



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

PGCPB No. 2021-48

File No. DSP-20031

RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on April 8, 2021, regarding Detailed Site Plan DSP-20031 for Aspen Maryland, the Planning Board finds:

- Request:** The detailed site plan (DSP) requests to construct two mixed-use buildings with a total of 129 multifamily dwelling units and 2,080 square feet of ground floor commercial retail.
- Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	M-U-I/D-D-O	M-U-I/D-D-O
Use(s)	Multifamily Residential	Multifamily Residential/ Commercial Retail
Acreage	0.84	0.84
Lots	1	0
Parcels	1	2
Square Footage/GFA	9,731 (to be razed)	190,534
Dwelling Units		129
Studio		14
2 Bedroom		28
3 Bedroom		15
4 Bedroom		57
5 Bedroom		15

Other Development Data

Parking Requirements per the Sector Plan

Uses			Spaces Required
Walkable Node (Building One)	88 dwelling units	1 space per dwelling unit	88
	1,055 sq. ft. retail	-	-
Walkable Node (University) (Building Two)	41 dwelling units	1 space per dwelling unit	41
	1,025 sq. ft. retail	-	-
Total dwelling units	129 dwelling units	1 space per dwelling unit	129
Total retail	2,080 sq. ft. retail	3 spaces per 1,000 sq. ft.	7
Total Parking Required			136
Total with Shared Parking		Shared Parking Factor=1.2*	114*
Total Parking Provided			99**
Standard spaces (9.5 x 19 feet)			67
Compact parking (8 x 16.5 feet)			28
Handicap Van-accessible			4

Notes: *Mixed-use developments may use a shared parking factor to determine a reduction in the number of required parking spaces. The applicant has chosen to utilize the shared parking factor to reduce the parking requirement from 136 spaces to 114 spaces.

**The 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (Central US 1 Corridor Sector Plan and SMA) 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)	38
Provided	150
Interior	147
Exterior	3

Loading Spaces (per Section 27-546.18(b)* of the Prince George's County Zoning Ordinance)

Residential / Retail	0 spaces*
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Note: *The Central US 1 Corridor Sector Plan and SMA does not have a standard for required loading spaces. Therefore, per the Mixed Use-Infill (M-U-I) Zone regulations, when a mix of residential and commercial uses is proposed on a single parcel, the site plan shall set out the regulations to be followed. The subject site plan proposes no loading spaces, and is sufficient given the limited number of units and commercial space.

3. **Location:** The subject site is located on the north and south sides of Knox Road, at its intersection with Guilford Drive in the M-U-I Zone and the Development District Overlay (D-D-O) Zone of the Central US 1 Corridor Sector Plan and SMA. Further, it is noted that the property is located in the Walkable Node (Building 1) and the Walkable Node University (Building 2) Character Areas of the D-D-O Zone, on the north and south sides of Knox Road, respectively. The subject property is in Planning Area 66 and Council District 3, at 4205 and 4206 Knox Road, within the City of College Park.
4. **Surrounding Uses:** The property is bound to the north by Lehigh Road, a private road that is part of the University of Maryland College Park campus, and beyond by Susquehanna Hall, a dormitory, and is zoned Rural Residential. The surrounding land uses include a proposed mixed-use building to the east, known as the Hub at College Park, which was recently approved by DSP-19054, South Campus Commons and Guilford Drive to the west, and to the south by Knox Road, and Terrapin Row, which was approved with DSP-13025. The properties to the east and south are within the M-U-I and D-D-O Zones, but the property to the west is outside of the D-D-O Zone and is zoned One-Family Detached Residential (R-55).
5. **Previous Approvals:** The subject site is made up of two separate tracts known as Parcel A, Block G of Lord Calvert Manor, and Lot 57, Block H of Lord Calvert Manor. Parcel A is a 27,250-square-foot parcel on the north, and Lot 57 is a 9,583-square-foot lot on the south side of Knox Road. The total acreage of both tracts is 0.84 acre, and both were recorded in the Prince George's County Land Records at Plat Book WWW 41, page 100 in 1961. The property is currently developed with two multifamily residential apartment buildings used for student housing, which are proposed to be razed.

On January 28, 2021, the Prince George's County Planning Board approved Preliminary Plan of Subdivision (PPS) 4-20017 (PGCPB Resolution No. 2021-03), for the development of 129 multifamily dwelling units and 2,098 square feet of commercial development on two proposed parcels.

6. **Design Features:** The applicant proposes to raze all site features and construct two mixed-use buildings with a total of 129 multifamily dwelling units and 2,080 square feet of commercial retail uses. The applicant has indicated that the dwelling units will be marketed to the student population. Both buildings will have frontage on Knox Road, and are described as Building 1, on the north side, and Building 2, on the south side. A raised crosswalk and speed hump traversing Knox Road is proposed and will provide a visual and physical connection between the two buildings.

Building 1 is a nine-story building, with three levels of structured parking that can be accessed from Knox Road and is screened by ground-floor commercial and lobby space along the building's frontage. The layout of the parking garage has been provided, but dimensions of the drive aisles and parking spaces are not shown and are needed. The site gains elevation from south to north, with the elevation of Lehigh Road approximately 20 feet higher than Knox Road. As such, Building 1 is cut into the slope and its three levels of parking are below grade on the north side. Building 1's frontage on Lehigh Road will include a retaining wall with a maximum height of six feet in the northwest corner of the site to accommodate the change in grade and a plaza space proposed for the residents on the northwest side of the building. Building 2 is nine stories with ground-floor commercial and lobby space along the building's frontage on Knox Road, similar to Building 1.

Architecture—Both buildings' façades propose a combination of materials including brick veneer, hard-coat stucco, fiber cement siding, metal siding, and glass elements. The buildings propose fiber cement siding and metal panels in a variety of colors that are arranged in a geometric pattern and provide bands of color on the upper stories of each building. Red brick is used on the lower stories of both buildings to provide a change in material and provide architectural interest. Along the ground floor fronting on Knox Road and Guilford Drive, the building elevations propose large floor-to-ceiling glass windows highlighting the commercial and lobby spaces, and both buildings provide a one-foot step back between the eighth and ninth residential levels, in conformance with the standards of the D-D-O Zone. Bands of lights are proposed on the facades, which will be illuminated at night to provide architectural interest, highlight changes in the building material, and accent the building canopies. The applicant is requesting an amendment for the allowed height and other development district standards, as discussed in Finding 7 below.

Building 1 is oriented towards Knox Road and has pedestrian access from both Lehigh Road, on the University of Maryland campus, and from Knox Road. The main pedestrian entrance and lobby is located on the southwest end of the building facing Knox Road, and is accented by a canopy, glass windows, and a sign over the entrance. The vehicular entrance to the parking levels is east of the primary building entrance at the center of the building and includes a directional sign over it. Further east of the parking garage entrance are locations for ground floor retail space, which will be accessed by a separate commercial lobby space. Space for two building murals and artwork is provided on the upper level of the southeast and southwest building façades facing the raised courtyard and pool deck. The murals will feature artwork that will celebrate the life and culture of the City of College Park, the University of Maryland, and the State of Maryland.

Building 2 will be oriented northwest towards Knox Road, with the primary pedestrian access on the ground floor, and secondary access points are proposed on the south and east sides of the building. The main pedestrian access to the building is located at the center of the building and is accented by a canopy and signage over the entrance. A service door providing access to the building's trash and maintenance facilities is located on the west side of the building, while the remainder of the frontage on Knox Road includes ground floor commercial and lobby space for the residential use. Space for a mural and artwork is provided on the upper level of the northwest building façade.

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

- a. Fitness center (Building 1) including fitness machines, a gym, on-demand fitness, and yoga.
- b. Lounge (Buildings 1 and 2) including televisions, tables, seating, and bistro.
- c. Roof deck on Level 2 (Building 1) including a swimming pool, sundeck, outdoor kitchen, fire pit, trellises, and furniture.

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

Signage—The applicant proposes multiple building-mounted signs on both buildings. Two back-lit, channel-letter, building-mounted signs will be located vertically on the northeast and southeast building façades of Buildings 1 and 2 that will be visible from Knox Road, as shown in Figure 12. Other building-mounted, back-lit, channel-letter signage is proposed along Knox Road above the entrance canopy to the residential and commercial lobbies of each building. The submitted sign plan for the project includes square footage, but not all the details required to fully evaluate conformance with the sign requirements of the D-D-O Zone. A condition has been included in this approval that requires the applicant to provide scaled details of all the signs and elevation drawings showing their location on the façades, in accordance with the applicable sign requirements.

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

Green Building Techniques—The Central US 1 Corridor Sector Plan and SMA requires the project to be Leadership in Energy and Environmental Design (LEED) certified at a minimum of the Silver level. The applicant has requested an amendment from this standard and is discussed in Finding 7 below.

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 Central 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, to examine issues, opportunities, and formulate recommendations for the area. 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 and Walkable Node (University) areas. 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 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 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 application generally meets the standards of the development district such as the building setbacks and coverage requirements.

However, the applicant is requesting the following modifications from the development district standards in Character Areas 5A–Walkable Nodes and 5B–Walkable Node (University) (all page numbers reference the sector plan):

- a. **Page 234–Building Form/Parking:** In the Walkable Node, covered parking shall be provided with the third layer (minimum 20 feet from the build-to-line). The second story of Building 1 includes structured parking that is within the second layer and is within 20 feet of the build-to-line.

The applicant argues that only a portion of the covered parking is within the second layer, and the majority of parking provided in the garage is in the third layer.

Furthermore, the applicant states that the proposed parking is not a stand-alone parking structure, but rather has been integrated into the building's design, and the parking is screened by the residential lobby and retail space at the street level and is screened by a wall on the second level of the parking garage. Due to these reasons and because the parking will generally be screened from the public realm, the Planning Board supports the amendment request given that proper architectural screening will block the view of

cars and internal light fixtures, as conditioned herein. Therefore, the Planning Board **approves** this amendment.

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

The proposed nine-story building height for Building 1 would conform to the Walkable Node (University) height provisions, however Building 1 is located in the Walkable Node and an amendment is required. The applicant justifies that the sector plan and County policies promote density at this location and that the amendment to allow a nine-story height will form a strong urban edge in close proximity to the University of Maryland campus. The topography of the site changes 20 feet from one end to the other, and the amendment to the height will allow a consistent building height along Knox Road. For these reasons, the Planning Board **approves** this amendment.

- c. **Page 237–Building Form/Massing:** In the Walkable Node and Walkable Node (University), a continuous expression line is required above the second story. Red brick is provided at the base of Buildings 1 and 2 for the majority of the building façade; however, there is not a continuous expression line, and an amendment is requested.

The use of unique architectural treatments, continuous red brick, lighting, and accents across the building facades provides visual interest and creates unification along the streetscape. The use of these elements in combination creates an attractive aesthetic and is supported by the City and the Planning Board. For these reasons, the Planning Board **approves** this amendment.

- d. **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 114 spaces. In this instance, the applicant is proposing 99 parking spaces. Thus, a modification of 15 parking spaces is required.

The applicant argues that because this development is in close proximity to the University of Maryland campus and near downtown College Park, it is proximate to multiple pedestrian routes. Furthermore, the applicant states that the building will be primarily occupied by college students, and the popularity of ride sharing will mitigate the requested reduction in parking spaces. As a result of these reasons, the sector plan's emphasis on walkability, and the additional 112 bicycle spaces proposed over the requirement, the Planning Board **approves** this amendment.

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

The applicant proposes a varied setback of the building and the parking garage from the property lines, and because the parking garage has been integrated in the building with its location below the residential dwelling units, strict application of the 50-foot setback for structured parking would render this property undevelopable. Therefore, the Planning Board **approves** this amendment.

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

Within Walkable Nodes, all development shall obtain a minimum of Silver certification in one of the applicable LEED rating systems. The applicant indicated that they do not intend to pursue LEED certification, and instead propose to meet the certification criteria of the National Green Building Standard (NGBS) at the silver level, but a scorecard has not been provided. In general, both NGBS and LEED are green building rating systems that set standards and scoring criteria for evaluating energy performance measures associated with the construction and operation of new or renovated buildings. While there are some differences, both ranking programs require evaluation of similar building systems and design features to determine efficiency levels and apply a score. Furthermore, this is consistent with the Planning Board’s decision on DSP-19054 to support the NGBS standards as a measure of sustainability. The Planning Board determined that this amendment will benefit the development and the development district by providing green design techniques and will not substantially impair implementation of the sector plan. The Planning Board **approves** the amendment request with a condition to provide an NGBS matrix and documentation that it is equal to the LEED Silver certification.

8. **Prince George’s County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-U-I Zone and the requirements of the D-D-O Zone.

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

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

- (1) **The site plan meets all approval requirements in Part 3, Division 9;**
- (2) **All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;**

The site plan meets the site design guidelines and development district standards of the Central US 1 Corridor Sector Plan and SMA, except those 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 two large buildings that will be marketed towards students and is adjacent to the University of Maryland campus on the north. The existing, or recently approved uses are compatible with the proposed mixed-use residential development, and are similar in height and density, as envisioned by the Central US 1 Corridor Sector Plan and SMA.

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

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

The adjacent properties to the east and west are developed with multi-story multifamily buildings. Specifically, the adjacent property to the east is a proposed multi-story redevelopment at a height that is supported by the University of Maryland. The buildings and uses proposed for the subject site are in keeping with the vision and intent of the Central US 1 Corridor Sector Plan and SMA and development district, and generally compatible in size, height, and massing to existing and future buildings on adjacent properties such as the recently approved Hub at College Park (DSP-19054). The proposed building is compatible with other similar redevelopment projects in the Central US 1 Corridor, within the development district, and seamlessly transitions from the southern campus of the University of Maryland to the existing development on the south side of Knox Road.

(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 façades of Buildings 1 and 2 face Knox Road, and provide access to the parking garage beneath Building 1. Lehigh Road is north of the site and wholly within State-owned property. While vehicular access is not proposed, a private pedestrian connection from the third floor of Building 1 to

Lehigh Road is proposed, allowing direct pedestrian access to the University of Maryland campus. Retail, residential entrances, and residential amenities face Knox Road, with sidewalks proposed along the frontage. The sidewalk on the north side of Knox Road will cross the driveway apron, but the pedestrian and vehicular circulation on-site is generally separated, minimizing the need for pedestrians to cross driveways.

(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 DSP indicates that the proposed lighting design will minimize glare, light, and visual intrusion onto nearby properties and buildings. In addition, it is noted that lighting is proposed in locations that accent the building and provide well-lit areas consistent with Crime Prevention Through Environmental Design (CPTED) practices.

(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 brick veneer, hard-coat stucco, fiber cement siding and metal siding. Trim, coping, and other detail elements are provided in complimentary tones and materials and include a canopy with an outdoor terrace in close proximity to the existing Terrapin Row walkway and crosswalk, enhancing the streetscape and pedestrian realm.

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

The DSP proposes decorative metal screens around transformers just to the east of the retail and residential entrances and is consistent with prior approvals in the development district. The screens meet the requirement of Section 4.4 of the 2010 *Prince George's County Landscape Manual*

(Landscape Manual), however a general note is required, as is conditioned herein.

- (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. In addition, it is noted that the applicant is proposing murals on the buildings, which will enhance the views and create a sense of place.

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

- (i) Hours of operation or deliveries;**

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

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

No loading spaces are provided, as all units are fully furnished, and the proposed trash facilities are located internally to the building, with adequate space proposed in the parking garage to provide for any deliveries to the dwelling units and commercial retail spaces.

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

The proposed trash receptacles are located internally to the buildings and have no adverse impact on adjacent properties. Trash facilities are proposed within the parking garage area of Building 1, and at the rear of the first floor of Building 2.

(iv) Location of loading and delivery spaces;

The applicant does not propose loading spaces on-site, nor are any required. There is sufficient room in the garage to serve any deliveries for the proposed commercial retail space, which will not depend on large truck deliveries.

(v) Light intensity and hours of illumination; and

The photometric plan submitted with the application showing on-site lighting, confirms that there are minimal adverse impacts on adjacent properties and the surrounding neighborhood from the proposed buildings.

(vi) Location and use of outdoor vending machines.

The subject DSP does not propose any outdoor vending machines.

- 9. Preliminary Plan of Subdivision 4-20017:** PPS 4-20017 was approved by the Planning Board on January 7, 2021 (PGCPB Resolution No. 2021-03), subject to 13 conditions. The conditions applicable to the review of this DSP are as follows:

- 3. Total development within the subject property shall be limited to uses that would generate no more than 56 AM and 73 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.**

Trip Generation Summary: DSP-20031: Aspen Maryland								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Student Housing	432	Beds	13	43	56	43	30	73
Retail/ Restaurant	2,080	square feet	0	0	0	0	0	0
Total Proposed Trips for DSP-20031 (sum of all bold numbers above)			13	43	56	43	30	73
Trip Cap for PPS 4-20017					56			73

This condition establishes an overall trip cap for the subject property of 56 AM and 73 PM peak-hour trips. The proposed mixed-use building, with 432 beds for student housing and retail space totaling 2,080 square feet, would generate 56 AM and 73 PM peak-hour trips, as noted in the table above. The DSP complies with this condition.

4. **Development of this site shall be in conformance with the Stormwater Management Concept Plan (22870-2020-00), once it is approved, and any subsequent revisions.**

The applicant submitted an approved Stormwater Management (SWM) Concept Plan (22870-2020-00) and approval letter with the subject DSP. The approved SWM concept plan is consistent with the PPS, and the development pattern shown on the subject DSP.

5. **In conformance with the 2010 *Approved Central US 1 Corridor Sector Plan and Subject Map Amendment*, the 2009 *Approved Countywide Master Plan of Transportation*, Subtitle 24, and pedestrian and bikeway adequacy within the subject site, the applicant, and the applicant's heirs, successors and/or assignees shall provide, and show on the detailed site plan, prior to acceptance:**

- a. **Minimum 6-foot-wide sidewalks along all subject site frontages on Knox Road and Guilford Road.**

Sidewalks are shown and labeled on the DSP along all site frontages on Knox Road and Guilford Drive. The plans also clearly indicate the minimum six-foot width required for these locations.

- b. **Special decorative sidewalk (e.g., scored or stamped concrete) and/or accent pavers used for sidewalks along Knox Road and Guilford Road.**

A concrete sidewalk detail is included on the DSP, which does not specify any special finish for treatment of the surface of sidewalks along Knox Road and Guilford Drive, as conditioned in the PPS. A separate detail should be provided on the plans to portray the finish or accent for the sidewalks along these roads, as conditioned herein.

c. Sidewalks continued across all driveways.

The DSP shows one proposed driveway to the development from Knox Road, and reflects a crosswalk connecting the sidewalks on either side of this driveway. A standard detail for the driveway entrance is also provided on the plans, which shows the sidewalk ramp transitions to the crosswalk.

d. Minimum of two bicycle racks consistent with AASHTO 2012 *Guide for the Development of Bicycle Facilities* provided at a location convenient to the entrance of each building.

A minimum of two bicycle racks are provided at a convenient location close to entrances of both buildings, along with a detail for these proposed bike racks.

e. Trash receptacles at a location convenient to the subject site entrance.

Trash receptacle locations are shown, and details provided on the DSP, as required by this condition.

7. Prior to acceptance of a detailed site plan, the applicant, and the applicant's heirs, successors, and/or assignees shall provide a pedestrian and bikeway exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bikeway adequacy facilities, as described in condition 6, consistent with Section 24-124.01(f) of the Subdivision Regulations.

A bicycle and pedestrian impact statement exhibit was submitted with the subject application, showing the location of the off-site pedestrian and bikeway facilities. While the exhibit included in the DSP submission does not show the engineering standards and specifications for the construction of the off-site facilities, it does address the needs for the Transportation Planning Section at this stage of review. The construction of these facilities will be reviewed in detail at the time of building permit.

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

At the time of PPS review, the applicant proposed private on-site recreation facilities to meet the mandatory dedication of parkland requirements per Section 24-135 of the Prince

George's County Subdivision Regulations. It was determined that the proposed recreational facilities at that time did not include any street-level, outdoor amenities, and recommended that at the time of DSP, the applicant explore opportunities to provide shade, outdoor seating, and other improvements to the public realm to enhance the residents' street-level experience. Paved plazas with seating, tables, planting, and lighting appear to be proposed on the DSP at street-level in front of both buildings along Knox Road. However detailed enlargements of these spaces are required to be submitted prior to certification to demonstrate that these plazas have been designed with appropriate site furnishings, finishes, and amenities to enhance the streetscape, as conditioned herein.

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

As discussed in Finding 6, an adequate and appropriate package of private recreational facilities has been provided, in accordance with the Prince George's County Parks and Recreation Facilities Guidelines. These facilities include a gym, yoga room, lounge area, and a rooftop pool and amenity space. The applicant has also included study rooms, and collaboration/computer rooms in the proposed facilities but these facilities do not qualify as recreational facilities and should not be included in the Recreational Facility Agreement. A condition of approval of this DSP requires the applicant to demonstrate that all proposed recreational facilities have been satisfactorily provided, prior to final certificate of occupancy of the buildings.

- 10. 2010 Prince George's County Landscape Manual:** The Central US 1 Corridor Sector Plan and SMA states that Sections 4.2, 4.3, and 4.7 of the Landscape Manual do not apply within the development district (page 226). Therefore, the proposed development is only subject to the requirements of Sections 4.1, 4.4, and 4.9 of the Landscape Manual, and schedules have been provided for Sections 4.1 and 4.9. The submitted plans are generally in conformance with the requirements with the exception of technical revisions that are needed and have been conditioned herein. In addition, it is noted that the plans conform to the requirements of Section 4.4, Screening Requirements. Trash will be interior to the building and not visible from the public realm, and the transformers and mechanical equipment proposed on site will be screened. Conditions requiring a screen detail and general note regarding conformance to Section 4.4 of the Landscape Manual have been included herein.
- 11. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is exempt from the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property contains less than 10,000 square feet of woodland and has no previous tree conservation plan approvals. A standard Letter of Exemption (S-040-2020) from the WCO was issued for this site, which expires on April 23, 2022.
- 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 (TCC) requirement applies per

Section 25-128(b) of the Tree Canopy Coverage Ordinance. This amounts to approximately 0.08 acre, or 3,685 square feet, to be provided in TCC. The subject DSP provides the appropriate schedule, showing on-site plantings and street trees along the Knox Road frontage, in conformance with the requirements.

13. Further Planning Board Findings and Comments from Other Entities: The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and incorporated herein by reference:

- a. **Historic Preservation and Archeological Review**—The Planning Boards adopts a memorandum dated February 8, 2021 (Stabler to Bishop), which indicates 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 required. However, it is noted that the applicant should document all standing structures on the developing property through a Maryland Inventory of Historic Properties (MIHP) form that should be submitted to Historic Preservation staff for review and approval prior to the demolition of any features within the subject property, as conditioned herein.
- b. **Community Planning**—The Planning Boards adopts a memorandum dated March 8, 2021 (Hartsfield to Bishop), which provides an analysis of the subject DSP's conformance with the recommendations of the 2014 *Plan Prince George's 2035 Approved General Plan*, the Central US 1 Corridor Sector Plan and SMA, and an analysis of the proposed alternative development district standards requirements, as included in Findings 7 and 8 above.
- c. **Transportation Planning**—The Planning Boards adopts a memorandum dated March 5, 2021, (Masog to Bishop), which offers an analysis of the prior approvals and noted that access and circulation are acceptable. The number and locations of points of access are consistent with those reviewed and approved with the PPS. The site is not within, nor 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. **Bike and Pedestrian Transportation**—The Planning Boards adopts a memorandum revised on March 15, 2021 (Jackson and Bishop), which offers the following summarized comments regarding the subject project:

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

- e. **Subdivision**—The Planning Boards adopts a memorandum dated March 9, 2021 (Gupta to Bishop), which provides an analysis of the subject DSP's conformance with the prior approvals, as included in Finding 9 above, and noted that the DSP is in substantial conformance with the approved PPS, and that all bearings and distances must be clearly shown on the DSP and be consistent with the final plat, at the time of recordation.

- f. **Environmental Planning**—The Planning Boards adopts a memorandum dated March 9, 2021 (Juba to Bishop), which offers the following:

Natural Resources Inventory/Existing Conditions

The site has an approved Natural Resources Inventory Plan (NRI-055-2020-01), which correctly shows the existing conditions of the property. No specimen or historic trees are associated with this site. This site is not associated with any regulated environmental features, such as streams, wetlands, or associated buffers. The site is associated with a small area of developed 100-year floodplain along the frontage of the site with Guilford Drive. The primary management area delineated on-site is entirely located within the previously developed 100-year floodplain and is correctly reflected on the DSP.

Soils

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

Much of the northern half of the site is situated on urban soils containing Christiana complexes. These soils have been previously disturbed and should not pose an issue to the proposed development, because no grading exceeding 20 percent is proposed. The areas of the site that are situated on existing steep slopes are above the base grade of

the proposed development, and no additional load bearing stress will be added by the proposed development.

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

Stormwater Management

The site has an approved SWM Concept Plan, 22870-2020-00, which is valid until January 21, 2024. The approved concept plan is consistent with the DSP and shows two underground storage systems associated with each building. The project will be subject to further review at the time of permit, and DPIE reserves the right to impose restrictions, if necessary, prior to permit.

A floodplain waiver from DPIE, dated October 15, 2020, was previously submitted with PPS 4-20017, granting permission to build within the existing developed 100-year floodplain subject to eight conditions.

The Planning Board found the environmental review of DSP-20031 acceptable and provided no environmental related conditions.

- g. **Prince George's County Department of Parks and Recreation (DPR)**—The Planning Boards adopts a memorandum dated March 5, 2021 (Burke to Bishop), in which DPR offers an analysis of the prior conditions of approval and summarized the recreational facilities on site. DPR indicated that the Urban Design Section shall review the on-site recreational facilities for adequacy and proper siting and establish triggers for timing of construction.
- h. **Prince George's County Fire/EMS Department**—At the time of this approval, comments have not been received from the Fire/EMS Department regarding the subject project.
- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—The Planning Boards adopts a memorandum dated March 1, 2021 (Giles to Bishop), in which DPIE indicated the DSP is consistent with SWM Concept Plan 22870-2020 and offered other comments that will be addressed through DPIE's separate permitting process.
- j. **Prince George's County Police Department**—At the time of this approval, comments have not been received from the Police Department regarding the subject project.

- k. **Prince George's County Health Department**—In a memorandum dated March 5, 2021 (Adepoju to Bishop), the Health Department offers a health impact assessment of the proposed development and offered numerous recommendations, which have been addressed through revisions to the plan or are included as conditions in this approval.
 - l. **Maryland State Highway Administration (SHA)**—At the time of the writing of this approval, SHA offered no comments on the subject application.
 - m. **Washington Suburban Sanitary Commission (WSSC)**—The Planning Board adopts an email received on February 17, 2021 (Leeth to Bishop), which offers numerous comments from WSSC regarding the subject project, which will be addressed through their separate permitting process.
 - n. **City of College Park**—The Planning Boards adopts a letter dated March 24, 2021 (Schum to Hewlett), in which the City of College Park indicated that at a meeting on March 23, 2021, the City Council voted 7-0, with 1 abstention, in support of this DSP. The City's vote included support of the needed alternative development district standards, and multiple conditions, which have been included herein, as appropriate.
14. The subject application adequately takes into consideration the requirements of the D-D-O Zone and the Central US 1 Corridor Sector Plan and SMA. The amendments to the development district standards required for this development would benefit the development and the development district, as required by Section 27-548.25(c), and would not substantially impair implementation of the sector plan.
- Based on the foregoing and as required by Section 27-285(b)(1) 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 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).**

No regulated environmental features will be impacted by the proposed development, and it is determined that the regulated environmental features have been preserved and/or fully restored in a natural state to the fullest extent possible, in accordance with the requirement.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Detailed Site Plan DSP-20031 for the above described land, subject to the following conditions:

- A. APPROVAL of the alternative development district standards for:
1. **Page 234–Building Form/Parking:** To allow covered parking within 20 feet of the build-to-line.
 2. **Page 234–Building Form/Character Area 5A/Walkable Nodes/Building Height:** To increase building height from six stories to nine stories.
 3. **Page 237–Building Form/Massing:** To allow a non-continuous expression line above the second story.
 4. **Page 239–Building Form/Parking:** To decrease the number of required parking spaces required on site by 15 spaces.
 5. **Page 243–Building Form/Structured Parking:** To allow a parking structure within 50 feet of the property line.
 6. **Page 256–Sustainability and the Environment/Leadership in Energy and Environmental Design (LEED) Certification:** To allow for National Green Building Standard Silver certification.
- B. APPROVAL of Detailed Site Plan DSP-20031 for Aspen Maryland, 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 crosswalk across the driveway entrance to the parking garage at a consistent grade with the sidewalk.
 - b. Provide decorative sidewalks (e.g., scored or stamped concrete) and/or accent pavers for sidewalks along Knox Road and Guilford Drive.
 - c. Provide a table to delineate the number of interior and exterior bicycle parking spaces proposed.
 - d. Provide dimensions for the drive aisles and parking spaces shown in the parking structure showing conformance with the requirements of the Zoning Ordinance.

- e. Provide Americans with Disabilities Act access to the residential and retail entrances on Knox Road.
- f. Designate and reserve a minimum of three retail-only parking spaces in the parking garage in close proximity to the entrance for the ground-floor retail locations.
- g. Provide Americans with Disabilities Act-compliant curb cuts and crosswalks, where needed, and provide other decorative paving (e.g., scored or stamped concrete) to distinguish the crosswalk in front of the garage.
- h. Except across the actual garage entrance, provide a proper architectural screening treatment to block the view of cars and lighting in the parking garage from Knox Road.
- i. Indicate that ground floor residential amenity areas and retail glass windows will be transparent.
- j. Provide a sign table listing the number of signs, size, material, lighting, and their location on the façades, in accordance with the applicable Development District Overlay Zone standards.
- k. Provide a matrix demonstrating National Green Building Standard, Silver level is equivalent to Leadership in Energy and Environmental Design Silver, and how it will be achieved for the proposed development.
- l. Provide at least one electric car-charging station.
- m. Provide a note on the landscape plan that states “The trash, loading facilities, and mechanical equipment are interior to the building or have been appropriately screened, in conformance with Section 4.4 of the Landscape Manual.”
- n. Provide the detail for decorative screening surrounding all ground transformers on site, with review and comment from the City of College Park staff.
- o. Correct the landscape schedule for Section 4.1 to reflect the correct number of shade trees required on the landscape plan.
- p. Show the center line of Knox Road and all distances to the property line.
- q. Provide detailed enlargements of the exterior plaza spaces proposed on site to demonstrate that these plazas have been designed with appropriate site furnishings, finishes, and amenities to enhance the streetscape.

r. Provide the following general notes:

- (1) During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements, as specified in Subtitle 19 of the Prince George's County Code.
 - (2) During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements, as specified in the 2011 *Maryland Standards and Specifications for Soil Erosion and Sediment Control*.
2. Prior to approval of a demolition permit, all standing structures on the subject property shall be documented on a Maryland Inventory of Historic Properties form to be reviewed by Historic Preservation staff. The form shall include floor plans, representative interior and exterior photos of the dwellings, and exterior photographs of the outbuildings and signage. A copy of the form shall be provided to the staff of the City of College Park.
 3. Prior to issuance of the final certificate of occupancy of each building, the applicant shall demonstrate that all on-site recreational facilities associated with each building have been fully constructed and are operational.

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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner and Hewlett voting in favor of the motion at its regular meeting held on Thursday, April 8, 2021, in Upper Marlboro, Maryland.

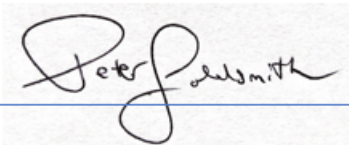
Adopted by the Prince George's County Planning Board this 29th day of April 2021.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:NAB:nz

APPROVED AS TO LEGAL SUFFICIENCY

A handwritten signature in black ink, appearing to read "Peter J. Smith", is written over a horizontal blue line. The signature is fluid and cursive.

M-NCPPC Legal Department
Date: April 13, 2021