance to each loading/service area along Knox Road as a safety measure.
6. Prior to certification of the Detailed Site Plan:
- a. Provide additional details on the size and materials of proposed signage. Add a sign above the western loading/garage entrance on Knox Road indicating Resident Parking Only. Eliminate the loading zone sign above the eastern loading dock entrance.
 - b. Submit Mandatory Referral applications for proposed off-site improvements including the Grand Stair, Lehigh Road and Southgate Park, and provide copies to the City of College Park.
7. Prior to building permit, the Applicant shall 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.
8. Execution of a Declaration of Covenants Agreement between the Applicant and City of College Park.

Sincerely,

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

APPLICANT'S PROPOSED REVISIONS TO CONDITIONS
KNOX ROAD
PRELIMINARY PLAN OF SUBDIVISION DSP-19037
APRIL 30, 2020

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 231—Building Form/Orientation:** To change the primary frontage from Knox Road to the internal private drive, Sterling Place.
 2. **Page 234—Building Form/Character Area 5A/Walkable Nodes:** To increase the building height to 9 stories, to allow the side setback to be increased to 34 feet on the east side of the building, and to allow uncovered parking within the third layer or setback at least 20 feet from the build-to line.
 3. **Page 239—Building Form/Parking:** To reduce the amount of required parking by 98 parking spaces.
 4. **Page 241—Building Form/Parking Access:** To allow parking to be accessed from the primary and secondary streets.
 5. **Page 242—Parking Lots, Loading and Service Area:** To allow a loading area that services retail at the southeast corner of the property, within 30 feet of the public sidewalk.
- B. APPROVAL of Detailed Site Plan DSP-19037 for Knox Road, subject to the following conditions:
1. Prior to certification, the applicant shall revise the plans as follows or provide the specified documentation:
 - a. ~~Provide a detail of the artistic treatment proposed for the two loading dock doors on Knox Road to be reviewed by the Urban Design Section as designee of the Planning Board, with referral to the City of College Park staff.~~
A mural or other artistic treatment shall be provided on the eastern and western loading dock doors on Knox Road. At the eastern loading dock, the mural or artistic treatment may wrap around the ground floor portion of the eastern façade visible from the street.
 - b. Revise the landscape plan and schedule to indicate a partial waiver from the Prince George's County Tree Canopy Coverage Ordinance has been approved.
 - c. ~~Revise the architecture to provide a minimum five-foot building step back for each story over the six stories allowed in the Development District Overlay Zone to reduce the impact of the additional height.~~
 - d. Show a bike/scooter share parking area along Sterling Place or Lehigh Road.

- d. Provide ADA-compliant curb cuts along the Lehigh Road frontage and a crosswalk at the intersection of Sterling Place and Lehigh Road.
- e. Provide ADA-compliant curb cuts and crosswalks, where needed, and tabletop crosswalks across all Knox Road entrances.
- f. Remove two-way arrows shown at the loading docks.
- g. Indicate that retail glass windows will be clear glass.
- h. Provide scaled details of all the signs and elevation drawings showing their location on the façades in accordance with the applicable Development District Overlay Zone standards.
- ~~i. Provide limits to the hours of operation and deliveries, demonstrating minimal impacts on adjacent properties.~~
- i. Designate and label 72 retail-only parking spaces in the garage.
- j. Provide at least 1 electric car charging station.
- k. Provide details for amenities such as streetlighting, trash/recycling receptacles, bike racks and other street furniture and locate on the plan.
- l. Provide details about the measures to be used to protect pedestrians along Sterling Place.
- m. Install a “No Through Street” sign at the intersection of Lehigh and Baltimore Avenue, a “Do Not Enter sign where Lehigh changes to one-way west of the parking garage entrance and appropriate pavement markings to designate one-and two-way traffic.
- n. Install two bollards at the entrance to each loading/service area along Knox Road as a safety measure.
- o. Provide additional details on the size and materials of proposed signage. Add a sign above the western loading/garage entrance on Knox Road indicating “Resident Parking Only”. Eliminate the loading zone sign above the eastern loading dock entrance.
- p. Submit Mandatory Referral applications for proposed off-site improvement including the grand stair, Lehigh Road and Southgate Park, and provide copies to the City of College Park.
- q. 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.

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.