



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

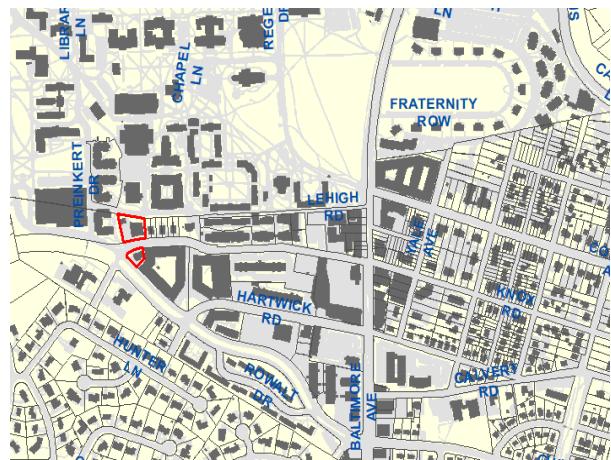
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# Preliminary Plan of Subdivision 4-20017

## Aspen Maryland

REQUEST	STAFF RECOMMENDATION
Two parcels for 129 multifamily dwelling units and 2,098 square feet of commercial development.	APPROVAL with conditions
Variation from Section 24-122(a)	APPROVAL

<b>Location:</b> On the north and south sides of Knox Road, at its intersection with Guilford Road.	
Gross Acreage:	0.84
Zone:	M-U-I/D-D-O
Gross Floor Area:	2,098 sq. ft.
Dwelling Units:	129
Lots:	0
Parcels:	2
Planning Area:	66
Council District:	03
Election District:	21
Municipality:	College Park
200-Scale Base Map:	209NE04
<b>Applicant/Address:</b> York Acquisitions, LLC 8008 Corporate Center Drive, Suite 201 Charlotte, NC 28226	
<b>Staff Reviewer:</b> Eddie Diaz-Campbell <b>Phone Number:</b> 301-952-3665 <b>Email:</b> Eddie.Diaz-Campbell@ppd.mncppc.org	



Planning Board Date:	01/07/2021
Planning Board Action Limit:	01/07/2021
Mandatory Action Timeframe:	70 days
Staff Report Date:	12/19/2020
Date Accepted:	10/15/2020
Informational Mailing:	06/18/2020
Acceptance Mailing:	10/12/2020
Sign Posting Deadline:	12/08/2020

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

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THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-20017  
Aspen Maryland

**OVERVIEW**

The subject site is located on the north and south sides of Knox Road, at its intersection with Guilford Drive. The site consists of one 27,250-square-foot parcel on the north side of Knox Road known as Parcel A, Block G of Lord Calvert Manor, and one 9,583-square-foot lot on the south side of Knox Road known as Lot 57, Block H of Lord Calvert Manor. Both properties were recorded in Plat Book WWW 41, page 100 in 1961. Both properties are zoned Mixed Use-Infill (M-U-I) and are subject to the Central US 1 Corridor Development District Overlay (D-D-O) Zone. The total site area is 36,833 square feet or 0.846 acre. The site is subject to the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (Central US 1 Corridor Sector Plan and SMA).

Parcel A is the site of two existing multifamily buildings, while Lot 57 is the site of one additional multifamily building. All three buildings are to be razed to make way for new development. The applicant proposes to build one new mixed-use building on each property. The total new development proposed consists of 129 multifamily dwelling units for student housing, as well as 2,098 square feet of commercial retail floor area, with 88 of the units and 1,055 square feet of the commercial floor area in the northern building, and 41 of the units and 1,023 square feet of the floor area in the southern building. The properties will be redesignated as Parcel 1 (Parcel A) and Parcel 2 (Lot 57).

The applicant filed a variation request from Section 24-122(a) of the Prince George's County Subdivision Regulations, to allow omission of the required public utility easements (PUEs) along Knox Road and Guilford Drive. This request is discussed further in the Public Utility Easement finding of this technical staff report.

Staff recommends approval of the preliminary plan of subdivision (PPS), with conditions, and approval of a variation from Section 24-122(a), based on the findings contained in this technical staff report.

**SETTING**

The site is located on Tax Map 33, with Parcel A in Grid B-3 and Lot 57 in Grid B-4. The site is within Planning Area 66. Lehigh Road (a private street) is north of the subject property and the main campus of the University of Maryland (UMD) is beyond, on land zoned Rural Residential. A mixed-use building on the south side of Knox Road and several multifamily buildings on the north side are located east of the subject site, all of which are in the M-U-I and D-D-O Zones. To the south of the site across Guilford Drive, is a church in the One-Family Detached Residential (R-55) Zone. To

the southwest of the site are unbuilt right-of-way (ROW) for Guilford Drive and an institutional use (catholic student center) in the R-55 Zone. A dormitory building and a parking garage owned by UMD, also in the R-55 Zone, are west of the subject site. Land east of the site is within an Aviation Policy Area (APA); however, the APA does not cover the site itself.

## FINDINGS AND REASONS FOR STAFF RECOMMENDATION

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

	EXISTING	PROPOSED
Zone	M-U-I/D-D-O	M-U-I/D-D-O
Use(s)	Residential multifamily	Residential multifamily Commercial
Acreage	0.84	0.84
Parcels	1	2
Lots	1	0
Dwelling Units	32	129
Commercial floor area	0	2,098 square feet
Variance	No	No
Variation	No	Yes Section 24-122(a)

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee (SDRC) meeting on October 30, 2020. The requested variation from Section 24-122(a) was accepted on October 15, 2020, and also heard at the SDRC meeting on October 30, 2020, as required by Section 24-113(b) of the Subdivision Regulations.

- 2. Previous Approvals**—There is one previous PPS applying to this site, known as 12-1930. However, there are no records available pertaining to this PPS. The PPS was followed by the existing plat for the property, 5-61224, which was recorded in Plat Book WWW 41, page 100 in 1961. The existing plat has no requirements which apply to the subject project. Resubdivision of the subject property is required, in accordance with Section 24-111(c) of the Subdivision Regulations.
- 3. Community Planning**—Conformance with the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and the Central US 1 Corridor Sector Plan and SMA are evaluated, as follows:

### Plan 2035

The subject property falls within the UMD East and UMD Center Local Centers as designated in Plan 2035, as well as the designated Employment Area (Plan 2035, page 18). These two local centers are further identified as Campus Centers and future Purple Line centers (Plan 2035, Table 16). According to Plan 2035, the local centers are “focal points for development and civic activity based on their access to transit or major highways” (Plan 2035, page 19). The desired development for Campus Centers is mid- and low-rise

apartments, condos, townhouses, and small-lot single family residential at a density of 10-15 dwelling units/acre. The desired FAR for new development is .5-3 (Plan 2035, Center Classification, page 108).

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

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

### **Sector Plan**

The Central US 1 Corridor Sector Plan and SMA retained the subject property in the D-D-O/M-U-I Zone. The D-D-O/M-U-I Zone permits multifamily and retail uses. The sector plan recommends Mixed Use-Residential land use on the subject properties. The proposed application conforms to the sector plan land use recommendations.

The development consists of two adjacent properties in Downtown College Park. Of the two properties, Parcel A is within the Walkable Node character area, while Lot 57 is within the Walkable Node University character area of the sector plan. Walkable Nodes "spaced about a half mile to one mile apart along the corridor serve as excellent transit and multimodal stops and encourage pedestrians to congregate at appropriate retail and employment areas" (page 53). Walkable Node Policy 1 recommends development of "a series of pedestrian-friendly, transit-oriented, mixed-use walkable nodes at appropriate locations along the Central US 1 Corridor" (page 65). Applicable strategies to achieve this policy include:

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

Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, this application conforms to the sector plan and the land use policy recommendations for Employment Areas, as described in Plan 2035.

4. **Stormwater Management**—An unapproved stormwater management (SWM) concept plan was submitted with this PPS application and shows the use of one micro-bioretenion structure and an underground storage system.

The western edge of Lot 57 is located within the existing developed 100-year floodplain. A floodplain waiver from the Prince George's County Department of Permitting, Inspections and Enforcement (DPPIE), dated October 15, 2020 was submitted with this application granting permission to build within this part of the floodplain, subject to eight conditions.

An approved SWM concept plan will be required as part of the application at time of detailed site plan review. No further information is required at this time regarding SWM with this PPS application.

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

5. **Parks and Recreation**—This PPS has been reviewed for conformance with the requirements and recommendations of the 2010 Sector Plan, the Formula 2040: Functional Master Plan for Parks, Recreation and Open Space, and Subtitle 24 of the Prince George's County Code, as they pertain to public parks and recreational facilities.

The subject subdivision is not adjacent to existing Maryland-National Capital Park and Planning Commission-owned parkland. Several existing parks are within the vicinity of this development: University Hills Park (approximately 1 mile to the west), which has a playfield, picnic area, and trails; College Park Community Center (approximately 1.2 miles to the northeast); Prince George's Plaza Community Center (approximately 1.4 miles to the southwest); Lane Manor Park (approximately 1.9 miles to the west), which has a splash park, recreation building, fields, and playgrounds; and Calvert Park (approximately 1 mile to the southeast), which has a playground, picnic area, and trails.

Per Section 24-134(a)(1) of the Subdivision Regulations, mandatory dedication of parkland applies to the residential portion of this development proposal, which would result in the requirement of 0.12 acre of land dedication for this site. Dedication of this small area would not be recommended, as it would not be contiguous to any existing parkland. As per Section 24-135 of the Subdivision Regulations, the Prince George's County Planning Board may approve a fee-in lieu of parkland dedication or private on-site recreational facilities.

The applicant is proposing private on-site recreation facilities and has provided a description of the recreation facilities on-site that will be available for the future residents. On a conceptual basis, those facilities would include a fitness center, study, collaboration room, bistro, lounge, multipurpose spaces, and an outdoor pool area.

Due to the amount of parkland dedication and location of the property (not contiguous to existing parkland), staff has concluded that land dedication for a public park would not provide the most benefits to the public. In addition, staff believes that future residents would be best served by the provision of on-site recreational facilities. Staff therefore finds that the on-site recreational facilities proposed will meet the requirements of mandatory parkland dedication, as required in the Section 24-135(b).

It is noted that the proposed recreational facilities do not include any street-level, outdoor amenities. Staff recommends that at the time of DSP, the applicant explore opportunities to provide shade, outdoor seating, and other improvements to the public realm, which would enhance the residents' street-level experience. These improvements should be included in the design of the project if practical.

6. **Trails**—This PPS was reviewed for conformance with the Subdivision Regulations, the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), and the Central US 1 Corridor Sector Plan and SMA to provide the appropriate pedestrian and bicycle transportation recommendations. The site is subject to Section 24-124.01, Adequacy of Bicycle and Pedestrian Facilities in Centers and Corridors, of the Subdivision Regulations, as well as the “Transportation Review Guidelines, Part 2,” at the time of PPS.

#### **Review of Proposed On-Site Pedestrian and Bicycle Infrastructure**

The submitted application includes a pedestrian exhibit which shows a 6-foot-wide sidewalk along both sides of Knox Road and the east side of Guilford Drive. The submitted materials also show bicycle storage for Buildings 1 and 2. There are existing sharrows along Guilford Drive and the eastbound side of Knox Road, and a bicycle lane on the westbound side of Knox Road.

#### **Sector Plan Conformance**

The development application is subject to the Central US 1 Corridor Sector Plan and SMA and the MPOT. These plans recommend the following facilities:

- Shared roadway along Mowatt Lane
- Shared roadway along Guilford Drive
- Shared roadway along Hartwick Road

There are existing shared roadway markings (sharrows) along Guilford Drive, however many of the sharrows are not placed consistent with the Prince George’s County Department of Public Works and Transportation Urban Street Design Standards. The City of College Park has indicated that they would prefer not replacing the sharrows at this time, due to the sharrow marking residue that would remain on the street pavement. There are existing sharrows and a bicycle lane along Knox Road. There are no sharrows along Mowatt Lane or along Hartwick Road. There is an existing D11-1/Bicycle Route sign on Hartwick Road.

The area master plan provides the following goals, policies, and strategies related to pedestrian and bicycle transportation:

**Provide a continuous network of sidewalks, bikeways, and trails that enhance opportunities for residents to make trips by walking or bicycling (pg. 136).**

**Manage capacity and minimize congestion of US 1, MD 193, Rhode Island Avenue, and the other streets, roads, and highways in the sector plan area by safely and effectively providing access for all users to destinations within the Central US 1 Corridor (pg. 136).**

**Provide wider sidewalks throughout the Central US 1 Corridor, particularly within the walkable nodes (pg.139).**

**Provide marked bike lanes, cycle tracks, and multiuse paths where appropriate (pg. 139).**

**Provide a comprehensive wayfinding system of street signage, directional signs, interpretive signage, and markers to direct residents, visitors, workers, and students to key locations and trail networks within and near the Central US 1 Corridor (pg. 139)**

**Provide bicycle parking, including bicycle racks and lockers, to encourage and facilitate bicycle travel (pg. 153).**

**Encourage nonresidential and mixed-use developments to provide shower facilities and bicycle lockers as further incentives for increasing bicycle use (pg. 153).**

Furthermore, the subject site is within the “Walkable Node (University)” character area and the sector plan includes the following standards related to pedestrian and bicycle transportation for this character area.

**US 1 facilities between Guilford and College Ave (pg. 273):**

**5-10-foot-wide sidewalks where possible  
6-foot-wide cycle tracks (long term / ultimate section)  
5-foot-wide marked bicycle lanes (short-term)**

**Walkways: The pavement dedicated exclusively to pedestrian activity. Sidewalk widths may vary where necessary to fulfill the vision of the sector plan. Sidewalk width – 12-30 feet wide in the Walkable Node (University) character (pg. 275).**

**At the time of development, the developer/property owner (including the develop and the applicant’s heirs, successors, and/or assignees) is required to install sidewalks (pg 276).**

**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 (pg 276).**

**Sidewalk materials should be continued across driveways whenever possible, and accent paving should be used to define pedestrian crossings (pg. 276).**

**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 (pg. 276).**

The MPOT provides policy guidance regarding multimodal transportation, and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

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



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

**Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.**

The submitted plans include 6-foot-wide sidewalks along the property frontages and long-term bicycle storage inside each building. Consistent with the master plan, staff recommends that the frontage sidewalks include special decorative and accent paving materials and that sidewalks be continued across driveways. Staff further recommends that short-term bicycle parking consistent with the AASHTO 2012 *Guide for the Development of Bicycle Facilities* be provided outside the buildings. Staff also recommends that trash receptacles at a location convenient to the subject site entrance be provided. Staff recommends that, prior to the acceptance of a DSP for the subject site, the DSP shall show the above pedestrian and bikeway.

#### **Subdivision Regulations Conformance**

The submitted PPS does not include blocks over 750 feet long and therefore does not need to provide facilities pursuant to Section 24-121(a)(9).

Pursuant to Section 24-123(a)(6) of the Subdivision Regulations, the proposed PPS indicates the location of all land for bike trails and pedestrian circulation systems that are indicated on a master plan, county trails plan, or abutting existing or dedicated trails per Map 14/Master Plan Trails and Bicycle Facilities South, as shown on page 140 of the sector plan.

#### **Review of Proposed Off-Site Pedestrian and Bicycle Adequacy Infrastructure**

The submitted development application is located in the UMD Center, a Plan 2035 Center, and is subject to Section 24-124.01, Adequate Public Pedestrian and Bikeway Facilities Required in County Centers and Corridors.

The submitted application includes a Bicycle Pedestrian Impact Statement (BPIS) exhibit and cost estimate that proposes seven perpendicular ramps, a raised midblock crosswalk across Knox Road, continental crosswalk striping, shared use lane markings, pedestrian related warning signs, and R4-11/Bicycles May Use Full Lane regulatory signs.

The cost cap for the site is \$43,974.49. This number was developed by multiplying the nonresidential square footage by \$0.35 (\$734.30), adding the number of dwelling units multiplied by \$300 (\$39,300), and then indexing the sum for inflation between June 2013, when the legislation became active, and today. On December 3, 2020, the applicant submitted an estimated total cost for the proposed off-site pedestrian and bikeway facilities at \$44,700.00; this cost includes unit prices for the construction and facilities, a 50 percent contingency, and a 50 percent design fee. Per correspondence with the applicant dated December 11, 2020 (email from Tedesco to Diaz-Campbell, incorporated by reference herein), the contingency may be reduced by \$1,000 so that the total estimated cost is within the cost cap. The total estimated cost is therefore \$43,700. Pursuant to Section 24-124.01(c), staff finds that the proposed off-site facilities are within the cost cap.

The proposed off-site facilities are within the 0.5 mile walking and bicycling distance and will likely be used by future residents of the proposed development, as well as people visiting the subject site. Pursuant to Section 24-124.01(c), staff finds that there is a demonstrated nexus between the proposed and recommended pedestrian and bikeway improvements for the subject development and nearby destinations.

Staff finds that the proposed and the above staff-recommended pedestrian and bicycle facilities will reflect the minimum facilities necessary to meet adequacy pursuant to Section 24-124.01(b) in the surrounding area of the subject site. Staff recommends that an exhibit be provided, prior to the acceptance of a DSP for the subject site, which demonstrates that the pedestrian and bikeway adequacy facilities will be provided within the area surrounding the subject site.

7. **Transportation**—Transportation-related findings for adequacy are made with this application, along with any needed determinations related to dedication, access, and general subdivision layout. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by staff, consistent with the “Transportation Review Guidelines, Part 1” (Guidelines).

### **Background**

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

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

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

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

seconds and at least one approach volume exceeds 100, the critical lane volume (CLV) is computed.

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

### Analysis of Traffic Impacts

The application is a PPS for a plan that includes residential and commercial uses. The trip generation is estimated using trip rates and requirements in the Guidelines. It is noted that the traffic study describes the small retail space as “ancillary.” While the use is not ancillary, as defined in Subtitle 27 of the County Code, the intent is to suggest that the retail component will not independently generate vehicle trips. The proposed 2,098 square feet of retail is to be divided between the two buildings. A coffee outlet or similar type of student-oriented retail establishment of about 1,022 square feet is likely to attract all (or nearly all) of its patronage from the subject building or other adjacent buildings, and few if any vehicle trips from beyond the immediate area, and staff accepts that premise in this instance. The table below summarizes trip generation in each peak-hour that was used in reviewing traffic for the site:

<b>Trip Generation Summary: 4-20017: Aspen Maryland</b>								
<b>Land Use</b>	<b>Use Quantity</b>	<b>Metric</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
			<b>In</b>	<b>Out</b>	<b>Tot</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
<b>Student Housing</b>	<b>434</b>	<b>Beds</b>	<b>13</b>	<b>43</b>	<b>56</b>	<b>43</b>	<b>30</b>	<b>73</b>
<b>Retail/Restaurant</b>	<b>2,098</b>	<b>sq. ft.</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Proposed Trips for 4-20017 (sum of all bold numbers above)</b>			<b>13</b>	<b>43</b>	<b>56</b>	<b>43</b>	<b>30</b>	<b>73</b>

An August 2020 traffic impact study (TIS) (final update October 2020) with counts taken in January 2020 was submitted and accepted as part of this PPS. The following tables represent results of the analyses of critical intersections under existing, background, and total traffic conditions:

<b>EXISTING TRAFFIC CONDITIONS</b>				
<b>Intersection</b>	<b>Critical Lane Volume (AM &amp; PM)</b>		<b>Level of Service (LOS, AM &amp; PM)</b>	
Guilford Drive and Knox Road	10.5*	21.6*	--	--
US 1 and Campus Drive	905	1,118	A	B
US 1 and Hotel Drive	595	736	A	A
US 1 and Rossborough Drive	536	627	A	A
US 1 and Fraternity Row	492	513	A	A
US 1 and College Avenue/Regents Drive	581	656	A	A
US 1 and Knox Road	644	849	A	A
US 1 and Hartwick Road	418	475	A	A
US 1 and Calvert Road	415	605	A	A
US 1 and Guilford Drive	626	708	A	A
<b>Link Peak-Period Level of Service</b>	<b>577</b>	<b>694</b>	<b>A</b>	<b>A</b>
*In analyzing unsignalized intersections with all-way stop control, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

None of the critical intersections identified above are programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program.

Background traffic has been developed for the study area using a listing of 18 approved developments in the area and a growth rate of 1.0 percent per year over 6 years. A second analysis was done to evaluate the impact of background developments. The analysis revealed the following results:

<b>BACKGROUND TRAFFIC CONDITIONS</b>				
<b>Intersection</b>	<b>Critical Lane Volume (AM &amp; PM)</b>		<b>Level of Service (LOS, AM &amp; PM)</b>	
Guilford Drive and Knox Road	12.0*	48.6*	--	--
US 1 and Campus Drive	1,106	1,443	B	D
US 1 and Hotel Drive	781	1,039	A	B
US 1 and Rossborough Drive	717	923	A	A
US 1 and Fraternity Row	671	803	A	A
US 1 and College Avenue/Regents Drive	765	956	A	A
US 1 and Knox Road	965	1,277	A	C
US 1 and Hartwick Road	760	869	A	A
US 1 and Calvert Road	616	883	A	A
US 1 and Guilford Drive	844	1,012	A	B
<b>Link Peak-Period Level of Service</b>	<b>803</b>	<b>1,023</b>	<b>A</b>	<b>B</b>
*In analyzing unsignalized intersections with all-way stop control, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

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

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
Guilford Drive and Knox Road (standards for passing are shown in parentheses)				
Delay Test (50 seconds or less)	12.2*	52.7*	Pass	Fail
CLV Test (1,150 or less)	--	860	Pass	Pass
US 1 and Campus Drive	1,110	1,454	B	E
US 1 and Hotel Drive	786	1,050	A	B
US 1 and Rossborough Drive	722	934	A	A
US 1 and Fraternity Row	676	814	A	A
US 1 and College Avenue/Regents Drive	770	967	A	A
US 1 and Knox Road	1,005	1,322	B	D
US 1 and Hartwick Road	763	871	A	A
US 1 and Calvert Road	619	886	A	A
US 1 and Guilford Drive	847	1,017	A	B
Link Peak-Period Level of Service	811	1,035	A	B
*In analyzing all-way stop-controlled intersections, a two-step procedure is employed in which the greatest average delay in seconds for any movement within the intersection and the critical lane volume is computed and compared to the approved standards. According to the Guidelines, both tests must fail in order to require a signal warrant study.				

It is found that all critical intersections operate acceptably under total traffic in both peak hours. A trip cap consistent with the trip generation assumed for the site, 56 AM and 73 PM peak-hour vehicle trips is recommended.

#### **Master Plan Roads and Site Access Evaluation**

The site is adjacent to Guilford Drive, a master plan collector facility with a planned ROW of 80 feet. Adequate dedication exists, and no further dedication is required of this plan. Access and circulation are proposed by means of private driveways from existing Knox Road. The access and circulation proposed are acceptable.

Based on the findings presented in this section, staff concludes that adequate transportation facilities will exist to serve the proposed subdivision as required under Section 24-124, subject to the conditions recommended in this technical staff report.

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

#### **Impact on Affected Public School Clusters by Dwelling Units**

<b>Affected School Clusters #</b>	<b>Elementary School Cluster 2</b>	<b>Middle School Cluster 2</b>	<b>High School Cluster 2</b>
Multifamily Total Dwelling Units	129 DU	129 DU	129 DU
Multifamily Pupil Yield Factor	0.162	0.089	0.101
TDU * PYF	21	11	13
Total Future Subdivision Enrollment	21	11	13
Adjusted Enrollment in 2019	22,492	9,262	9,372
Total Future Enrollment	22,513	9,273	9,385
State Rated Capacity	19,425	7,121	8,494
Percent Capacity	116%	130%	110%

Section 10-192.01 of the County Code establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24 of the County Code. The current amount is \$9,741 per dwelling if a building is located between I-95/I-495 and the District of Columbia; \$9,741 per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$16,698 per dwelling for all other buildings. As stated, this project is within the I-95/I-495 Capital Beltway; thus, the surcharge fee is \$9,741 per dwelling unit. This fee is to be paid to DPIE at the time of issuance of each building permit.

9. **Public Facilities**—In accordance with Section 24-122.01, water and sewerage, police, and fire and rescue facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section, dated October 30, 2020 (Thompson to Diaz-Campbell), provided in the backup of this technical staff report and incorporated by reference herein.

10. **Use Conversion**—The total development included in this PPS is for 129 multifamily units and 2,098 square feet of commercial development in the M-U-I and D-D-O Zones. If a substantial revision to the mix of uses on the subject property is proposed that affects Subtitle 24 adequacy findings, as set forth in the resolution of approval and reflected on the PPS, that revision of the mix of uses shall require approval of a new PPS, prior to approval of any building permits.
11. **Public Utility Easement (PUE)**—In accordance with Section 24-122(a), when utility easements are required by a public company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

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

The standard requirement for PUEs is 10 feet wide along both sides of all public ROWs. The site currently abuts Knox Road, as it runs between the two properties, as well as Guilford Drive on the south side of Lot 57. The applicant has filed a variation request from Section 24-122(a) to allow omission of the PUE along both streets. According to the applicant, the standard PUE is not necessary for the proposed site as all of the necessary utilities are provided within the existing street ROWs.

#### **Variation**

Section 24-113 requires that the following criteria are met. The criteria are in **BOLD** text below, while staff findings for each criterion are in plain text.

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

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

The applicant submitted a Statement of Justification (SOJ) providing responses to the criteria of Section 24-113. In their response to this criterion they note that utilities already exist in the public ROW, and so not providing a PUE will not prevent utilities from being accessed. The utilities in the ROW are shown on the PPS. Staff concurs with the applicant that granting the variation will not be detrimental to the public safety, health, or welfare, or be injurious to other property. Omitting the PUEs will not prevent the subject properties or any other properties from accessing the existing public utilities.

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

There are a couple of conditions applying to this property which are not generally applicable to other properties and therefore provide an appropriate basis for seeking the variation. First, all the necessary utilities that normally would be provided within a PUE are already within the abutting ROWs. Typically, PUEs are needed in order to allow the utility companies to extend their service to adjacent properties; however, that purpose would not be served in this case. Second, this site falls within the Central US 1 Corridor Sector Plan and SMA. Specifically, the site is located in the Walkable Node and Walkable Node – University character areas of the D-D-O Zone. These character areas require a minimum 0-foot and maximum 10-foot build-to line from the street frontages. The applicant states in their SOJ that it would be impossible to both include both a 10-foot PUE and meet the 10-foot maximum build-to line, and staff concurs. Space is needed for sidewalks, streetscaping, and landscaping and grading between the buildings and the street lines, and this does not leave room for PUEs.

- (3) The variation does not constitute a violation of any other applicable law, ordinance, or regulation.**

This PPS and this variation request for the location of PUEs were referred to the Washington Suburban Sanitary Commission (WSSC), Verizon, the Potomac Electric Power Company, the Southern Maryland Electric Cooperative, Baltimore Gas and Electric Company, Washington Gas, Comcast, and AT&T. WSSC provided detailed comments and specified that all WSSC facilities would need their own easements which other utilities could not share; because of this they do not need the PUEs for siting their facilities. AT&T provided a response indicating that they have no local or long-distance facilities in the area. Responses regarding the variation request were not received from the other agencies. The proposed utilities will be designed in direct coordination with the individual utility companies, in order to meet all requisite requirements and design standards. The variation from Section 24-122(a) is unique to, and under the sole authority of, the Planning Board. Approval of this variation request will not constitute a violation of any other applicable law, ordinance, or regulation.

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

The property's physical surroundings give rise to a particular hardship that can be distinguished from a mere inconvenience. The property is surrounded by existing developments, none of which have any issues accessing utilities, due to the utilities being in the adjacent street ROWs. The property is also in an urban setting where the buildings are close to the street and there is limited space for utilities, sidewalks, and streetscaping.



Carrying out the strict letter of the regulation would put the project in direct conflict with the requirements of the D-D-O standards. Since it is not possible to satisfy both the requirement for a PUE and the required build-to line of the D-D-O standards, the applicant faces a hardship unless relief is granted from the PUE requirement.

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

This criterion is not applicable because the site is within the M-U-I and D-D-O Zones.

Staff finds that the site faces conditions not generally applicable to other properties, and that the variation request is supported by the required findings. Approval of the variation will not have the effect of nullifying the intent and purpose of the Subdivision Regulations, which is to guide development according to Plan 2035 and the area master plan.

Therefore, staff recommends approval of the variation from Section 24-122(a), to allow omission of the PUE along the two abutting public roads.

- 12. Historic**—The subject property is currently developed with three apartment buildings constructed to house students attending UMD. In 1965, both 4205 and 4206 Knox Road were constructed, while 4204 Knox Road (which shares Parcel A with 4206 Knox Road) was constructed before 1977. The buildings are garden-style apartments with two to three stories and a basement opening on to a green space. Since the principal buildings are more than 50 years old, the applicant should document all structures on the developing property through a Maryland Inventory of Historic Properties form that should be submitted to Historic Preservation Staff for review and approval, prior to the demolition of any features within the subject property.

A Phase I archeological survey is not recommended on this property. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. The subject property is currently developed with a garden apartment complex.

13. **Environmental**—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 Resources Inventory #	Authority	Status	Action Date	Resolution Number
NA	NRI-055-2020 (EL)	Staff	Approved	4/28/2020	NA
NA	NRI-055-2020-01	Staff	Approved	9/3/2020	NA
NA	S-040-2020	Staff	Approved	4/23/2020	NA
4-20017	N/A	Planning Board	Pending	Pending	Pending

#### **Grandfathering**

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

#### **Master Plan Conformance**

##### **General Plan**

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

##### **Sector Plan**

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

##### **Countywide Green Infrastructure Plan**

Most of the site is mapped outside of the designated network of the *Countywide Green Infrastructure Plan* of the *Approved Prince George's Resource Conservation Plan: A Countywide Functional Master Plan* (May 2017) (Green Infrastructure Plan). The exception is a small, regulated area within the network, along the frontage of Guilford Drive associated with previously developed 100-year floodplain.

The entire site was previously cleared, graded, and developed, prior to the enactment of the Prince George's County Woodland Wildlife Habitat Conservation Ordinance (WCO) in 1990. Much of the remaining vegetation on-site is comprised of existing landscaping or open grown trees. No woodlands exist on-site, per the approved Natural Resources Inventory (NRI-055-2020-01). The proposed development will not impact any county regulated environmental features, and impacts are limited to previously developed 100-year floodplain on-site.

While the green infrastructure elements mapped on the subject site will be impacted, the overall site has been graded under previous approvals and the design of the site meets the zoning requirements and the intent of the growth pattern established in Plan 2035.

Based on the proposed layout, the project demonstrates substantial conformance with the applicable policies and strategies of the Green Infrastructure Plan.

## **Environmental Review**

### **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.

### **Woodland Conservation**

The site is exempt from the provisions of the WCO because the property contains less than 10,000 square feet of woodland and has no previous tree conservation plan TCP approvals. A standard Letter of Exemption (S-040-2020) from the WCO was issued for this site which expires on April 23, 2022. No additional information is required regarding woodland conservation.

### **Soils**

The predominant soils found to occur, according to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, include Urban Land-Christian-Downer complex (5–15% slopes); Urban Land-Russett-Christiana complex (5–15% 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.

Correspondence from DPIE demonstrating conformance with Section 24-131 of the Subdivision Regulations for unsafe soils is not required at this time and 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 and/or at time of permit.

### **Preservation of Regulated Environmental Features**

At the time of DSP, Section 27-285(b)(4) of the Zoning Ordinance will require the following finding: "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)."

However, no additional regulated environmental features will be impacted by the proposed development because the site was already previously developed. Staff therefore 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 Section 24-130(b)(5) of the Subdivision Regulations.

#### **Specimen, Champion, or Historic Trees**

In accordance with approved NRI-104-2019, no specimen, champion, or historic trees have been identified on the subject property. The specimen tree regulations are under Subtitle 25, the WCO. Because the site is exempt from the requirements of Subtitle 25 (a standard exemption has been issued), the project is not subject to the specimen tree regulations. No further information is required regarding specimen, champion, or historic trees.

- 14. Urban Design**—The proposed development of 129 multifamily residential dwellings and 2,098 square feet of retail will be subject to DSP approval.

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

The subject site is governed by the D-D-O standards approved with the sector plan that requires DSP review for the proposed redevelopment of the subject site. In accordance with the sector plan, D-D-O standards replace comparable standards and regulations of the Zoning Ordinance where applicable. Whenever a conflict exists between the D-D-O standards and the Zoning Ordinance or 2010 *Prince George's County Landscape Manual* (Landscape Manual), the D-D-O standard shall prevail. For development standards not covered by the D-D-O Zone, the Zoning Ordinance or Landscape Manual shall serve as the requirements, as stated in Section 27-548.21 of the Zoning Ordinance.

The subject site falls within two Character Areas, as defined on page 228 of the sector plan. Parcel 1 is within the Walkable Node and Parcel 2 is within the Walkable Node (University). The sector plan has more than 40 pages of development standards focused on criteria, including building form, architectural elements, sustainability, and streets and open space requirements. While conformance with these requirements will be evaluated at the time of DSP, the applicant should be particularly mindful now of the D-D-O development standards that define spatial relationships within the subject site and with the surrounding neighborhood. Special attention should be paid to development standards focused on lot coverage, building siting, parking, and streetscape elements.

The vertical mixed-use development concept, to include two buildings with ground floor retail and multifamily units above, in a multistory building is appropriate for the M-U-I and D-D-O Zones, and specifically the subject location within the Walkable Node and Walkable Node (University) Character Areas.

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

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

- (a) Prior to issuance of any grading permit for undeveloped property or any building permit in a Development District, a Detailed Site Plan for individual development shall be approved by the Planning Board in accordance with Part**

**3, Division 9. Site plan submittal requirements for the Development District shall be stated in the Development District Standards. The applicability section of the Development District Standards may exempt from site plan review or limit the review of specific types of development or areas of the Development District.**

**Conformance with the 2010 Prince George's County Landscape Manual**

The D-D-O Zone includes multiple landscape and streetscape requirements that replace similar standards of the Landscape Manual. Where the D-D-O requirements do not replace those of the Landscape Manual, standards of the Manual will be applied. Conformance with landscaping requirements will be evaluated at the time of DSP.

**Conformance with the Tree Canopy Coverage Ordinance**

In accordance with Section 25-128 of the Zoning Ordinance, properties in the M-U-I Zone are required to provide 10 percent of the gross tract area in Tree Canopy Coverage (TCC). The subject site is required to provide 3,685 square feet of the site area in TCC. Conformance with this requirement will be evaluated at the time of DSP.

**Other Urban Design Issues**

The PPS proposes a subdivision to accommodate apartment housing for students with first floor retail, adjacent to the University of Maryland campus. Similar developments are located along and in the vicinity of Knox Road, including the abutting Terrapin Row development. The proposed uses and general development plan provided are suitable for the subject site and compatible with surrounding development. However, since Parcel 1 is adjacent to the R-55-zoned property outside of the D-D-O Zone, a Section 4.7 bufferyard will be required along the boundary area. The applicant should provide enough space to accommodate the required bufferyard.

A private, on-site recreational facilities package has been outlined and appears generally appropriate for the development at the PPS stage. Additional comfort and recreational amenities should be provided outside of the buildings, in the streetscape/public realm as the design develops. The recreational amenities package will be further reviewed at the time of DSP.

- 15. City of College Park**—The City of College Park City Council met on December 8, 2020 and voted 6–2 to recommend approval of the subject PPS and variation request, subject to four conditions. The City Council's recommended conditions are listed in a December 9, 2020 letter (Schum to Hewlett), incorporated by reference herein, and are addressed below. The recommendations are in **BOLD** text, and staff responses are in plain text underneath.

- 1. 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 this shall require a new PPS, with a new determination of the adequacy of transportation facilities.**

Staff conducted an analysis of the traffic to be generated by this project (which may be found in the Transportation finding of this technical staff report) and concurs that the above trip cap is appropriate for the site given the proposed development. This condition is among those recommended by staff at the end of this report.

**2. At the time of DSP:**

- a. Show adequate area on site for required landscaping and tree canopy coverage area.**

As stated in the Urban Design finding of this technical staff report, the project will be evaluated at the time of DSP, to ensure adequate landscaping and tree coverage are provided. At this time, it is anticipated that all required landscaping and tree coverage will be provided on-site (as opposed to being provided off-site or waived).

- b. Show 6-foot wide sidewalks along property frontages of Knox Road and Guilford Drive. If this cannot be met within the public rights-of way, public access easements will be required.**

As stated in the Trails finding of this report, staff is also recommending that 6-foot-wide sidewalks be provided along the site frontage. The applicant provided an exhibit showing that they will be able to provide sidewalks of this width entirely within the public ROWs.

- c. Show street trees behind the curb at a minimum spacing of 30 feet on center with a 4-6-foot planter width.**

This recommendation is in line with the requirements of the sector plan, which states that “street trees are required in all character areas at a minimum spacing of 30 feet on center.” (page 265) Conformance with this requirement will be evaluated at the time of DSP.

- d. Show pedestrian-scaled light fixtures behind the curb, generally not more than 30 feet on center, to match the adjoining lighting fixtures along Knox Road and Guilford Drive.**

The sector plan also requires that light fixtures in the walkable node areas be provided “generally not more than 30 feet on center.” (page 266) Conformance with this requirement will be evaluated at the time of DSP. While the sector plan does not specifically state that new fixtures have to match those adjoining, staff concurs with the City that they should, in order to maintain consistent character along these streets. The light fixtures to be provided will be evaluated at the time of DSP.

- e. Show on-site publicly accessible bike racks and/or an area reserved for micro- mobility share parking.**

As stated in the Trails finding of this report, staff is recommending that the applicant provide a minimum of two bicycle racks on-site, to be placed in locations convenient to the entrances to the buildings. While staff does not recommend that micromobility share parking be provided instead of bike racks, the applicant should consider providing this amenity in addition to the bike racks. The design of any micromobility share parking provided will be evaluated at the time of DSP.

- f. Incorporate gateway elements into the project's architectural design and consider the scale of the surrounding existing and proposed developments regarding the height and massing of proposed buildings.**

Staff concurs that the two subject parcels have the potential to act as the western gateway to Knox Road, a corridor that has seen considerable redevelopment. Staff also concurs that the height and massing of the proposed buildings will need to consider surrounding development. The proposed buildings will be evaluated at the time of DSP for conformance with the building standards of the D-D-O Zone. Height and massing of the new buildings are reviewed with the DSP and harmony with the surrounding buildings should be evaluated at that time. The use of architecture that will enable the buildings to act as gateway features should also be reviewed at the time of DSP, though it is noted that the sector plan does not specifically call out the western end of Knox Road as a gateway location.

- 3. Prior to building permit approval, the Applicant shall demonstrate that the following adequate pedestrian and bikeway facilities, up to a cost cap of \$44,000, have been permitted for construction through the proper authority including an agreed-upon timetable for construction and completion:**
  - a. Install a raised crosswalk on Knox Road to connect Building 1 at 4205 Knox Road to Building 2 at 4206 Knox Road, subject to permitting and approval of the City of College Park.**
  - b. Widen the existing 4-foot sidewalk segment to 5 feet and upgrade existing ramp perpendicular to the northeast corner of Knox Road and Mowatt Lane/Guilford Drive, subject to permitting and approval of the City of College Park.**
  - c. Install sharrow markings and "Bicycles May Use Full Lane" signs on Mowatt Lane northbound within the one-half-mile radius of the Applicant's property and install bicycle lanes on Mowatt Lane southbound where it will fit, subject to permitting and/or approval of the University of Maryland and/or any other applicable regulatory authority.**
  - d. Install two perpendicular ADA ramps on the east side of Mowatt Lane to connect the sidewalks opposite the driveway adjacent to the Mowatt Lane garage, subject to permitting and/or approval of the University of Maryland.**

Although it is condensed here into a list of four improvements rather than seven, these are the same BPIS adequacy improvements recommended for approval by staff, described in the Trails finding of this report. Staff is recommending that each improvement shall have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and

(c) an agreed-upon timetable for construction and completion with the appropriate agency. Staff notes that the BPIS cost cap has been calculated to be \$43,974.49.

4. **Prior to approval of the issuance of a demolition permit, all structures on the subject property shall be documented on a Maryland Inventory of Historic Properties form with a copy to Historic Preservation and City staff. The form shall include floor plans, representative interior and exterior photos of the dwellings, and exterior photographs of the outbuildings and signage.**

As described in the Historic Preservation finding of this report, staff is recommending that the existing structures on the property be documented on a Maryland Inventory of Historic Properties form, to be reviewed and approved by Historic Preservation staff. By way of this recommendation, the City is requesting that they be provided a copy of this form, and staff agrees that a copy should be provided.

## RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to:
  - a. In General Note #6, revise the listed net areas so that they are consistent with the net developable area given in General Note #7.
  - b. Identify on the plan the location of the 0.02 acre within the primary management area.
2. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 of the Prince George's County Subdivision Regulations adequacy findings, as set forth in a resolution of approval, shall require the approval of a new preliminary plan of subdivision, prior to approval of any building permits.
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.
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.
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.
  - b. Special decorative sidewalk and accent pavers used for sidewalks along Knox Road and Guilford Road.
  - c. Sidewalks continued across all driveways.
  - 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.
  - e. Trash receptacles at a location convenient to the subject site entrance.
6. Prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the Subdivision Regulations (Required Off-Site Facilities), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
- a. A raised crosswalk crossing Knox Road between the two buildings and two handicap (ADA) accessible perpendicular curb ramps, and pedestrian crossing/hump signage assemblies.
  - b. Four ADA accessible perpendicular curb ramps along the east side of Mowatt Lane at the intersections for the parking garage entrance.
  - c. One ADA accessible perpendicular curb ramp at the north east corner of the intersection of Knox Road and Guilford Drive/Mowatt Lane.
  - d. Widen existing sidewalk for a minimum of 5 feet wide from the curb ramp at the north east corner of the intersection of Knox Road and Guilford Drive/Mowatt Lane to the sidewalk along Mowatt Lane.
  - e. Four R4-11 "Bicycle may use full lane" signage assemblies along Mowatt Lane.
  - f. Six shared-lane markings (sharrows) along Mowatt Lane.
  - g. Two traffic calming ahead signage assemblies on Knox Road, one on each side of the raised crosswalk.
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 above, consistent with Section 24-124.01(f) of the Subdivision Regulations.

8. Prior to approval of a final plat, the final plat shall include a note indicating the Prince George's County Planning Board approval of a variation from Section 24-122(a) of the Subdivision Regulations for omission of the public utility easements along public streets.
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.
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.
11. The applicant, and the applicant's heirs, successors, and/or assignees shall submit three original, executed recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Planning Department for construction of private on-site recreational facilities, for approval prior to a submission of a final record plat. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat, prior to recordation.
12. The applicant, and the applicant's heirs, successors and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of recreational facilities, prior to issuance of building permits.
13. Prior to approval of the issuance of a demolition permit, all structures on the subject property shall be documented on a Maryland Inventory of Historic Properties form to be reviewed and approved 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 approved form shall be provided to the staff of the City of College Park.

STAFF RECOMMENDS:

- Approval of Preliminary Plan of Subdivision 4-20017
- Approval of a Variation from Section 24-122(a)