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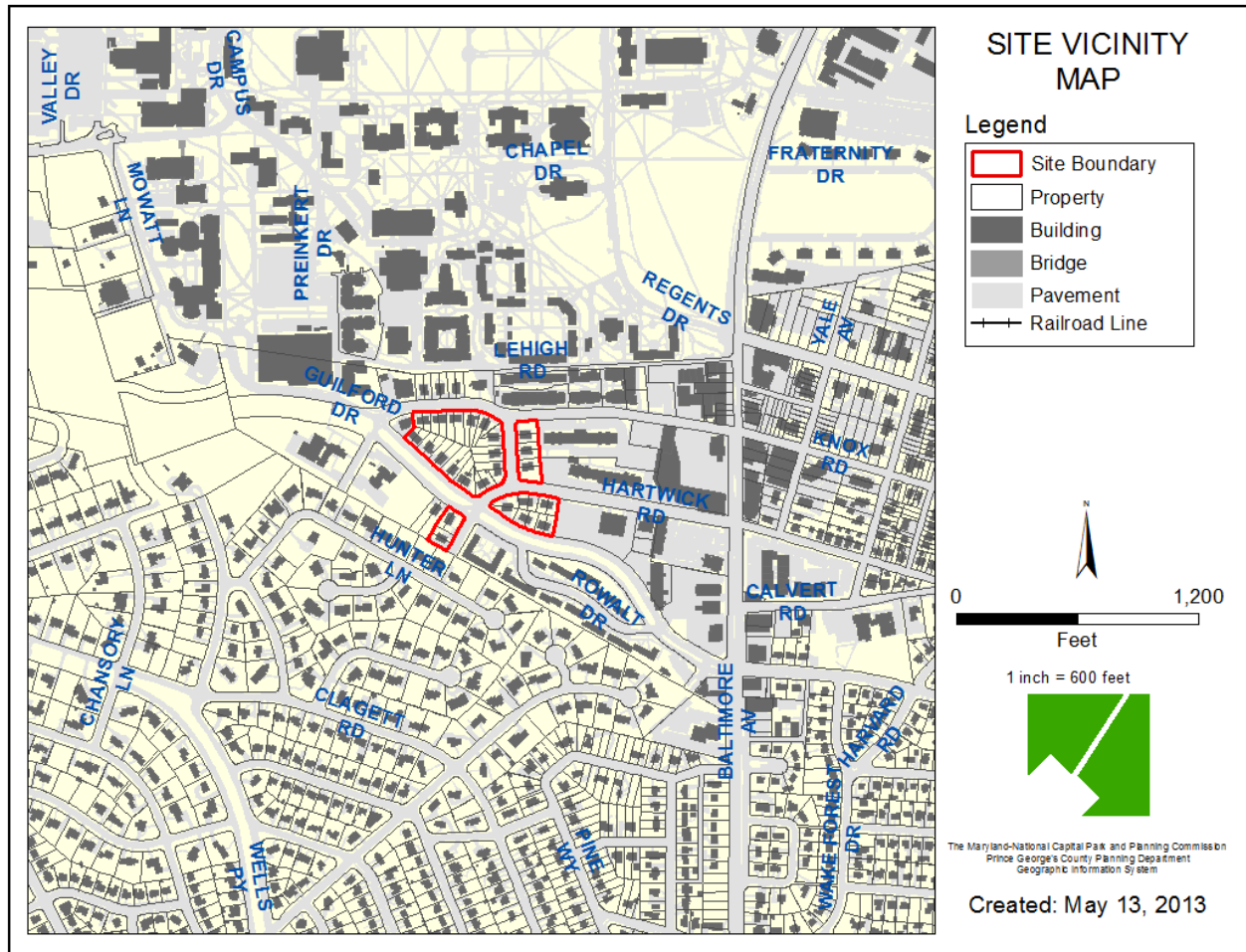
Detailed Site Plan

DSP-13025

Application	General Data	
Project Name: University of Maryland Student Housing at Knox Road Location: Located on the south side of Knox Road, approximately 1,000 feet west of its intersection with Baltimore Avenue (US 1). Applicant/Address: Toll Brothers, LLC 250 Gibraltar Road Horsham, PA 19044	Planning Board Hearing Date:	11/07/13
	Staff Report Date:	10/30/13
	Date Accepted:	08/08/13
	Planning Board Action Limit:	Waived
	Plan Acreage:	6.208
	Zone:	M-U-I/D-D-O
	Dwelling Units:	445
	Gross Floor Area:	655,139 sq. ft.
	Planning Area:	66
	Tier:	Developed
	Council District:	03
	Election District	21
	Municipality:	College Park
	200-Scale Base Map:	209NE04

Purpose of Application	Notice Dates	
The applicant requests a continuance of this case from the Planning Board agenda date of November 7, 2013 to November 14, 2013. A mixed-use project with 11,909 square feet of retail development and 445 student housing units, for a total gross floor area of 655,139 square feet.	Informational Mailing:	05/21/13
	Acceptance Mailing:	08/08/13
	Sign Posting Deadline:	10/08/13

Staff Recommendation		Staff Reviewer: Meika Fields Phone Number: 301-780-2458 E-mail: Meika.Fields@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-13025
University of Maryland Student Housing at Knox Road

The Urban Design staff has reviewed the detailed site plan for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions.

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

- A. Compliance with the requirements of the Mixed Use-Infill (M-U-I) Zone.
- B. Compliance with the requirements of the Development District Overlay (D-D-O) Zone.
- C. Compliance with the requirements of the 2010 *Approved Central US 1 Corridor Sector Plan and Adopted Sectional Map Amendment*.
- D. The 2010 *Prince George's County Landscape Manual*.
- E. The Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.
- F. The Prince George's County Tree Canopy Coverage Ordinance.
- G. Referral comments.

FINDINGS

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

1. **Request:** With the subject detailed site plan (DSP), the applicant proposes to raze 50 existing duplex units and construct modern student housing development consisting of 445 multifamily units and 11,909 square feet of retail development.
2. **Location:** The subject property, which consists of 50 separate lots, is located on the south side of Knox Road, approximately 1,000 feet west of its intersection with Baltimore Avenue (US 1), with frontage on Knox Road, Guilford Drive, Rosburg Drive, and Hartwick Road in the City of College Park. The site is in Planning Area 66, Council District 3, and is in the Developed Tier. The site is zoned Mixed Use-Infill (M-U-I) and is subject to the Development District Overlay (D-D-O) Zone standards found in the 2010 *Approved Central US 1 Corridor Sector Plan and Adopted Sectional Map Amendment* (Central US 1 Corridor Sector Plan and SMA).

3. **Surrounding Uses:** North of the subject property are multifamily and fraternity buildings in the M-U-I and Rural Residential (R-R) Zones, beyond which are properties in the R-R Zone owned by the University of Maryland. To the west, the subject site adjoins M-U-I-zoned property. To the east the site adjoins commercial/office property in the M-U-I Zone and multifamily property in the Multifamily High Density Residential (R-10) Zone. To the south and southwest across Guilford Drive are multifamily buildings and religious institutions in the One-Family Detached Residential (R-55), Multifamily Medium Density Residential (R-18), and M-U-I Zones. All of the above-described properties are also located within the D-D-O Zone of the Central US 1 Corridor Sector Plan and SMA. The southern portion of the site located south of Guilford Drive abuts properties in the R-55 Zone that are not located within the D-D-O Zone.

4. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	M-U-I/ D-D-O	M-U-I/D-D-O
Use(s)	Residential	Multifamily/Residential/ Commercial/Retail
Acreage	5.77	6.20 (including Rossburg Drive once vacated)
Lots	50	--
Parcels	--	3
Total Square Footage/GFA	84,000 (to be razed)	655,139
Retail Square Footage/GFA	--	11,909
Multifamily Dwelling Units:	50 (to be razed)	445

OTHER DEVELOPMENT DATA

Parking Requirements per the Sector Plan

The following table outlines the parking that is required by-right within the Central US 1 Corridor D-D-O Zone for the proposed development program:

Use	Walkable Node Requirement	Total	Corridor Infill Requirement	Total
429 dwelling units (Walkable Node)	1 space/dwelling	429	N/A	N/A
16 dwelling units (Corridor Infill)	N/A	N/A	1.5 spaces/dwelling	24
11,909 sq. ft. retail space	3 spaces/1,000 sq. ft.	36	N/A	N/A
SUBTOTAL	N/A	465	N/A	24
TOTAL required without shared parking	489			
Shared Parking Factor	Divide by 1.3			
TOTAL required with shared parking	377			

Total Parking Provided

507
(496 standard; 9 handicapped;
2 van-accessible handicapped)

Bicycle Spaces per the Sector Plan

Required = 1 space per 3 parking spaces	169
Provided	314

Loading Spaces

Required (per Section 27-582*)	4 spaces
Retail – 11,909 sq. ft.	2 spaces
(2 stores 2,000 to 10,000 sq. ft.)	
Residential	2 spaces
Provided	4 spaces
Retail	2 spaces
Residential	2 spaces

***Note:** The Central US 1 Corridor Sector Plan and SMA does not have specific requirements for the number of loading spaces; therefore, the applicable section of the Zoning Ordinance should serve as the requirement per the sector plan (page 226). Additionally, the provided loading spaces need to meet the size requirements of Section 27-578 of the Zoning Ordinance; however, no heights for the loading space access doors were provided. Therefore, any future approval of this DSP should label the height of all loading space access doors as at least 15 feet.

The DSP should be revised to show each level of the proposed parking garage, and dimension parking space sizes and drive aisle widths, so conformance with the requirements of the Zoning Ordinance may be determined.

5. **Prior approvals:** The property is known as Lots 1–10, Block E; Lots 9–14, Block F; Lots 29–56, Block H; Lots 9–12, Block I; and Rossburg Drive, located on Tax Map 33 in Grid C-4. Lots 1-10, Block E, were recorded in Plat Book WWW 20-94 and approved on March 6, 1952. Lots 9–14, Block F; Lots 29–56, Block H; and Lots 9–12, Block I, were recorded in Plat Book WWW 21-96 and approved on November 13, 1952. The applicant is not required to file a preliminary plan of subdivision for this property as discussed in Finding 12d below. The subject property has an approved Stormwater Management Concept Plan, 14618-2013, dated August 2, 2013.
6. **Design Features:** With the subject DSP, the applicant proposes to raze 50 existing duplex units and construct modern student housing development consisting of 445 multifamily units and 11,909 square feet of retail development. The development is proposed to occupy three proposed parcels. Proposed Parcel 1 fronts Knox Road, Guilford Road, and Hartwick Road, with the primary frontage on Knox Road, and contains Buildings A and B, which are two six-story multifamily buildings. Building A is 329,947 square feet and contains 233 multifamily units and 8,347 square feet of retail in two locations. Building B is 185,282 square feet and contains one parking garage and 123 multifamily units, including 14 townhouse-style multifamily units, and 3,562 square feet of retail in two locations. Proposed Parcel 2 fronts Hartwick Road and Guilford Drive, and contains one five-story multifamily building and 16 townhouse-style multifamily

units. Proposed Parcel 3 is located on the south side of Guilford Drive, fronting Guilford Drive and Rossburg Drive near its terminus, and contains 16 townhouse-style multifamily units in two blocks.

The proposed design creates a green space at the intersection of Guilford Drive and Hartwick Road and connects that green space to the campus of the University of Maryland through a 65-foot-wide, pedestrian-only corridor between Buildings A and B. This corridor includes a 30-foot-wide walkway with landscaping and seating along the sides, and expands to a wider plaza area along Knox Road. This corridor is referred to by the applicant as a “mews,” which is typically a small street or alley. Due to a 20-foot grade change that exists between Knox Road and Guilford Drive, a wide staircase has been incorporated into the mews, and has been designed as a place of gathering that includes amphitheater-style seating. This staircase should be designed to accommodate pushing a bicycle, and staff recommends, prior to signature approval of the plans, that the applicant provide final details of the staircase design.

Parking for the majority of the development will be housed within the proposed parking garage located within Building B. Building B and its parking garage are located within the existing right-of-way of Rossburg Drive. The applicant has requested that this existing right-of-way within the City of College Park be closed and abandoned. Staff recommends that the abandonment, the vacation procedures, and a minor plat be completed prior to signature approval of the subject DSP, so the DSP will ultimately match the final plat.

The parking garage will be accessed from Hartwick Road only. A proposed second access from Knox Road has been removed from the plan to reflect that Knox Road is the primary frontage street serving the development. The garage front on Knox Road will be faced with townhouse-style units which will not be connected to the multifamily units and will be separately accessed from Knox Road. These units, like the townhouse-style units proposed along Guilford Drive, are intended to provide a mix of housing options for those students who prefer a more independent non-multifamily living arrangement. While most of the parking in the garage will be dedicated to residents, a portion of the first floor of the garage will be set aside for the commercial component of the project.

Recreational Facilities—Appropriate on-site usable green space and recreational facilities are proposed for future residents. On-site private recreational facilities with a value of at least \$395,589.90 are the minimum required for the proposed development in accordance with Prince George’s County Planning Department’s guidelines for the proposed population. The recreational facilities shown on the plan are as follows:

- **Building A:** Building A has been designed to include a courtyard with amenity spaces. The courtyard will include a swimming pool, an open lawn area/volleyball court, an outdoor TV, a fire pit, a large screen for movie projection, and an outdoor club room expansion area with seating, dining, and built-in grills and bar area. This courtyard is also being proposed for bioretention purposes and will have an educational panel describing its purpose and function.
- **Building B:** The courtyard incorporated into this building is intended to provide more passive activities. It will contain an open lawn area, seating areas with dining, built-in grills and bar area, a water feature, an outdoor TV, a fire pit, and a library extension area with seating. The courtyard is also designed to provide bioretention, and an educational panel describing their function will be included.

- **Building C, Sites C and D:** These areas include more passive recreational options, such as outdoor seating. Information regarding recreational opportunities internal to these buildings has not been provided for evaluation.

The proposed recreational areas are centrally located on the site and should be accessible to all residents of the project. If the courtyard facilities are not accessible to residents of all of the buildings, then the application should demonstrate that adequate recreational facilities will be provided within each building section prior to approval. Details of the site amenities proposed on Parcels 2 and 3, such as tables, chairs, and grills, should be provided.

Architecture— Buildings A and B mirror each other. Due to the change in grade across the site the buildings are five stories fronting Knox Road, and six stories along Hartwick Road and Guilford Drive. The outward facing elevations are generally clad in red brick. Outward projecting vertical bays with a dark grey panel finish are proposed to extend from the second to the sixth story, and serve as a design element to break up the buildings' mass. The tops of the buildings are further defined by a dark fiber cement panel. Along the base of the building, horizontal bands of brick rustication are proposed to add visual interest. Along both sides of the mews the building material shifts to provide a more modern design gesture with the use of a light colored limestone-like panel. The vertical bay elements remain, except instead of projecting from the building façade they are recessed. The limestone panel is shown to extend up to the sixth story and along the entrances into the mews, as if to fold around the corner. Storefront glass and walls of dark grey masonry are proposed at the ground level of these elevations facing the mews. The interior courtyard elevations have a similar design aesthetic as the mews. The color and material palette is limited to light fiber cement siding, dark panel, and a dark brick base. Staff encourages the applicant to continue to refine these elevations through the use of additional attractive architectural detailing.

Along the eastern elevation of Building B, the parking garage can be viewed. The materials of the parking garage have not been labeled. Samples of the materials should be provided for further review by Urban Design staff. The materials should at least give the appearance of a convincing brick treatment, and the design should blend in with the architecture of the rest of the building. Additional information regarding the mesh treatment for the parking garage openings should be provided. The applicant has indicated that there may be a need to modify the garage openings, so that adequate air flow exists in the garage. Any revisions to the garage openings should be shown on the plan prior to final approval.

Building C is a five-story building with similar design treatments as the outward-facing elevations of Buildings A and B. It is a red brick building with vertical, projecting, dark grey bays from the second story to the fifth story. The west elevation includes an extended window feature that allows views onto the public green. The applicant should evaluate the feasibility of relocating the Building C entrance to better align with the village green.

The proposed four-story townhouse-style units in Parcel 2 and 3 are largely identical in style. Two different tones of red brick are proposed and vertical window wall features visually separate each group of units. The proposed design of these units does not appear completely resolved, particularly in the treatment of the rears. The rears of the proposed townhouse-style units should be of a color more consistent with the front of the building; accent colors may be provided as appropriate. The incorporation of bays on the front of the townhouse-style models may also provide some aesthetic benefit.

Staff believes that additional attention to the architectural façade design of the proposed multifamily buildings, courtyards, and townhouse-style units would greatly benefit the overall project and contribute to its success. Additional façade plane projections, such as additional vertical bays, the introduction of additional accent materials, cornices, and other architectural treatments should be provided to make these façades more interesting, while still allowing for the modern architectural character desired by the applicant. Staff encourages the applicant to refine the proposal to address some of the above-described recommendations prior to certificate approval of the plans.

Signage—The applicant submitted a sign plan that includes freestanding and building-mounted project identification signage and commercial signage. Details of the signage proposal are discussed in Finding 8e below.

Construction and Timing—The applicant’s proposal is to construct student housing. The timing of construction is important because it is necessary for the housing to be ready for occupancy in time for the start of the fall semester 2016. The applicant has indicated that the construction timeframe for the first phase of the development (Buildings A and B) is two years, and that it is important that they be able to begin demolition of the existing structures as soon as possible after the end of the 2014 school year (May 2014) in order to complete construction by the fall semester of 2016. The DSP proposes the vacation of Roszburg Drive and the incorporation of this right-of-way into the adjacent parcels by recordation of a minor final plat. The vacation of Roszburg Drive and the recordation of the minor final plat should occur prior to certification of the DSP. The applicant has requested, and staff recommends, that the Planning Board support the issuance of demolition and grading permits for the limited purpose of removing the slabs and foundations associated with the existing structures prior to certification of the DSP. Upon final approval of the DSP by the Planning Board and/or District Council, the order of approvals set forth in Section 27-270 will be legally satisfied to allow issuance of demolition and grading permits limited to removing the slabs and foundations associated with the existing structures. No other grading or construction work should be permitted to proceed until certification of the DSP. A condition has been recommended to address this finding.

COMPLIANCE WITH EVALUATION CRITERIA

7. **The 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 2010 *Approved Central US 1 Corridor Sector Plan and Adopted Sectional Map Amendment* (Central US 1 Corridor Sector Plan and SMA) defines long-range land use and development policies, detailed zoning changes, design standards, and a Development District Overlay (D-D-O) Zone for the US 1 corridor area. The land use concept of the sector plan divides the corridor into four inter-related areas (walkable nodes, corridor infill, existing neighborhoods, and natural areas) for the purpose of examining issues and opportunities and formulating recommendations. Detailed recommendations are provided for six distinct areas within the sector plan: Downtown College Park, University of Maryland, Midtown, Uptown, Autoville and Cherry Hill Road, and Hollywood Commercial District. The overall vision for the Central US 1 corridor is a vibrant hub of activity highlighted by walkable concentrations of pedestrian- and transit-oriented mixed-use development, the integration of the natural and built environments, extensive use of sustainable design techniques, thriving residential communities, a complete and balanced transportation network, and a world-class educational institution.

The majority of the subject property is located in the Downtown College Park (University) walkable node area. Four lots southwest of Guilford Drive are located in the Corridor Infill character area. Walkable nodes are intended for pedestrian-friendly, transit-oriented, mixed-use development at appropriate locations along the Central US 1 corridor. Development should be medium to high intensity with an emphasis on vertical mixing of uses. Development in walkable nodes designated as “University” are targeted for student housing and should have building heights between four and ten stories, which “should begin to step down as the walkable nodes transition into residential neighborhoods” (see page 67).

The Corridor Infill character area consists of mixed-use, but primarily residential development with park-like landscaping and easy accessibility to goods and services, and is intended to facilitate the redevelopment of existing strip-commercial development along US 1 while serving as a transition from more intensive walkable nodes to existing residential areas adjacent to the corridor.

The proposed land use (south) map on page 60 of the Central US 1 Corridor Sector Plan and SMA recommends mixed-use residential and residential medium land uses on the subject property.

Section 27-548.25(b) of the Zoning Ordinance requires that the Planning Board find that the site plan meets the applicable development district standards in order to approve it. The development district standards are organized into multiple categories: Building Form, Existing Residential, Architectural Elements, Sustainability and the Environment, and Streets and Open Spaces. However, in accordance with the D-D-O Zone review process, modification of the development district standards is permitted. In order to allow the plan to deviate from the development district standards, the Planning Board must find that the alternative development district standards will benefit the development and the development district and will not substantially impair implementation of the sector plan.

If approved with conditions, the subject application will conform to all of the recommendations and requirements, except for those from which the applicant has requested an amendment. In areas where staff is recommending that the amendment be approved, staff believes that granting of the amendment will not substantially impair implementation of the sector plan.

The applicant requests amendments of the following development district standards:

a. **Building Form/Step-Back Transitions and Landscape Buffers** (page 238)

Generally, compatible buildings and uses should be located adjacent to each other. However, along historically commercial strips tall buildings often share rear lot lines with residential buildings.

Where corridor infill and walkable node areas are across the street from or share a rear property line with an existing residential area, a stepback transition and/or a landscape buffer shall be required for all new development within the corridor infill and walkable node areas.

Stepback transitions are appropriate where corridor infill and walkable node areas are across the street from existing residential areas. This scenario is illustrated in the top two diagrams on this page, where a block that fronts US 1 is across the street from an existing residential block. The tallest buildings shall be located fronting

US 1. The development shall step down through the block to a maximum height of two or three stories facing existing residential development. The top image illustrates the use of a mid-block parking garage that is masked by a residential liner building, while the middle image illustrates a surface parking lot that is similarly screened by townhouse liner buildings.

Landscape buffers in combination with step-back transitions are appropriate when corridor infill and walkable node areas share a property line with existing residential areas. This scenario is illustrated in the bottom image on the next page. The buffer area shall be consistent with the standards of the Landscape Manual.

Applicant's Justification: The applicant provided the following justification in response to this requirement:

“A modification of this requirement is requested because the buildings as designed do not provide step back transitions where walkable node areas are across the street from existing residential areas. As noted in the Development District Standard Analysis, there is existing residential areas across Knox Road and Guilford Drive from the proposed development. Much of the existing residential development is similar to the ‘Knox Boxes’ which the proposed development is eliminating. This older residential development is not in conformance with the Sector Plan Standards and should not dictate the design of the proposed development. The proposed development site is unique in that it includes three separate blocks of land separated by roadways. The Applicant proposes to step back the height of the development from block to block, achieving the same type of transition encouraged in the Sector Plan. Thus, while buildings ‘A’ and ‘B’, for example, do not step back, building ‘C’ is lower in height, as are the proposed two-over-two townhouses. These building to building step backs ensure compatibility with surrounding development in a manner which conforms with the Sector Plan. As a result, the applicant submits that the modification of the standard proposed in this instance will benefit the development and the development district and will not substantially impair implementation of the Sector Plan.

“Block D of the proposed development, located south of Guilford Road, is in the Corridor Infill Character Area and shares a property line with an existing residential area. The Sector Plan only requires a 10 foot side and rear yard building setback in the Corridor Infill Residential Area, but the Design Standards addressing transitions and landscape buffers (Page 238) requires that the Landscape Manual buffers be applied where Corridor Infill Areas share a property line with existing residential development. In this case, the proposed two over two units are attached units which would require a 20 foot building setback and a 10 foot buffer, rather than just a 10 foot building setback. The proposed units on Block D are 20 feet wide . Thus, to provide the required buffer, one building with two units have been removed. This results in a building setback of 30 feet and a landscaped buffer of 20 feet, which would exceed the Landscape Manual requirement, and is the equivalent of the buffer normally required where multifamily development abuts single family detached development.

“The Sector Plan also indicates that step back transitions are appropriate in conjunction with the buffer. The two family dwellings are four stories in height, which conforms to the height recommendations of the Sector Plan. The graduate student housing complex across Rossburg Drove is also four stories in height where it abuts the adjacent residential community. Further, the abutting residences, which front on Hunter Lane in the adjacent community, are topographically higher than the subject property. The first floor elevation of the proposed two over two unit on the subject property is 96’ while the two closest abutting homes have a first floor elevation of approximately 106’ and 110’, and their existing roof line is currently higher than the existing two and one half story apartment building proposed to be razed. The combination of the additional setback, additional buffer width and existing landscaping will provide an adequate transition between the proposed development and the existing residential community without having to also reduce the height of the proposed buildings.”

Comment: Unlike other development proposals that have been reviewed subsequent to approval of the Central US 1 Corridor Sector Plan and SMA, the subject property is immediately adjacent to the University of Maryland, College Park main campus. Therefore, while the buildings to the northeast of the subject property across Knox Road are residential, staff does not consider this area to be an existing residential area for the purposes of the sector plan and development review. Rather, this area is considered an institutional campus location. Existing development across Guilford Drive is considered by staff to be an existing residential area; however, staff notes that the uses fronting Guilford Drive in this area are institutional (religious and youth activity) uses serving the campus student body and are not occupied by residents.

Along the southwestern property lines of Lots 9 and 13, adjacent to existing single-family residential development, a landscape buffer and a 30-foot-wide building setback have been provided to meet the intent of the transition requirements. The transition in heights and massing across the site are sufficient in terms of ensuring appropriate transitions, in general, to adjacent properties in the walkable node and corridor infill areas, the University of Maryland, College Park campus, and the institutional uses along Guilford Drive, and staff supports the requested amendment.

b. **Building Form/Character Area 5a: Walkable Nodes** (page 234)

Applicant’s Justification: The applicant provided the following justification in response to this requirement:

“This Standard establishes ‘build-to’ lines to encourage the buildings to be constructed closer to the streets and create a more pedestrian friendly, urban environment. As noted in the attached Analysis, Buildings A and B comply with the 0-12 foot setback requirement along Knox Road and Guilford Drive. Hartwick Road and Guilford Drive curve around Site C (the triangular area between Hartwick Road and Guilford Drive). Portions of Building B do not meet the 0-12 foot setback because a public greenspace is provided where Guilford Drive and Hartwick Road intersect. As noted above, this is the lowest and point of the site and the only appropriate space for such a public green area. The curvature of the roads also prevents some of the buildings on Site C to meet the 0-12 foot setback.

“In this instance the modification to the build-to-lines proposed by the applicant will benefit the development and the development district and will not substantially impair implementation of the Sector Plan. The creation of a public green space at the end of the pedestrian mews will enhance the development and the surrounding community. This area will be framed by commercial space which will draw people to the area. The stadium seating leading to this civic green will also allow the space to be programmed for student and community events appropriate for the area. The curvature of the roads makes strict compliance of the build-to lines difficult to comply with. However, the building placement conforms with the intent of the Sector Plan and will form an attractive streetscape.”

Comment: In general terms, staff finds that the proposed public open space at the corner of these streets is a beneficial element to the project and the community, and is in keeping with the policies and strategies of the sector plan to provide opportunities for urban plazas and park spaces. Staff supports the requested amendment.

- c. **Building Form/Parking Lots, Loading and Service Areas** (page 242)
Buildings A and B provide loading and service areas which are accessed directly from Guilford Drive and Hartwick Road, respectively. The loading and service areas are concealed behind garage doors. The development district standards provide that:

Loading and Service Areas

- **Loading and service areas shall not be visible from streets, except alleys. These areas shall be located a minimum of 30 feet away from public sidewalks.**

Applicant’s Justification: The applicant provided the following justification in response to this requirement:

“The Walkable Node (University) building placement standards require the buildings to be located 0-12 feet from the property line. Thus, an urban form of development is required. The Applicant’s design conforms with this standard. The standard for loading and service areas, however, reflects a more suburban standard with an off street driveway accessing a loading area. Given the topography of the site and the design of the proposed buildings, a separate driveway to provide access to a loading area 30 feet from the public sidewalk is not possible. The only building setback provided which is further back from the street than that required by the DDOZ standards is that required to create the civic green, where the building is lined with commercial uses to activate the space and a loading space would not be appropriate.

“Locating the loading service areas inside the building as proposed by the applicant will benefit the development and the development district and will not substantially impair implementation of the Sector Plan. As noted above, the Sector Plan encourages an urban form of development in the Walkable Node (University), with buildings as close to the street as possible. The Applicant’s design conforms with the plan in this regard. In urban settings, loading spaces located within the building are common. Generally, the requirement to locate the

loading space 30 feet off of the sidewalk is intended to provide room for delivery vehicles to turn around out of the right of way rather than to back up into a roadway with two way traffic. In this case, Guilford Drive is a divided roadway and Hartwick Road is a less traveled roadway. Most traffic utilizing Hartwick Road now is traveling to Rossburg Drive to get to Knox Road. With Knox Road becoming two way, much of this traffic will be eliminated. Finally, the options for providing a loading service area convenient to the main commercial space are limited without jeopardizing the overall design, which conforms to the Sector Plan. The topography of the site limits possible loading spaces access points to Guilford Drive or Hartwick Road. Given the limitations of the site presented by the topography, the requirement to provide a more urban environment, and the one way traffic on Guilford Drive and the reduced traffic on Hartwick Road, the modification to the DDOZ standard (to provide less than a 30 foot setback from the sidewalk) is appropriate.”

Comment: Staff supports the amendment request. The loading will be internal to the building, separated from the public right-of-way and pedestrians by roll-up style screen doors. Staff does not believe this represents a direct nuisance to the public realm. The roll-up doors should be attractive ornamental-style doors, not standard metal roll-up doors. Details of the doors should be shown on the plans prior to certificate of approval.

d. **Building Form/Structured Parking** (page 243)

Structured Parking

- **Parking structures shall be set back a minimum of 50 feet from the property lines of all adjacent thoroughfares (except rear alleys) to reserve room for liner buildings between the parking structure and the lot frontage.**

Applicant’s Justification: The applicant provided the following summarized justification in response to this requirement:

A single parking garage is proposed on the DSP. The closest point of the structure is located 38.6 feet from the Knox Road property line and 58 feet from the Hartwick Road property line. An amendment is requested to allow the parking garage to be within 50 feet of the Knox Road property line. As required by the sector plan, the proposed DSP does provide liner buildings between the parking structure and the property line. However, townhouse-style units are proposed in order to provide more diversity in housing options. These townhouse-style units will be accessed directly from Knox Road and not from multifamily Building B. These units are not 50 feet deep, and thus the garage is not set back 50 feet. Since the garage is screened from the right-of-way as required by the sector plan through the use of liner buildings, the intent of the sector plan requirement is satisfied and an amendment is requested for this slight variation.

Comment: Staff supports the amendment from the standard along the Knox Road property line. Although not 50 feet deep, liner buildings are provided along Knox Road which create an attractive view of the project from this thoroughfare and meet the intent of this standard in this location.

e. **Architectural Elements/Signage** (page 254)

Commercial Signs

- **All signs shall be attached to the façade. Signs may be flat against the façade or mounted projecting or hanging from the façade. Signs may also be mounted on the roof of landmark or civic buildings in certain cases. Free standing signs shall not be permitted.**
- **The maximum gross area of signs on a given façade shall not exceed ten percent of the façade area of the commercial portion of the building. Architectural signs or signage painted on a building façade or mounted on the roof may exceed this limit in certain cases, to be determined at the time of site plan review.**

Applicant's Justification: The applicant provided the following justification in response to these requirements:

“The DSP proposes to include two freestanding monument signs and signs attached to Buildings A and B identifying the project. One freestanding sign is located on Knox Road and one is located on Hartwick Drive. The Sector Plan does not provide for freestanding signs of any type, thus an amendment to allow the two monument signs is requested. Each of the monument signs proposed measures 18.5’ wide and 4.5’ tall (83.25 square feet). They are intended to identify the project and are intended to be an integral part of the project design. An amendment to allow two modest free standing monument signs to identify the project will benefit the development and the development district and will not substantially impair implementation of the Sector Plan. The proposed project will add additional student housing to this area south of campus. Identifying the project at street level will allow visitors and parents to easily locate the project. With the commercial component intended to attract visitors to the site, some identification is needed. The proposed signage is appropriate in scale and will not detract from the streetscape along Knox Road or Hartwick Drive in any way.

“The area of the building mounted signs is limited to 10% of the façade area of the commercial portion of a building façade. The commercial portion of the building façade of Building A is 5408 square feet, which allows a total signage area of 540 square feet. The commercial portion of the building façade of Building B is 3403 square feet, allowing a total signage area of 340 square feet. The proposed on building signage is as follows:

“Building A:

- A1 - Project ID sign on Building - 70 SF (qty: 2)= 140 sf
- A2 - Retail/Restaurant Tenant ID - 150 SF (qty: 2)= 300 sf

“Building B:

- B1 - Building Entrance ID - 30 SF (qty: 3)= 90 sf
- B2 - Retail/Restaurant Tenant ID - 60 SF (qty:7)= 420
- B3 - Project Site Directional - 10 SF (qty: 5)= 50 sf
- B4 - Leasing Office - 35 SF (qty: 1)

P1 - Parking Garage Entrance Blade Sign - 30 SF (qty: 1)
P2 - Parking Entrance sign on Wall - 60 SF (qty: 1)

“Building C

C1 - Building Entrance ID - 25 SF (qty: 1)

“Thus the total signage on Building A is 440 square feet and the total building mounted signage on Building B is 625 square feet. The building signage on Building A is within the allowable size range specified by the Sector Plan. The sign area on Buildings B and C exceed the allowable sign areas.

“The signage proposed for Building B, while it exceeds the allowable sign area, mostly contains directional signage. The signage proposed is necessary to identify the building and the various commercial tenant spaces. The signage proposed for Building C also requires an amendment because Building C does not contain any retail commercial façade. The only signage proposed for Building C is an entrance identification sign. The amendments necessary to allow the proposed signage will not impair the integrity of the Sector Plan because the signage has been designed in a coordinated manner and will enhance visitors’ ability to locate and enter the appropriate spaces within the building.”

Comment: An amendment to permit two freestanding, monument-style signs is supported. One sign is proposed near Knox Road at the entrance into the mews, and the other sign is proposed in the north of the intersection of Guilford and Hartwick Drive. Each sign should not exceed 15 feet in width and 5 feet in height, as described on the sign plan, for a total maximum sign area of 75 feet for each sign. The monument signs should be constructed of materials compatible with the architecture. Additional information regarding the sign materials should be provided with the sign plan prior to signature approval.

Staff believes that the signage area as proposed is generally appropriate for the proposed project. Buildings should be identified and clearly marked. The amendment is necessary, in part, to provide adequate wayfinding for the proposed project. On the other hand, the sector plan’s signage standards are for commercial signage. In a primarily residential project, large signage areas and sign lighting should be limited. Staff suggests that while the larger building-mounted sign areas should be approved, the lighting of the signs should be limited. Internally-illuminated channel letters may be necessary for a commercial establishment, but they are less appropriate for a residential project. The sign standards for the building-mounted project identification signs should include lighting from an external source only.

f. **Streets and Open Spaces/Streetscape** (page 263)

The D-D-O Zone standards establish guidelines for streetscape within the various character areas.

Required Streetscape Elements by Character Area

Walkway: The pavement dedicated exclusively to pedestrian activity. Sidewalk widths may vary where necessary to fulfill the vision of the sector plan.

Walkable Node and Walkable Node University Area
Required Sidewalk = 12–20 feet

Applicant’s Justification: The applicant provided the following justification in response to this requirement:

“As the first redevelopment project on the south side of the University of Maryland Campus, the Applicant intends to create a pedestrian oriented and bicycle friendly environment. The Applicant has submitted a proposed streetscape design that fulfills the vision of the Sector Plan. Some of the features of this plan include a strong pedestrian connection in a north-south direction through the site linking Knox Road to Hartwick Road and Guilford Road. The grand stairs have been redesigned to incorporate a bicycle lane to make it easy for students to walk their bicycles up and down the stairs. There is sufficient right of way to accommodate wider sidewalks, bicycles and possibly on-street parking. At the pedestrian entrance to the project, there is an extremely wide and inviting pedestrian space where some of the proposed commercial is located. Outdoor seating is planned in this location in conjunction with the anticipated tenants. This pedestrian area will then transition into the existing streetscape leading to Knox Road. Raised crosswalks will be provided with special paving to mark the main pedestrian links. The ultimate determination as to the streetscape, and whether on street parking is provided will be made by the City of College Park, as the right of way is within its jurisdictions. As a result, to the extent that the final streetscape design differs from strict conformance with the Sector Plan, the Applicant requests an amendment to the design standards. As noted above, the site is on a north-south pedestrian axis which connects students to McKeldin Mall. McKeldin Mall is a nine acre academic mall which is the largest in the United States and is the center of campus. This north-south axis is extended through the site along the central mews to the civic green. This will be the predominant pedestrian path and ample sidewalk width is being provided. As designed, with the modifications to the DDOZ standards proposed, the site will benefit the development and the development district and will not substantially impair implementation of the Sector Plan.”

Comment: The applicant requests amendments to the streetscape standards on page 263 of the sector plan, particularly the walkway (sidewalk) width, citing a conflict with the front build-to line. The sector plan recognizes that conflicts will exist along the Central US 1 corridor, and establishes a hierarchy of streetscape improvements when space is limited on page 125:

1. **Pedestrians**
2. **Transit and transit-related services**
3. **Trees**
4. **Bikeways and trails**
5. **Vehicles**

Staff recognizes that the site is constrained by several environmental factors, such as steep slopes, and that providing a full streetscape arrangement on the entirety of the site may be difficult. However, the applicant should be encouraged to provide a more urban and pedestrian- and bicyclist-friendly streetscape arrangement along Knox Road, which is desired as the primary frontage street for the subject development. Staff does not

support an amendment request which allows all sidewalks pertaining to the proposed development to be five feet or less in width.

The applicant's notation on page 24 of the analysis of development district standards that "The suggested WNU 12' to 20' wide sidewalk is not consistent with the surrounding properties" is not germane to the intent and point of the standards on streetscapes and sidewalks. Change is often incremental—coordination and collaboration over time as individual properties redevelop will be essential to realizing the full streetscape treatment along US 1 and in nearby areas such as along Knox Road. As the first major property to redevelop in this area, the subject application is the first chance to begin to implement the development district standards and the vision, policies, and strategies of the sector plan to emphasize pedestrian- and bicycle-friendly, transit-oriented, mixed-use development.

The site plan shows six-foot-wide sidewalks along Knox Road and five-foot-wide sidewalks along all other frontages. Staff recommends that all sidewalks fronted by the subject site be no less than six feet in width, and the sidewalk along Knox Road be widened further as feasible, subject to approval by and further coordination with the City of College Park.

g. **Streets and Open Spaces/Street Lighting** (page 266)

General Standards

- **The height of light fixtures shall be kept low (generally not taller than 15 feet) to promote a pedestrian scale to the public realm and to minimize light spill to adjoining properties. Light fixtures in the walkable node and corridor infill areas shall be closely spaced (generally not more than 30 feet on center) to provide appropriate levels of illumination.**

Applicant's Justification: The applicant provided the following justification in response to this requirement:

"The streetscape design for the project provides adequate lighting, but the lights are not 30 feet on center. Adding more street lighting will result in removing landscaping, which is not in the best interest of the project. The Applicant believes that the proper balance has been struck between tree canopy and lighting. To the extent that the plan is not in strict conformance with the Sector Plan regarding spacing, an amendment is requested. The amendment requested will benefit the development and the development district and will not substantially impair implementation of the Sector Plan. The goal of the Sector Plan is to provide appropriate levels of illumination. The Applicant has provided that. Thus an amendment to strike the proper balance between lighting and landscaping implements the Sector Plan vision."

Comment: The spacing of the light fixtures varies on the plan, but generally the street lighting is spaced 60–70 feet on center. While sufficient lighting can be demonstrated with lights spaced farther apart, a sense of place is improved by having attractive light fixtures spaced more closely together. For this reason, staff does not support the amendment and requests that lamp posts be provided 30 feet on center, on average.

h. **Streets and Open Spaces/Street Lighting** (page 267)

Lighting Types and Configurations

The diagram on page 267 of the sector plan shows a “double-column” light fixture for the Walkable Node University character area. This light fixture has two lamps on a single post.

Applicant’s Justification: The applicant provided the following justification in response to this requirement:

“The Applicant has chosen lighting fixtures which are consistent which match the adjacent site. Since the purpose of the standard is to provide consistent, high quality lighting, any modification of the lighting specified in the Sector Plan serves to enhance the area and be consistent with the intent of the Sector Plan. As a result, the lighting styles specified by the Applicant will benefit the development and the development district.”

Comment: Staff believes that the applicant’s request is appropriate and supportable in light of the selected freestanding fixture, its standardization within the project, and its permissibility in the Walkable Node (non-University) areas within the Central US 1 corridor.

The applicant is not requesting amendments from the following design standards, and staff believes the following standards are met, or can be met in full with design modifications, through the submission of additional information, or as otherwise discussed below:

i. **Sustainability and the Environment** (page 256)

Leadership in Energy and Environmental Design (LEED®) Certification

- **All development within the walkable nodes shall obtain a minimum of silver certification in one of the following applicable LEED® rating systems: new construction and major renovations, existing buildings, commercial interiors, core and shell, schools, retail, healthcare, and homes.**

Applicant’s Justification: The applicant provided the following justification in response to this requirement:

“The DDOZ sets forth several guidelines or standards related to sustainability and the environment. Some of these guidelines or standards are mandatory, while some are recommendations. For example, one mandatory standard is that the development within the walkable nodes obtain a silver LEED certification. The Applicant proposes to comply with this requirement by obtaining a LEED for Neighborhood Development Certification. The initial DSP submission included a LEED scorecard utilizing the new construction rating system. However, the Sector Plan states that ‘Development comprised of several buildings should pursue LEED for Neighborhood Development Certification.’ Although not a requirement, the applicant has now refined the plans to the point where it is confident that it can achieve a Silver LEED Certification in Neighborhood Development. A revised scorecard under the Neighborhood Development rating system is included with the revised submission. It is noted, however, that the

eight buildings (16 units) on the south side of Guilford Drive are only being entitled by the applicant but will be constructed by the existing property owner. Thus, the Applicant cannot be responsible for achieving LEEDs Certification for these units. As a result, a separate scorecard is being submitted showing that these units will achieve a Silver certification under the new construction rating system.”

Comment: Mandatory LEED Silver certification is only required for development within walkable nodes per the sector plan. The buildings south of Guilford Avenue are within the Corridor Infill area. LEED Silver certification is not required for these 16 units.

8. **Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the Mixed Use-Infill (M-U-I) Zone, Airport Compatibility (Part 10B), and the requirements of the Development District Overlay (D-D-O) Zone of the Zoning Ordinance:
- a. The general purpose of the M-U-I Zone is to encourage a mix of residential and commercial uses as infill development in areas which are already substantially developed, where recommended in an applicable plan, as in the 2010 Central US 1 Corridor Sector Plan and SMA.

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

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

1. The site plan meets all approval requirements in Part 3, Division 9;

Comment: The site plan conforms to the required findings of Part 3, Division 9, as discussed in Findings 13 and 14 of this report.

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

Comment: The site plan does not meet all of the site design guidelines and development district standards of the Central US 1 Corridor Sector Plan and SMA as discussed in Finding 8 above; however, as the Zoning Ordinance allows, the applicant has requested some alternative standards for the subject site. Where alternative development district standards have been supported for approval, staff believes that the alternate standards will not impair the sector plan’s vision or implementation.

3. Proposed uses on the property will be compatible with one another;

4. Proposed uses will be compatible with existing or approved future development on adjacent properties and an applicable Transit or Development District; and

Comment: The application proposes a mixture of multifamily residential and commercial/retail uses in a vertical mixed-use format. The proposed uses on the subject property will be compatible with each other and with existing or approved future development on adjacent properties within the walkable node

and corridor infill areas of the Central US 1 Corridor Sector Plan, which includes mixed-use, commercial, and residential uses.

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

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

Comment: The proposed buildings are compatible in size, height, and massing to buildings on adjacent properties. Six buildings are proposed on the DSP. The buildings transition in height and mass from those with the greatest mass and height provided closest to the University of Maryland campus, and those with less density and height closest to existing residential areas.

(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;

Comment: Primary facades are connected to the street, which conforms to the above standard. The applicant is also incorporating pedestrians at the core of the design concept through the proposal of the mews, which is a wide walkway designed as an amenity space. As the project is a large development located on three proposed parcels separated by public streets, street crossings cannot be avoided. In locations where crosswalks are needed they are provided on the DSP.

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

Comment: The site plan includes a photometric plan for the lighting on-site. In general, the proposal conforms to the above requirement; however, the photometric plan does not indicate lighting levels beyond the property line. Staff recommends that the photometric plan be revised to show minimal or no lighting spillover at the southern property line adjacent to existing single-family development. Lighting at all other property lines appears appropriate.

(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;

Comment: The proposed architectural concept incorporates building materials, colors, and architectural detailing that are used on University of Maryland's College Park campus. The University of Maryland has a variety of architectural styles on its campus, but is particularly known for the traditional and Georgian architectural styles with a prevalence of red

brick. Use of red brick with rustication is included within the subject proposal. In the area of the mews, more modern design gestures can be seen, which also reflect some architectural styles on the University of Maryland campus. Staff believes the proposal is compatible with adjacent properties.

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

Comment: The DSP does not propose any outdoor storage areas and all of the proposed mechanical equipment will be internal or located on the roof. Therefore, these areas will have minimum visibility from adjacent properties and public streets.

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

Comment: A sign plan has been provided and it has been evaluated for conformance with the applicable development district standards. An amendment of these standards is recommended for approval.

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

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

Comment: The applicant has provided no additional information regarding this requirement. The DSP should be revised to note limits to the hours of operation and deliveries in order to ensure minimal impacts on adjacent properties.

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

Comment: No activities with potential adverse impacts are proposed on-site, except for the loading and trash facilities, which are discussed below.

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

Comment: Within Buildings A and B, proposed trash receptacles are located internal to the building; therefore, this area should have no adverse impact on adjacent properties. Parcels 2 and 3 include service drives, which lead to dumpster locations. Details of all screen walls for the proposed dumpster should be provided on the DSP.

(iv) Location of loading and delivery spaces;

Comment: Four loading and delivery spaces are provided internal to the building, screened by vehicle access doors. As long as these doors remain closed when the loading spaces are not being accessed, this area should have no adverse impact on adjacent properties. To ensure this, a note should be added to the DSP to state that all vehicular access doors shall remain closed except during times of entrance and exiting of vehicles.

(v) Light intensity and hours of illumination; and

Comment: The site plan includes a photometric plan for the lighting on-site. The light intensity appears appropriate for the project.

(vi) Location and use of outdoor vending machines.

Comment: The subject DSP does not propose any outdoor vending machines.

- b. The subject application is located within Aviation Policy Area (APA) 6 under the traffic pattern for the small general aviation College Park Airport. The applicable regulations regarding APA-6 are discussed as follows:

Section 27-548.42. Height requirements.

- (a) **Except as necessary and incidental to airport operations, no building, structure, or natural feature shall be constructed, altered, maintained, or allowed to grow so as to project or otherwise penetrate the airspace surfaces defined by Federal Aviation Regulation Part 77 or the Code of Maryland, COMAR 11.03.05, Obstruction of Air Navigation.**
- (b) **In APA-4 and APA-6, no building permit may be approved for a structure higher than fifty (50) feet unless the applicant demonstrates compliance with FAR Part 77.**

Comment: The DSP was referred to the Maryland Aviation Administration and, in a memorandum received on August 27, 2013, that agency stated that the proposal lies beneath the horizontal surface for the College Park Airport, and does not lie under any of the transitional or approach surfaces for the airport. So long as structures (including all accessories such as antennae, air conditioning units, lightning rods, etc.) or vegetation do not exceed 198 feet above mean sea level for this location (the site elevation plus the structure height), there is no impact to College Park Airport and thus no hazard to air navigation.

Section 27-548.43. Notification of airport environment

(b) Every zoning, subdivision, and site plan application that requires approval by the Planning Board, Zoning Hearing Examiner, or District Council for a property located partially or completely within an Aviation Policy Area shall be subject to the following conditions:

(2) **Development without a homeowners' association:** A disclosure clause shall be placed on final plats and deeds for all properties that notifies prospective purchasers that the property has been identified as within approximately one mile of a general aviation airport. The disclosure clause shall include the cautionary language from the General Aviation Airport Environment Disclosure Notice.

Comment: The above conditions regarding general aviation airport environment disclosure are applicable to this DSP because the proposed mixed-use development includes a residential component. The applicant has provided a site plan note indicating that the subject site is within Aviation Policy Area APA-6 of the College Park Airport. An airport disclosure clause should be placed on the DSP and future plats.

9. **Prince George's County Landscape Manual:** Per page 226 of the Central US 1 Corridor Sector Plan and SMA, if a development standard is not covered in the plan, the applicable sections of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) shall serve as the requirement. Additionally, per page 229 of the sector plan, the provisions of the Landscape Manual regarding Commercial and Industrial Landscaped Strip Requirements (Section 4.2), Parking Lot Requirements (Section 4.3), and Buffering Incompatible Uses (Section 4.7) do not apply within the development district. Therefore, the DSP is subject to Sections 4.1 and 4.9 of the Landscape Manual.

- a. Section 4.1 requires that a certain amount of planting is provided on the site of any proposed residential use. One shade tree is required to be planted for each 1,000 feet of green area provided. The provided landscape plan conforms to the requirements of Section 4.1 although a few revisions should be provided on the schedules, as indicated within the Recommendation section of this report.
- b. The site is subject to Section 4.9 which requires that a percentage of the proposed plant materials be native plants. A Section 4.9 chart demonstrating conformance with the requirement has been provided. Staff requests that the applicant provide one consolidated master plant list on the landscape plan.
- c. While the Landscape Manual does not require opaque screening of public utility transformers on the subject site, Urban Design staff does suggest that views of public utility transformers from public rights-of-way be softened through the planting of attractive evergreen shrubs to the extent feasible, while maintaining necessary access to the transformers.

10. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is exempt from the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the site has less than 10,000 square feet of woodland and no previously approved tree conservation plans. The site has a WCO Exemption Letter (S-10-13) and a Natural Resources Inventory Equivalence Letter (NRI-011-13) to meet the WCO requirements.

11. **The Prince George's County Tree Canopy Coverage Ordinance:** The DSP proposes to redevelop an existing commercial site with a mixed-use project consisting of residential and retail uses. The DSP is subject to the requirements of the Tree Canopy Coverage Ordinance. Section 25-128 of the Prince George's County Code requires a minimum percentage of tree canopy coverage (TCC) on properties that require a grading permit. Properties zoned M-U-I are required to provide a minimum of ten percent of the gross tract area in tree canopy.

	REQUIRED	PROPOSED
Tree Canopy	27,047 sq. ft.	47,950 sq. ft.

The overall development has a gross tract area of 6.21 acres and, as such, a TCC of 0.621 acre, or 27,047 square feet, is required. The submitted landscape plan provides a worksheet indicating that this requirement will be addressed through the proposed planting of 134 ornamental trees, 59 evergreen trees, 38 minor shade trees, and 88 major shade trees on-site, for a total of 47,950 square feet of provided TCC.

12. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. **Community Planning Division**—In a memorandum dated October 10, 2011, the Community Planning Division offered the following comments:

- (1) This application is consistent with the 2002 *Prince George's County Approved General Plan* Development Pattern policies for corridor nodes in the Developed Tier.
- (2) This application conforms to the land use recommendations of the 2010 *Approved Central US 1 Corridor Sector Plan and Adopted Sectional Map Amendment* for mixed-use residential land uses in the Walkable Node (university) character area.

While this application does not conform to the residential medium land use identified on Map 8 of the sector plan (page 60) for Lots 9–12, staff finds that this application does conform to the land use policies and strategies of the sector plan for development within the Walkable Node and Corridor Infill character areas.

- (3) Staff believes that additional attention to the architectural façade design of the courtyards and central pedestrian spine would greatly benefit the overall project and contribute to its success. Additional façade plane projections, the introduction of additional accent materials, cornices, and other architectural treatments should be recommended to make these façades more interesting, while still allowing for the modern architectural character desired by the applicant.

- b. **Transportation Planning Section**—In a memorandum dated October 17, 2013, the Transportation Planning Section offered the following comments:

With the proposed site plan, the applicant submitted for review a comprehensive traffic analysis, which was subsequently revised and resubmitted along with additional analysis

on October 1, 2013. In the submitted traffic analysis, it is reported that the proposed development of 445 multifamily dwelling units (or 1,582 student bed) and approximately 12,000 square feet of commercial retail will generate 182 new AM and 283 new PM (or 227 and 341) total vehicle trips during the AM and PM peak hours, respectively. The AM and PM peak-hour trip totals include the recommended reduction for pass-by trips for the proposed commercial uses (50 percent).

In addition to the site's generated traffic, the traffic impact study includes the calculated annual growth of one percent per year for through traffic for Baltimore Avenue (US 1) through the projected build-out year, 2019, and the traffic that would be generated by 15 approved but not yet built or occupied development applications within the study area. The analysis also includes the redistribution of existing background traffic due to the planned closure of Rosburg Road and the two-way conversion of the western segment of Knox Road.

This study was referred to the Maryland State Highway Administration (SHA), the Department of Public Works and Transportation (DPW&T), and the City of College Park for their review and comments.

The calculated weighted average of the critical lane volume (CLV) and level of service (LOS) under existing, background, and total traffic for the AM and PM peak periods for all signalized intersections along the US 1 corridor between Campus Way/Paint Branch Parkway and Guilford Road are reported below:

Study Period	Existing Traffic CLV / LOS	Background Traffic	Total Traffic CLV / LOS
AM peak Period	756 / A	915 / A	941 / A
PM peak Period	910 / A	1134 / BD	1182 /C

The minimum acceptable average CLV/LOS for any of the three corridor segments per the adequacy standards of the 2010 Central US 1 Corridor Sector Plan and SMA is 1600/E.

In addition to the above required analysis, and per the request from the City of College Park and Transportation Planning staff, the submitted report included additional analysis in accordance with procedures outlined by the "Transportation Review Guidelines, Part 1" (Guidelines) for the unsignalized intersections of Guilford Road with Knox Road/Mowatt Lane; Guilford Road with Hartwick Road and Knox Road; and US 1 with Hartwick Road. Per the requirements of the Guidelines and by using the two-way (or all-way) stop-controlled procedure for unsignalized intersections in *The Highway Capacity Manual*, these intersections are deemed to operate acceptably if no movement maximum delays in any peak exceed 50 seconds of delay.

Staff concurs with the reported summary that all of the reviewed unsignalized intersections, except for the US 1 and Hartwick Road intersection, as well as all three proposed site access points operate adequately with less than 50 seconds of delay for all movements under existing, background, and projected total traffic.

For the unsignalized intersection of Hartwick Road and US 1, the Hartwick Road approach was found to operate with more than 50 seconds of delay under background and

total traffic. Per the Guidelines, and because the projected total approach volume exceeds 100 vehicles in the PM peak hour, additional analysis was performed. The resulting CLV for total traffic, assuming a simple two-phase operation, was found to be less than 1,150. Therefore, and per the requirements of the Guidelines, this intersection is also deemed to be operating adequately.

The Central US 1 Corridor Sector Plan contains a number of recommendations and policies for exploring the diversion of shorter vehicle trips to walking or biking trips. The walkability, complete streets, and urban design discussions of the sector plan include and identify the need for provision of safe and adequate street crossings and pedestrian and bicycle accommodations at intersections throughout the study area and especially in the downtown areas, all of which are being incorporated or proposed by the submitted plan.

The maximum allowed parking for the proposed uses, using the maximum recommended parking ratios of the Central US 1 Corridor Sector Plan area is 489 parking spaces. The plan shows a total of 489 spaces provided as structured parking without any on-site surface parking. The sector plan allows mixed-use development to use shared parking factors to determine an appropriate reduction in the maximum parking requirements. The application does not seek or propose any parking reductions through the use of shared parking reduction factors.

It is important to note that the sector plan recommends the establishment of a corridor-wide transportation demand management (TDM) district and a self-sustaining transportation management association (TMA) to manage it. As of this writing, the US 1 TDM district has not been established.

Transportation Conclusions

Based on the preceding findings, the Transportation Planning Section concludes that existing transportation facilities will be adequate, as required by the 2010 Central US 1 Corridor Sector Plan and SMA, to serve the proposed redevelopment of the site as shown on the submitted DSP if the approval is conditioned on the following:

- (1) Total development within the subject property shall be limited to development which generates no more than 227 AM peak hour and 341 PM peak-hour vehicle trips.

- c. **Trails**—In a referral dated August 30, 2013, the trails coordinator offered the following summarized comments:

- (1) **Bicycle Parking:** The D-D-O Zone requires that one bicycle parking space be provided for every three vehicle parking spaces provided as part of a development application. The subject DSP does not conflict with the D-D-O Zone as it includes 490 vehicle parking spaces and 314 bicycle parking spaces. The proposed bicycle parking space locations are not shown on the plan. The bicycle parking space locations and groupings would be adequate if they were dispersed along the street frontages and grouped within the parking garage. Each level of the parking garage should be shown on the DSP with parking aisle widths shown.

It is recommended that bicycle parking guide signs be provided in accordance with the Maryland Manual on Uniform Traffic Control Devices (MUTCD)

2011 Edition at all bicycle parking locations within the parking garage and on local roadways. The final bicycle parking locations and signage should be approved by the City of College Park if it is within their road rights-of-way.

The total number of bicycle parking spaces and their locations within the main parking garage and the townhouses should be indicated on the DSP with a symbol.

It is recommended that bicycle parking guide signs be provided in the main parking garage for all bicycle parking spaces and/or groups of bicycle parking spaces in accordance with the Maryland MUTCD 2011 Edition. Bicycle parking signage is not recommended for the internal garages of townhouses.

It is appropriate to summarize the overall bicycle parking spaces as including spaces within townhouse garages towards the overall bicycle parking requirement of the overlay zone.

- (2) **Bikeways:** The subject application does not conflict with the bikeway recommendations of the functional and area master plan. The functional master plan recommends that Guilford Drive contain bicycle lanes. The road is recommended for 80 to 100 feet of right-of-way. The road is locally owned and maintained. Sufficient rights-of-way exist for bicycle lanes to be constructed on Guilford Drive. Bicycle lanes are also recommended for Knox Road and Hartwick Road. Bicycle lanes may be implemented in the future by local authorities. Knox Road contains on-road vehicular parking, which presents challenges to designing a bikeway on the road. Hartwick Road also contains on-road vehicular parking. Any proposed traffic control signage will need to be approved by local authorities. Section 1A.08 of the Maryland MUTCD contains information regarding placement authority for traffic control devices.
- (3) **ADA Accessibility:** The proposal includes the formal vacation of Rosburg Drive to improve vehicular circulation and allow for the development concept new block pattern. Once the vacation is complete, pedestrian and bicycle access will shift to the west between Buildings A and B. A north/south walkway and pedestrian plaza is proposed between the buildings. The walkway will be lined with commercial uses. Proper ADA (Americans with Disabilities Act) accessibility accommodation should be provided between the Knox Road and Guilford Drive elevations. This can be achieved by either providing it outside of the building with an elevator, or within the building via an elevator, to move people.
- (4) **Sidewalks:** The proposal includes wide internal walkways and plazas that are appropriate for the overlay zone. Sidewalks are currently proposed to be five feet wide along the local roadways. However, the five-foot-wide sidewalks that are proposed may be too narrow for the intensity of the proposed uses. It is recommended that wider sidewalks (12 to 30 feet) be provided on this plan with the approval of the City of College Park. This will ensure that the plan is in conformance with the development district overlay zone standard (page 263 of the sector plan). These widths provide an adequate distance between the building frontages and the streets. It may be appropriate to move the buildings back to accommodate wider sidewalks.

- d. **Subdivision Review Section**—In a memorandum dated September 25, 2013, the Subdivision Review Section offered the following comments:
- (1) Section 24-111 of the Subdivision Regulations provides for exemptions from the requirement of filing a preliminary plan of subdivision for parcels with a record plat. Specifically, in this instance, the property is subject to Section 24-111(c)(4) which provides:
 - (c) **A final plat of subdivision approved prior to October 27, 1970, shall be resubdivided prior to the issuance of a building permit unless:**
 - (4) **The development of more than five thousand (5,000) square feet of gross floor area, which constitutes at least ten percent (10%) of the total area of the site, has been constructed pursuant to a building permit issued on or before December 31, 1991.**
- The lots are the subject of a record plat approved in 1952. Based on a letter dated January 23, 2013 from the Law Offices of Gibbs and Haller (Haller to Chellis) with three exhibits, it was determined that the site met the exemption pursuant to Section 24-111(c)(4) of the Subdivision Regulations. The existing buildings on-site were constructed in 1952 and 1953 as reflected in the tax assessment records based on Exhibit D of the letter. Exhibit C of the letter showed the existing gross floor area of the buildings and demonstrated that the existing development is greater than 10 percent of the total area of site. Therefore, based on the evidence, the development is exempt from the requirement to file a new preliminary plan of subdivision pursuant to Section 24-111(c)(4) of the Subdivision Regulations.
- (2) Rossburg Drive is a dedicated public right-of-way. The DSP proposes to develop a multifamily building over Rossburg Drive. The applicant has filed a Vacation Petition (V-13008) for the entirety of Rossburg Drive. Approval of the vacation and a minor final plat, in accordance with Section 24-112 of the Subdivision Regulations, must be obtained prior to approval of a grading permit for the site.
 - (3) Failure of the site plan and record plat to match will result in permits being placed on hold until the plans are corrected.
- e. **Department of Parks and Recreation (DPR)**—In a memorandum dated October 3, 2013, DPR stated that there were no issues with the submitted plan. Parks and recreation requirements will be met through the provision of private on-site recreational facilities.
- f. **Permit Review Section**—No comments were provided by the Permit Review Section.
- g. **Environmental Planning Section**—In comments received on September 5, 2013, the Environmental Planning Section provided the following analysis of the subject application:

- (1) The site has three specimen trees located on-site. A variance was submitted with this application to remove these three trees. A variance to remove these trees is not required because the site is exempt from Woodland and Wildlife Habitat Conservation Ordinance (WCO) requirements.
 - (2) There is a man-made channel that handles stormwater adjacent to the site. This channel does not have a Federal Emergency Management Agency (FEMA) floodplain, but has an engineered floodplain. This engineered floodplain is located on the site. This development will impact this floodplain and any disturbance to this area must be permitted by Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) and the Maryland Department of the Environment (MDE). The floodplain is not regulated on this site by the Environmental Planning Section.
 - (3) The project has an approved Stormwater Management Concept Plan (14618-2013-00). No fee is required for this project for on-site attenuation. There are five micro-bioretenion ponds, permeable pavement, permeable artificial turf, and landscape infiltration shown on both the approved stormwater management plan and the DSP. The site's stormwater will be directed to an existing stormdrain system and outfalls that flow into an adjacent stormwater channel.
- h. **Historic Preservation Section**—In a memorandum dated August 23, 2013, the Historic Preservation Section stated that the subject application will have no effect on identified historic sites, resources, or districts, and requested that the applicant provide documentation of the existing building to be demolished to the Maryland Institute of Historic Places (MIHP) Standards, including representative interior floor plans. This information should be provided prior to issuance of grading permits.
- i. **The Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated September 9, 2013, DPIE offered the following comments:
- (1) The property is located at the intersection of Guilford Road and Knox Road, west of Baltimore Avenue (US 1). This site does not impact any county-maintained roadways. Coordination with the City of College Park is required.
 - (2) The DSP is consistent with approved Stormwater Management Concept Plan 14618-2013, dated August 2, 2013.
- j. **State Highway Administration (SHA)**—In a letter dated October 4, 2013, SHA stated that the methodology for concluding that all of the intersections within the study area will operate within the transportation facility adequacy standard is based on county guidelines, which call for evaluating the corridor weighted average critical lane volume (CLV). However it is SHA's recommendation that mitigation be offered to improve the individual failing intersections of Baltimore Avenue (US 1) and Campus Drive/Paint Branch Parkway to bring the total future CLV down to 1,587 or better.

Comment: The traffic study concludes that all of the intersections within the study area will operate within the transportation facility adequacy standard, which is based on county guidelines.

The District Council approved the 2010 *Approved Central US 1 Corridor Sector Plan and Adopted Sectional Map Amendment* standard (along with its predecessor, 2002 College Park US 1 Corridor Sector Plan and SMA) which identifies and includes several special requirements and provisions related to traffic impact study preparation within the US 1 established Development District Overlay (D-D-O) Zone. Among these special requirements are:

- (1) Traffic counts are to be taken at each signalized intersection within one of three predetermined segments for three hours instead of one hour during each peak period to determine the peak-hour turning movements.
- (2) The AM and PM peak-hour level of service for each signalized intersection is then calculated using the CLV methodology described in Section 3 of the current “Transportation Review Guidelines, Part 1” (2012).
- (3) The average AM and PM peak-hour level of service for all signalized intersections along the segment is then calculated using the weighted average of calculated CLVs for each intersection.
- (4) The segment is deemed to be acceptable if the calculated average CLV is less than 1600 for both AM and PM peak hours with the existing, background, and total projected traffic, which include the proposed development’s projected AM and PM peak-hour vehicle traffic.

Given that the submitted study provided by the applicant to the Planning Department is prepared in accordance with the procedures outlined by the sector plan, and is in full compliance with the Planning Board’s guidelines, staff has no basis for recommending that an applicant be required to provide additional mitigation measures recommended by SHA.

- k. **Prince George’s County Police Department**—In a memorandum provided on August 29, 2013, the Police Department provided the following comments related to crime prevention through environmental design (CPTED):

- (1) The lighting for the service driveway at site “D” is nonexistent. Either pole lighting or lights attached to the side of the building need to be added. There is also a dumpster located at the end of the service driveway that does not have any lighting. Second, the service driveway for Building C is insufficient. Either bollard or pole lighting should be added to this driveway. The dumpster located to the rear of Building C also has insufficient lighting.
- (2) The overall concept to change the traffic pattern and structures will have a positive impact for the City of College Park and the University of Maryland, providing excellent living and gathering places for students and patrons.
- (3) If it has not already been done, the Police Department recommends working with the University of Maryland to have emergency call boxes and cameras installed throughout the proposed site to improve the safety and overall security for the future residents and patrons. There is already an existing security network throughout College Park that has proven effective in preventing crime.

Comment: Staff recommends conditions of approval to address the comments provided by the Police Department related to additional lighting and coordination of the security network with the University of Maryland.

1. **Prince George's County Health Department**—In a memorandum dated August 30, 2013, the Environmental Engineering Program of the Health Department offered the following comments and recommendations:

- (1) There is an increasing body of scientific research suggesting that artificial light pollution can have lasting adverse impacts on human health. Indicate that all proposed exterior light fixtures will be shielded and positioned so as to minimize light trespass caused by spill light on planned and existing residential areas.

Comment: This information should be demonstrated on the detailed site plan prior to signature approval.

- (2) The property is located in the recharge area for the Patuxent aquifer, a groundwater supply that serves the Beltsville Agricultural Research Center, Patuxent Wildlife Research Center, and the City of Bowie. Conversion of green space to impervious surface in this recharge area could have long-term impacts on the sustainability of this important groundwater resource. The applicant proposes the use of permeable turf and landscape infiltration techniques as a part of their stormwater management strategy, which will facilitate the return of water into the ground to recharge the aquifer.

Comment: No further action is requested.

- (3) The public health value of access to active recreational facilities and green space has been well documented. The DSP includes a courtyard with a swimming pool, open lawn area/volleyball court, a pedestrian mews, and open spaces that will be a health benefit for residents and community members.

Comment: No further action is requested.

- (4) The applicant is proposing to incorporate bioretention features into the courtyard with educational panels. Bioretention features have the potential to become habitats for mosquitoes and other disease vectors due to the presence of organic matter and shallow water. The applicant should ensure that the bioretention features are properly designed and managed to prevent habitats for disease vectors and reduce the risk of human exposure to disease vectors given the proximity of pedestrian traffic, gathering spaces, and active recreational facilities.

Comment: The design of stormwater management features is under the jurisdiction of DPIE. The applicant should work with DPIE to ensure that the bioretention features do not become a public nuisance.

- (5) There are 12 carry-out/convenience stores within one half-mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors have a significantly higher prevalence of obesity and diabetes. The

applicant should consider engaging a tenant that would provide healthy food options that are attractive to the student population and surrounding community.

Comment: Staff concurs that the applicant should engage future tenants that provide healthy food options, if restaurant or food service is planned.

- (6) The property is located in the College Park Airport, Aviation Policy Area 6. College Park residents have expressed concerns with noise from the take-off and landing of helicopters from the airport. Noise from the airport may be an issue for the future residents of this project. The applicant should consider options to mitigate noise levels greater than 65 dBA Ldn.

Comment: The subject property is 0.9 miles from the College Park Airport's runway. The sector plan does not raise issues with noise generated from College Park Airport. Environmental Planning staff does not request that any additional noise mitigation be provided based upon the proximity of the site to the airport and the current applicable regulations.

- (7) The applicant proposes to build internal loading docks and dumpsters. If approved, the loading docks and dumpsters should be designed to prevent an odor nuisance.

Comment: The loading docks and dumpsters are proposed internal to Buildings A and B. Dumpsters are proposed in trash rooms that have doors that close. Staff believes that the submitted site plan addresses this request.

- m. **Maryland Aviation Administration (MAA)**—In comments received on August 27, 2013, the MAA stated that the proposal lies beneath the horizontal surface for College Park Airport, and does not lie under any of the transitional or approach surfaces for the airport. So long as structures (including all accessories such as antennae, air conditioning units, lightning rods, etc.) or vegetation does not exceed 198 feet above mean sea level for this location (the site elevation plus the structure height), there is no impact to the College Park Airport and thus no hazard to air navigation.
- n. **Washington Suburban Sanitary Commission (WSSC)**—WSSC provided comments received on August 29, 2013, which are summarized as follows:
 - (1) This project has an approved WSSC Letter of Findings, WSSC Project DA5462Z12 Amendment 1, approved July 17, 2013. All conditions of that approval apply.
 - (2) In locations where mains or house connections cross bioswales, provide five feet of separation horizontally to WSSC lines. If bioswales have an under-drain, the under-drain must be nonperforated for ten feet where it crosses the WSSC lines.
 - (3) Minimize the number of sewer connections at the southwest corner of Building B.
 - (4) The minimum horizontal clearance from a building to the outside diameter of a WSSC pipeline is 15 feet. Verify that adequate room has been provided for final design of the townhome units along the south side of Guilford Drive.

Comment: Adequate clearances from WSSC pipelines to proposed building should be provided on the plans prior to signature approval. Additional technical comments should be addressed by WSSC prior to final permitting.

- o. **Washington Gas**—In a memorandum dated May 1, 2013, Washington Gas indicated that they have reviewed the proposal and have determined that a ten-foot-wide public utility easement (PUE) along public rights-of-way will not be required. Gas services are located in the street and there is no need for PUEs on private property for gas service to be supplied.
- p. **Comcast**—A letter signed by Comcast on September 23, 2013 indicates that the communication conduits proposed by the applicant are sufficient for Comcast service. The plan, dated September 7, 2013, does not propose a ten-foot-wide PUE.
- q. **Verizon**—At the time of the writing of this technical staff report, Verizon has not offered written comments on the subject application; however, staff has met with the applicant and a representative from Verizon. Verizon has yet to determine whether its services will be provided to the entire development, as a ten-foot-wide PUE is not proposed on the subject DSP.
- r. **Potomac Electric Power Company (PEPCO)**—The applicant has provided a preliminary PEPCO service plan that has been approved by PEPCO. The plan does not propose a ten-foot-wide PUE. The Subdivision Regulations do not require provision of PUE for the subject development at the time of minor final plat.
- s. **Prince George's County Fire/EMS Department**—The Fire/EMS Department issued standard comments for the proposal dated August 26, 2013. Every portion of the proposed buildings is required to be located within 500 feet of a fire hydrant.
- t. **University of Maryland**—In an e-mail dated September 18, 2013 (Redmiles to Fields), the University of Maryland stated that the University's Architecture and Landscape Review Board reviewed the submission at a May 3, 2013 meeting. The review group provided the following comments for the current DSP submission:
 - (1) The project program should consider a park-like setting suited for the urban context of the site, such as a canopy of trees and loose paving. The current design retains a broad lawn area only, with adjacent bioretention areas subdividing the proposed open space. Consider developing an urban plaza or a park-like setting suited for the urban context of the site, incorporating and integrating artful stormwater management.
 - (2) Improve the north-south axial relationship by incorporating the development's green space inward to the campus, rather than extending the campus into the project. The current design should add identifiable pedestrian crossings/traffic calming to provide access to the university and connect pedestrian pathways at key campus pedestrian nodes/gateways north of the project site.
 - (3) The architecture provided was developed to a conceptual level and needs more work. Develop the brick elevations further. The Board looks forward to further development of articulated massing and the elevations, with material selection

consistent with the University's Design Criteria Facilities Standards (DC/FS). Samples of proposed materials are requested for review.

- (4) A question has been raised for the adequacy of the intersection design at the west end of the site, at the Knox Road, Guilford Drive, Mowatt Lane intersection, as a result of changes to traffic patterns in and around the site.

Similarly (and expanding on 2 above), there is expected to be a significant increase in pedestrian traffic between the project and the campus. As a planned student housing development, adequate and safe connectivity will be very important. It is not clear if the level of pedestrian flow has been estimated or planned. A circulation plan should be provided to show how the proposed pathways into the campus will be constructed, designed, or managed.

Comment: The above comments are preliminary. The University of Maryland indicated the intent to submit further formal comment prior to the Planning Board hearing. However, at the time of this writing, a memorandum from the University has not been received.

- u. **City of College Park**—The subject application is located within the City of College Park. The City of College Park held a work session to consider the proposed plan on October 1, 2013. On October 22, 2013, the City Council moved to approve the DSP with conditions. Those recommended conditions are provided below followed by staff comment.

- “1. Prior to signature approval of the DSP, the applicants shall revise the site plan to:
- “a. Show a possible location for a proposed Bikeshare Station (11 docks and 6 bikes) that measures 31 feet in length and 6 feet in width.
 - “b. Redesign the mews/stairs to accommodate pushing a bike.
 - “c. Show street light fixtures spaced not more than 30 feet on center.
 - “d. Provide a hammerhead turnaround at the terminus of Rossburg Drive as shown on Exhibit 1.
 - “e. Show the installation of street trees and pedestrian light fixtures extended from the project boundary along Knox Road and Guilford Road to the intersection of these two streets.
 - “f. Show sidewalks along the property frontage at a minimum of 6-feet wide, preferably 8- feet wide to the extent possible.
 - “g. Provide a 6-foot wide sidewalk and 5-foot wide planting strip along the north side of Knox Road from the proposed crosswalk east to the driveway of the Delta Sigma Phi fraternity.”

Comment: Staff understands that the applicant has agreed to comply with all of the above recommendations, which include some off-site improvements. The DSP should be revised to show the above revisions.

- “2. Prior to a Use and Occupancy Permit, the applicant (Toll Brothers, Inc.) shall provide a copy of an agreement with the University of Maryland for the installation, maintenance and monitoring of emergency call boxes (Public Emergency Reporting Telephones, PERT) and shall install exterior cameras on Buildings A, B and C that have views of Knox Road, Hartwick Road, Guilford Road, and the Mews.”

Comment: Staff agrees with the intent of the above condition and requests that the applicant work with the University of Maryland to evaluate the feasibility of having emergency call boxes and cameras installed throughout the proposed site to improve the safety and overall security for the future residents and patrons. If agreement is reached on the appropriate measures to be employed, the plan should note the specific security measures that will be implemented. The plan should specify the use of exterior cameras on Buildings A, B, and C that have views of Knox Road, Hartwick Road, Guilford Road, and the mews.

- “3. Prior to a Use and Occupancy Permit, the applicant (Toll Brothers, Inc.) shall:
- “a. Obtain a right-of-way permit from the City of College Park to implement roadway and streetscape improvements as shown in Exhibits 1-4.
 - “b. Stripe Knox Road to provide a 5-foot wide west-bound bike lane, 10-foot wide west-bound drive lane, 11-foot wide east-bound ‘sharrow’ lane and an 8-foot wide parking lane on the south side of Knox Road.”

Comment: The DSP should be revised to indicate the streetscape improvements shown in Exhibits 1–4. These exhibits show: (1) a “hammerhead,” or turnaround area, at the terminus of Rossburg Drive; (2) crosswalk improvements; and (3) additional bicycle rack locations. The DSP should also be revised to indicate the above-described street section for Knox Road. The ultimate street section is subject to approval and modification by the City of College Park.

- “4. The two-over-two buildings on Parcel 3 shall be limited to one- and two-bedroom units.”

Comment: Staff understands that the applicant has agreed to comply with the above recommendation. The DSP should be revised to indicate the final number of units and unit mix on Parcel 3.

- “5. The applicants shall maintain all pedestrian light fixtures in the right-of-way along Knox Road, Hartwick Road, Guilford Drive, and Rossburg Drive with the exception of the pedestrian light fixtures that are installed outside of the project’s property frontage.”

Comment: Staff understands that the applicant has agreed to comply with the above recommendation. The DSP should be revised to show the locations of light fixtures that the applicant proposes to maintain.

- “6. The applicant (Toll Brothers, Inc.) and the applicant’s heirs, successors, and /or assignees shall vacate the existing Rossburg Drive right-of-way (WWW20-94) and obtain approval of a minor final plat pursuant to Section 24-112 of the Subdivision Regulations in accordance with the approved Detailed Site Plan DSP-13025.”

Comment: A condition to this effect is included in the Recommendation section of this report.

- “7. Prior to signature approval of the DSP, the architectural elevations shall be revised for review and approval by the City of College Park and M-NCPPC as follows:

- “a. Label the materials used on the façade of the garage.
- “b. Create a 5-story projecting vertical bay with windows on Building B-south elevation, similar to that found on Building B-north elevation.
- “c. Create a 5-story projecting vertical bay with windows for Building C-west elevation, similar to that found on Building C-north elevation.”

Comment: Urban Design staff will submit final architecture to the City of College Park for comment prior to certification of the plans. Additional information regarding the construction materials on the proposed garage should be provided. Vertical bays should also be incorporated into the proposed architecture for Buildings B and C. Staff also believes that the townhouse-style units on Parcels 2 and 3 might benefit from some additional architectural enhancements, as discussed in the body of this report.

- “8. Prior to approval of building permits, if the Capital Bikeshare Program or similar program is operational in the City of College Park, the applicant shall pay the sum of \$45,000 to the City of College Park for the installation and operation of an 11-dock/6- bike station on or near the subject property.”

Comment: Staff understands that the applicant has agreed to comply with the above recommendation. The applicant should show the location of a possible bikeshare station on the DSP prior to signature approval. The details of the bikeshare agreement between the applicant and the City of College Park are best addressed in a separate agreement between these two parties, as it does not require Planning Board action.

- “9. Prior to the closure of Rossburg Drive, the applicant shall convert Knox Road to a two-way street, in coordination with the City of College Park engineer.”

Comment: Prior to the vacation of Rossburg Drive, the applicant should provide verification to the Subdivision Section that Rossburg Drive is closed, and that Knox Road has been converted to a two-way street, or has otherwise been found satisfactory by the City of College Park.

“10. An access easement shall be provided to Parcel 3 to allow Parcel 3 residents to park in the garage located in Building B.”

Comment: A statement to this effect should be provided on the DSP and plat.

“11. Prior to approval of a building permit, a public use easement shall be provided to allow pedestrian and bicycle access through the Mews on Parcel 1, between Knox Road and Guilford and Hartwick Roads.”

Comment: A public use easement should be delineated on the DSP and described by bearings and distances. This easement should be recorded on the minor final plat.

“12. Toll Brothers, Inc. shall achieve U.S. Green Building Council (USGBC) LEED-Silver certification under an applicable, current LEED rating system as required by the Sector Plan Development Standards. Specifically, the applicant shall follow the process below:

“a. Prior to DSP certification, the applicant shall:

“i. Designate a LEED-accredited professional (‘LEED-AP’) who is also a professional engineer or architect, as a member of their design team. The applicant shall provide the name and contact information for the LEED AP to the City.

“ii. Designate the City’s Planning Director, or designee, as a team member in the USGBC’s LEED Online system. The City’s team member will have privileges to review the project status and monitor the progress of all documents submitted by the project team.

“b. Prior to approval of a building permit, the applicant shall:

“i. Register the project with the U.S. Green Building Council (USGBC) and show results of LEED-ND Stage 2 review. If conditional approval is obtained, the applicant shall employ every effort to obtain full LEED-ND certification and provide documentation of such. If conditional approval is not obtained, the applicant shall make every effort to achieve USGBC LEED-Silver certification under LEED-NC and/or LEED Homes, or if available, equivalent standard.

“c. Prior to issuance of the first Use and Occupancy Permit, the applicant shall:

“i. Submit a report by a LEED AP that demonstrates that the project is anticipated to attain a sufficient number of credits that will ultimately be sufficient to attain the LEED ND Silver certification or LEED-NC and LEED Homes as appropriate.

- “ii. Establish an escrow or letter of credit in the amount of \$50,000 with an agent that is acceptable to the City. Said escrow agent shall hold the funds subject to the terms of this Agreement. The escrow (or letter of credit) shall be released to Applicant upon final LEED Silver certification. In the event that the applicant fails to provide, within 1 year of issuance of the use and occupancy permit for the final building within the LEED ND boundary, documentation to the City demonstrating attainment of LEED Silver certification, the entirety of the escrow will be released upon demand to the City and will be posted to a fund within the City budget supporting implementation of environmental initiatives. If LEED certification is obtained but not at the Silver level, 50% of the escrow will be released to the applicant and 50% will be released upon demand to the City to be posted to a fund within the City budget supporting implementation of environmental initiatives.
- “d. If the applicant provides documentation from the USGBC demonstrating, to the satisfaction of the City, that USGBC completion of the review of the LEED certification application has been delayed through no fault of the applicant, the applicant’s contractors or subcontractors, the proffered time frame may be extended as determined appropriate by the City, and no release of escrowed funds shall be made to the applicant or to the City during the extension.”

Comment: Although the applicant has apparently agreed to comply with the above recommendation, staff does not believe it is appropriate to recommend that the Planning Board adopt the above recommendation as a condition of approval. The City of College Park should consider a private agreement with the applicant to outline the recommended process and the payment of fees.

- “13. Knox Box Realty LLC, Knox Village Partners LLC and AO Enterprises LLC shall achieve U.S. Green Building Council (USGBC) LEED- Silver certification under an applicable, current LEED rating system as required by the Sector Plan Development Standards. The applicant shall pursue LEED Silver certification through the Split Review process. Specifically, the applicant shall follow the process below:
 - “a. Prior to DSP certification, the applicant shall:
 - “i. Register the project with the USGBC and provide a copy of the payment receipt.
 - “ii. Designate a LEED-accredited professional (‘LEED-AP’) who is also a professional engineer or architect, as a member of their design team. The applicant shall provide the name and contact information for the LEED AP to the City.

- “iii. Designate the City’s Planning Director, or designee, as a team member in the USGBC’s LEED Online system. The City’s team member will have privileges to review the project status and monitor the progress of all documents submitted by the project team.
- “b. Prior to the issuance of a building permit, the Applicant shall submit the results of the USGBC’s preliminary review of design-oriented credits in the LEED program. This documentation shall demonstrate that the buildings are anticipated to attain a sufficient number of design-related credits that, along with the anticipated construction-related credits, will be sufficient to attain LEED Silver certification.
- “c. Prior to the issuance of the first use and occupancy permit, the Applicant shall provide documentation that the project has been certified LEED Silver by the USGBC to the City of College Park and to M-NCPPC. If certification has not been completed, the Applicant shall submit certification statements from their LEED-AP that confirms the project list of specific LEED credits will meet at least the minimum number of credits necessary to attain LEED certification.

“The appropriate regulating agency may issue a temporary use and occupancy permit to the Applicant until such time as LEED certification is documented. If it is determined that a temporary use and occupancy permit cannot be issued, a permanent use and occupancy permit may be issued by the appropriate regulating agency once an escrow or letter of credit in the amount of \$20,000 is established with an agent that is acceptable to the City of College Park. Said escrow agent shall hold the funds subject to the terms of this Agreement. The escrow (or letter of credit) shall be released to applicant upon final LEED Silver certification. In the event that the Applicant fails to provide, within 180 days of issuance of the permanent use and occupancy permit for the Project, documentation to the City demonstrating attainment of LEED Silver certification, the entirety of the escrow will be released upon demand to the City and will be posted to a fund within the City budget supporting implementation of environmental initiatives. If LEED certification is obtained but not at the Silver level, 50% of the escrow will be released to the Applicant and 50% will be released upon demand to the City to be posted to a fund within the City budget supporting implementation of environmental initiatives

“If the Applicant provides documentation from the USGBC demonstrating, to the satisfaction of the City, that USGBC completion of the review of the LEED certification application has been delayed through no fault of the Applicant, the Applicant’s contractors or subcontractors, the proffered time frame may be extended as determined appropriate by the City, and no release of escrowed funds shall be made to the Applicant or to the City during the extension.”

Comment: Although the applicant has apparently agreed to comply with the above recommendation, staff does not believe it is appropriate to recommend that the Planning Board adopt the above recommendation as a condition due to legal concerns, which involve payment to a third party. The City of College Park should consider entering into a private agreement with the applicant to address the outlined process and payment of fees. Staff applauds the applicant's commitment to green building techniques.

- v. **Town of University Park**—At the time of the writing of this technical staff report, the Town of University Park has not offered comments on the subject application.
 - w. **City of Hyattsville**—At the time of the writing of this technical staff report, the City of Hyattsville has not offered comments on the subject application.
 - x. **Town of Riverdale Park**—At the time of the writing of this technical staff report, the Town of Riverdale Park has not offered comments on the subject application.
13. As required by Section 27-285(b)(1) of the Zoning Ordinance, the detailed site plan will, if approved with the conditions recommended below, represent a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
14. Per Section 27-285(b)(4) of the Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a detailed site plan 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.**

Comment: As there are no regulated environmental features found on the subject property, no preservation or restoration is necessary.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-13025, University of Maryland Student Housing at Knox Road, subject to the following:

- A. Staff recommends APPROVAL of the alternative development district standards for:
 - 1. **Building Form/Step-Back Transitions and Landscape Buffers (page 238):** To eliminate the step-back transition requirement west of Building A and to permit landscape plantings and a buffer area along the southwestern property lines of Lots 9 and 13 to meet the intent of the transition requirements.
 - 2. **Building Form/Character Area 5a: Walkable Nodes (page 234):** To permit greater building setbacks from Guilford Drive and Hartwick Road, as shown on the site plan.
 - 3. **Building Form/Parking Lots, Loading and Service Areas (page 242):** To permit loading spaces internal to the building that are within 30 feet of public sidewalks.

4. **Building Form/Structured Parking (page 243):** To permit a parking garage within 50 feet of the Knox Road frontage.
 5. **Architectural Elements/Signage (page 254):** To permit two freestanding monument signs and signage in excess of ten percent for Buildings B and C.
 6. **Streets and Open Spaces/Streetscape (page 263):** To permit sidewalks less than 12 feet wide.
 7. **Streets and Open Spaces/Street Lighting (page 267):** To permit a column-style street light fixture, instead of double-column.
- B. Staff recommends DISAPPROVAL of the alternative development district standards for:
1. **Streets and Open Spaces/Street Lighting (page 266):** To permit a street light spacing greater than 30 feet on center. Street lighting shall be provided 30 feet on center, on average.
- C. Staff recommends APPROVAL of Detailed Site Plan DSP-13025, University of Maryland Student Housing at Knox Road, with the following conditions:
1. Prior to signature approval, the detailed site plan (DSP) shall be revised, or additional information shall be provided, as follows:
 - a. Provide the exact number of parking spaces required by the 2010 *Approved Central US 1 Corridor Sector Plan and Adopted Sectional Map Amendment*.
 - b. Submit plans that show each level of the proposed parking garage, and dimension parking space sizes and drive aisle widths, so conformance with the requirements of the Zoning Ordinance may be determined.
 - c. If the courtyard facilities within Buildings A and B are not accessible to residents of all of the buildings, then the application shall demonstrate that adequate recreational facilities will be provided within each building section.
 - d. Details of site amenities on proposed Parcels 2 and 3 shall be provided, such as tables, chairs, and grills.
 - e. Each freestanding sign shall not exceed 15 feet in width and 5 feet in height, as described on the sign plan, for a total maximum sign area of 75 feet for each sign. The monument signs shall be constructed of materials compatible with the architecture. Additional information regarding sign materials shall be provided with the sign plan prior to signature approval.
 - f. The sign standards for the building-mounted project identification signs shall include lighting from an external source only.
 - g. Revise the photometric plan to show or note minimal, or no, lighting spillover at the southern property line adjacent to existing single-family development.

- h. Revise the photometric and lighting plan to show sufficient lighting along the service drive locations on proposed Parcels 2 and 3.
 - i. The applicant shall work with the University of Maryland to evaluate the feasibility of having emergency call boxes and cameras installed throughout the proposed site to improve the safety and overall security for the future residents and patrons. If agreement is reached on appropriate measures to be employed, provide notes on the plan to this effect, and reference the final determined security measures that will be implemented. The plan shall specify the use of exterior cameras on Buildings A, B, and C that have views of Knox Road, Hartwick Road, Guilford Road, and the Mews.
 - j. Include a note on the DSP that limits the hours of operation and deliveries for commercial tenants, in order to ensure minimal impacts on adjacent properties.
 - k. Provide details of attractive brick dumpster enclosures for use on the site.
 - l. Add a note to the DSP that all loading area access doors shall remain closed, except during times of entrance and exiting of vehicles.
 - m. Label the height of the access to all loading spaces on the site plan. The loading space access height shall be at least 15 feet.
 - n. Indicate the final number of units and unit mix on Parcel 3.
 - o. Delineate a public use easement within the mews, and describe it by bearings and distances.
2. Prior to signature approval, the detailed site plan (DSP) shall be revised to indicate the following bicycle, pedestrian, and streetscape improvements:
- a. Provide sidewalks along the site frontage that are no less than six feet in width. The sidewalk along Knox Road shall be widened further, as feasible, subject to approval by and further coordination with the City of College Park.
 - b. Revise the Knox Road street section to provide a 5-foot wide westbound bicycle lane, a 10-foot-wide westbound drive lane, an 11-foot-wide eastbound “sharrow” lane, and an 8-foot-wide parking lane on the south side of Knox Road. The ultimate street section is subject to approval and modification by the City of College Park.
 - c. Show a minimum six-foot-wide sidewalk and five-foot-wide planting strip along the north side of Knox Road from the proposed crosswalk east to the driveway of the Delta Sigma Phi fraternity house.
 - d. Indicate the roadway and streetscape improvements as shown in Exhibits 1–4, including:
 - (1) A hammerhead turnaround at the terminus of Rossburg Drive;
 - (2) Crosswalk enhancements; and
 - (3) Additional bicycle rack locations.

- e. Show the installation of street trees and pedestrian light fixtures extended from the project boundary along Knox Road and Guilford Road to the intersection of these two streets.
 - f. Show street light fixtures spaced at 30 feet on center, on average, and indicate the locations of light fixtures that the applicant proposes to maintain.
 - g. Redesign the mews/stairs to accommodate pushing a bike. Provide a detail of the final design.
 - h. Show a possible location for a proposed bikeshare station (11 docks and 6 bikes) that measures 31 feet in length and 6 feet in width. Provide a detail or photograph of the type of bikeshare station proposed. The final location may be adjusted in consultation with the City of College Park and the Urban Design Section.
 - i. Provide signage locations and details for large groupings of bicycle parking spaces along road frontages and within the main parking garage in accordance with the Maryland Manual on Uniform Traffic Control Devices (MUTCD) 2011 Edition and utilize the D4-3 sign guide sign or plaque. Details of the D4-3 sign or plaque shall be shown on the DSP. The final bicycle parking locations and signage are subject to approval and modification by the City of College Park if they are located within their road rights-of-way.
 - j. Provide details for bicycle parking spaces. Bicycle racks shall be anchored in concrete and shown on the plan's detail sheet(s).
 - k. Locate the proposed bicycle parking spaces, including along road frontages, in the main parking garage and near the townhouse-style units on the DSP, and update the DSP coversheet to include the final number of bicycle parking spaces proposed.
3. Prior to signature approval of the detailed site plan (DSP), the following revisions shall be made to the landscape plan:
- a. Revise line three within all Section 4.1 schedules to state, "total number of shade trees required," and provide the correct calculations for the required shade trees for Sites A and B.
 - b. Provide one consolidated master plant list on the landscape plan.
 - c. Soften the views of public utility transformers from public rights-of-way, to the extent feasible, through the planting of attractive evergreen shrubs, while maintaining necessary access to the transformers.
4. Prior to signature approval of the detailed site plan (DSP), the architectural elevations shall be revised as follows, after referral to the City of College Park for review and comment:
- a. Samples of the façade materials proposed for the parking garage shall be provided for further review and approval by Urban Design staff, as designee of

the Planning Board. The materials shall, at a minimum, give the appearance of a convincing brick treatment, and the design of the garage shall blend in with the architecture of the rest of the building.

- b. Label all building façade materials, including the façade of the garage.
 - c. Provide a detail indicating the appearance of the mesh treatment for the parking garage openings. Any modifications to the garage openings to provide adequate air circulation within the garage shall be provided.
 - d. Create a projecting vertical bay with windows on Building B, south elevation, similar to that found on Building B, north elevation.
 - e. Create a projecting vertical bay with windows for Building C, west elevation, similar to that found on Building C, north elevation.
 - f. Evaluate the feasibility of locating the entrance to Building C to better align with the village green.
 - g. Provide details of attractive ornamental-style garage doors, which shall be used to screen the loading areas.
 - h. Modify the color of the rears of the proposed townhouse-style units so they are consistent with the front of the building, with accent colors provided as appropriate.
 - i. Evaluate the appropriateness of additional bays on the front of the proposed townhouse-style units, and revise the townhouse elevations as deemed appropriate.
 - j. Refine the architectural elevations by providing additional attractive architectural detailing and plane projections.
5. Prior to certificate approval of the detailed site plan (DSP), the applicant and the applicant's heirs, successors, and/or assignees shall vacate the dedicated public right-of-way of Roszburg Drive (WWW 20-94) and obtain approval of a minor final plat pursuant to Section 24-112 of the Subdivision Regulations. The minor final plat shall:
- a. Reflect the liber and folio of the public pedestrian access easement to the benefit of the City of College Park in accordance with approved Detailed Site Plan DSP-13025. The easement document shall be approved by the City of College Park and The Maryland-National Capital Park and Planning Commission (M-NCPPC) prior to final plat approval, and the liber and folio shall be reflected on the final plat prior to recordation. The easement shall set forth the rights, responsibilities, and liabilities of the parties.
 - b. Reflect an access easement on Parcel 3 to allow Parcel 3 residents to park in the garage located in Building B.

- c. Include a disclosure clause that notifies prospective purchasers that the property has been identified as being within approximately one mile of a general aviation airport. The disclosure clause shall include the cautionary language from the General Aviation Airport Environment Disclosure Notice.
- 6. Prior to the vacation of Rossburg Drive, the applicant shall provide verification to the Subdivision Review Section that Rossburg Drive is closed, and that Knox Road has been converted to a two-way street, or has otherwise been modified to the satisfaction of the City of College Park.
- 7. Prior to approval of demolition permits, the applicant and the applicant's heirs, successors, and/or assignees shall provide to the Planning Department's Historic Preservation Section documentation of the existing buildings to be demolished according to Maryland Historical Trust (MHT), Maryland Inventory of Historic Properties (MIHP) standards, including exterior and interior photographs and representative interior floor plans.
- 8. Demolition and grading permits needed to remove the slabs and foundations of the existing dwellings may be issued after final approval, but prior to certification of the detailed site plan. No grading or construction beyond these limited activities may occur prior to certification of the detailed site plan.
- 9. Total development within the subject property shall be limited to development which generates no more than 227 AM peak hour and 341 PM peak-hour vehicle trips.