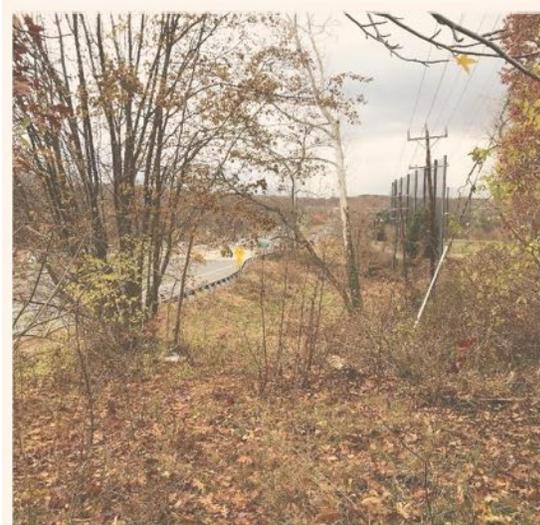


# UPPER MIDTOWN LAND USE & ACCESS STUDY

CITY OF COLLEGE PARK, MD

## FINAL REPORT

JUNE 2020



CITY OF  
**COLLEGE PARK**



National Capital Region  
**Transportation Planning Board**



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# Upper Midtown Land Use and Access Study

## Final Report

*June 2020*

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## INTRODUCTION

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The City of College Park (The City) initiated this project to analyze constraints and understand opportunities for redevelopment of the 6.3-acre study area along Baltimore Avenue (US 1) (Route 1) on the Northwest quadrant between University Boulevard (MD 193), Autoville Drive, and Cherokee Street. This report documents existing conditions and identifies issues and opportunities. It also proposes development concepts that address the land use constraints, provide multi-modal connectivity options, and guide parking solutions as ideas for the future redevelopment of this area.

### Study Background

This study is the outcome of technical assistance provided by the Metropolitan Washington Council of Governments' (MWCOC) Transportation-Land Use Connection (TLC) program. Kittelson & Associates (Kittelson), in collaboration with W-ZHA, provided support to the City of College Park to explore options consistent with area plans for the study area. The project tests the proposed Prince George's County Zoning Ordinance and provides solutions that extend the transformation of the Route 1 corridor north of MD 193 as a more livable and walkable place. **Figure 1** shows the location of the study area immediately northwest of the Route 1 and MD 193 interchange as a critical site for linking pedestrian-friendly infrastructure and building frontages emerging to both the north and south of the area along Route 1.

Adjacent single-family neighborhoods and a connection to the Paint Branch Trail from the commercial node fronting Route 1 establish the character of the area which was identified as a "Walkable Node" in the 2010 Central US 1 Corridor Sector Plan. Despite commercial for-sale property and unlike other areas along Route 1, the study area is not experiencing interest from private developers. Understanding the area's physical characteristics and current market conditions, including the value of land relative to the costs of development, are meant to inform a series of specific redevelopment and urban design concepts. Assessing prevailing and emerging land use regulations and transportation network options are intended to support the range of possible development scenarios for neighboring residents, business owners, and agency officials to consider as they influence future development proposals. These development scenarios will illustrate market and economic feasibility, appropriate building form, building type, amount of redevelopment, and multi-modal transportation solutions.

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***This project was initiated to analyze constraints and understand opportunities for redevelopment and multi-modal transportation access for the 6.3-acre study area along Baltimore Avenue (US 1) (Route 1) just north of University Boulevard (MD 193) bound by Autoville Drive and Cherokee Street.***

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## Project Goals & Objectives

The following design principles were developed to guide concept alternatives:

- ▶ Assess opportunities for private investment to redevelop the study area.
- ▶ Plan additional public amenities and open space such as parks and plazas.
- ▶ Address fragmented property ownership and sizes.
- ▶ Identify transportation opportunities and constraints.
- ▶ Engage area residents, agencies, and other stakeholders to promote dialogue and understanding of ways to maintain and enhance community quality and amenity through redevelopment.



Figure 1: Study Area Map

This report is organized to describe the study area's existing conditions and recent development activity, and assess relevant recommendations of previous plans, zoning regulations and design guidelines that affect the area. This report summarizes findings for the following existing conditions topic areas:

- Current and future land use
- Current and proposed zoning
- Real estate market conditions
- Existing and planned pedestrian and bicycle facilities
- Traffic conditions
- Previous plans and studies

The project team collected data from open source databases and other agency sources such as:

- GIS Open Data Portal for the Prince George's County Planning Department
- City of College Park
- Maryland Department of Transportation (MDOT) – State Highway Administration (SHA)
- Maryland- National Capital Parks and Planning Commission (M-NCPPC)

The project team engaged various stakeholders in February and March of 2020 according to the Study Method and Research Plan prepared previously as part of this study. The findings from the data collection and assessment of existing conditions task are synthesized in the Issues and Opportunities section.

The project team was unable to host an in-person public meeting to gather community feedback as stated in the original Study Method and Research plan due to the outbreak of COVID-19 and the state-wide stay-at-home order. A project website and a public input survey were created to share information and gather feedback from the community in place of the in-person public meeting.

## LAND USE & ZONING ANALYSIS

The existing land uses, property ownership, and property status for the properties within and surrounding the study area are summarized below. Additionally, the existing and proposed zoning are summarized and discussed in the following section.

### Existing Land Use

The study area consists of commercial and residential land uses as shown in **Figure 6**. The study area has commercial uses fronting Route 1 and residential uses fronting Autoville Drive. There are several vacant properties on the southern edge of the study area. Most of the residential land uses in the study area are detached single-family residential buildings. Additional detached single-family residential properties are located adjacent to the study area, across Autoville Drive. **Figure 2** shows commercial properties fronting Route 1. **Figure 3** shows the single-family detached residential buildings on Autoville drive.



*Figure 2: Commercial Properties Along Route 1*



**Figure 3: Detached Single-family Residential Buildings Along Autoville Drive**

Monument Village apartment building located just to the north of the study area along Route 1 was constructed in 2016. This building redeveloped the former Lasick's Beef & Seafood restaurant and Hillcrest Hotel. Monument Village is a five-story building with ground floor retail fronting Route 1 and additional floors of apartments. The ground floor retail fronts new wider sidewalks and landscape buffers along Route 1 as shown in **Figure 4**.

The Apartment building is also served by a four-level parking garage located behind the building as shown in **Figure 5**. The parking garage is accessed by a new alley connection off of Cherokee Street and a new signalized intersection with Route 1.



**Figure 4: Monument Village Apartment Building**



**Figure 5: Parking Garage for Monument Village Apartment Building**

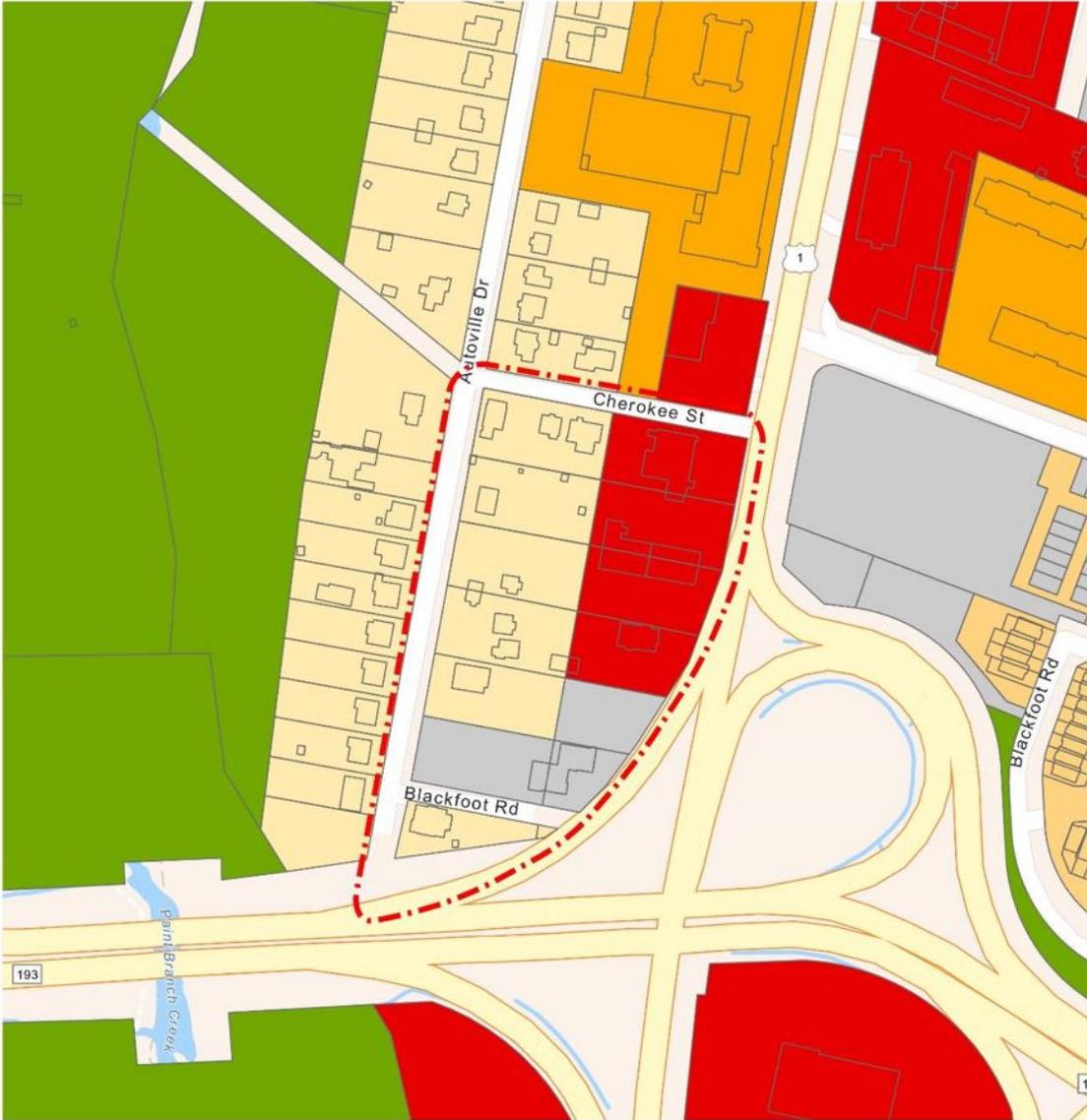
## Existing Property Owners & Property Status

The residential and commercial properties within the study area contain a mix of owner occupied, rental, and vacant properties, as shown in **Figure 7**. There are four commercial properties fronting Route 1, including two restaurants, one office building, and one vacant commercial building listed for sale at the southern edge of the study area. The residential properties are all occupied and contain a mix of renters and owners.

The residential and commercial properties within the study area contain a mix of owner occupied, rental, and vacant properties. There are four commercial properties fronting Route 1, including two restaurants, one office building, and one vacant commercial building listed for sale at the southern edge of the study area. The residential properties are all occupied and contain a mix of renters and owners. **Figure 8** maps property ownership within the study area.

The Daria Land Group owns multiple parcels that total 1.58 acres. Yolanda and Edward Wood own multiple properties totaling .946 acres. Ownership in the Study Area is relatively fragmented. Land assembly will be required to implement a redevelopment project like a major multi-family project.

Figure 6: Existing Land Use

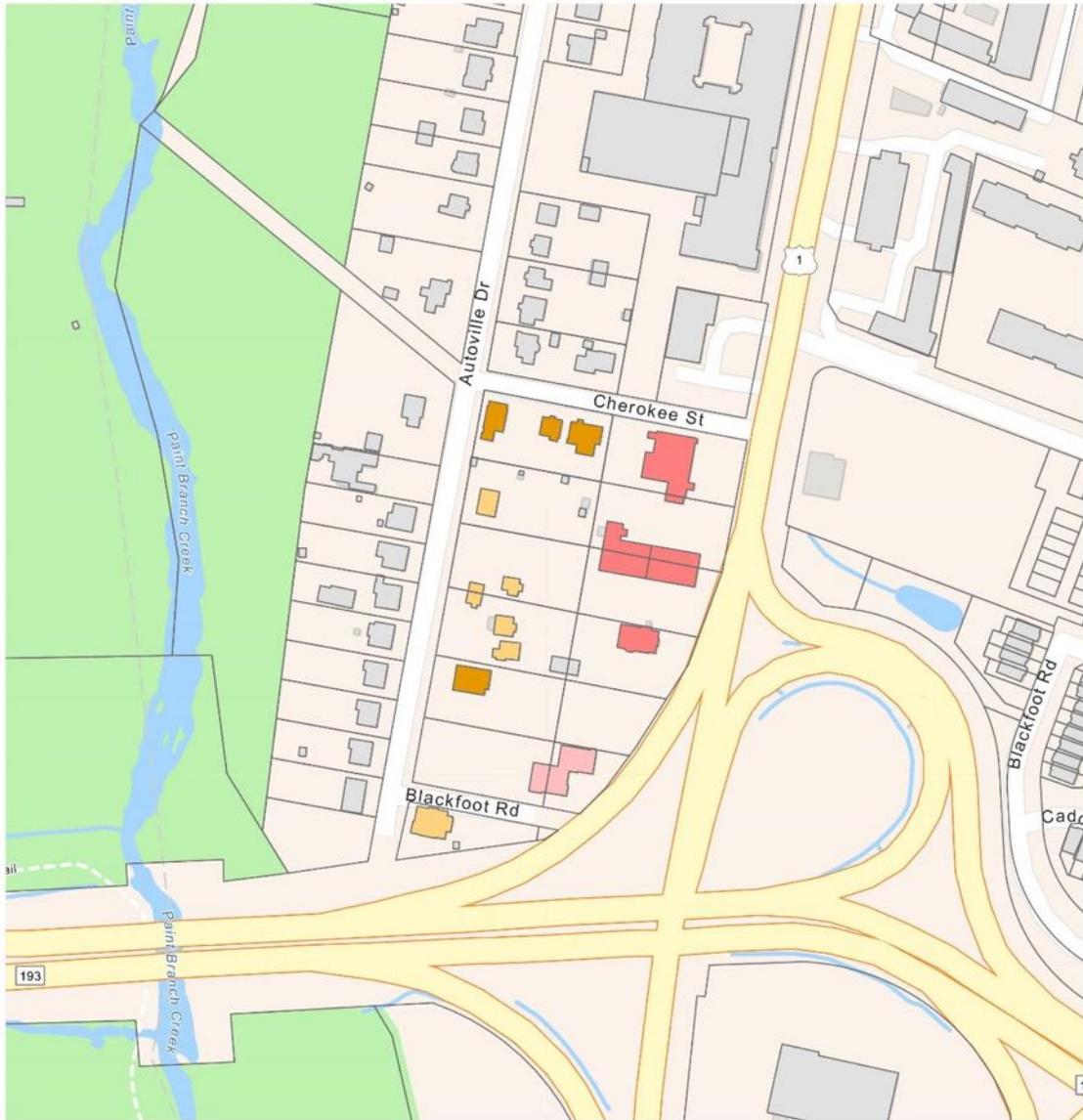


**Existing Land Use**  
 Upper Midtown Land Use and Access Study



Source: M-NCPPC

Figure 7: Property Status & Ownership



## Property Status & Ownership

Upper Midtown Land Use and Access Study

- |                   |                    |
|-------------------|--------------------|
| Property Status   | Residential Owned  |
| Commercial        | Residential Rented |
| Vacant Commercial | Outside Study Area |



Source: City of College Park

Figure 8: Property Owners

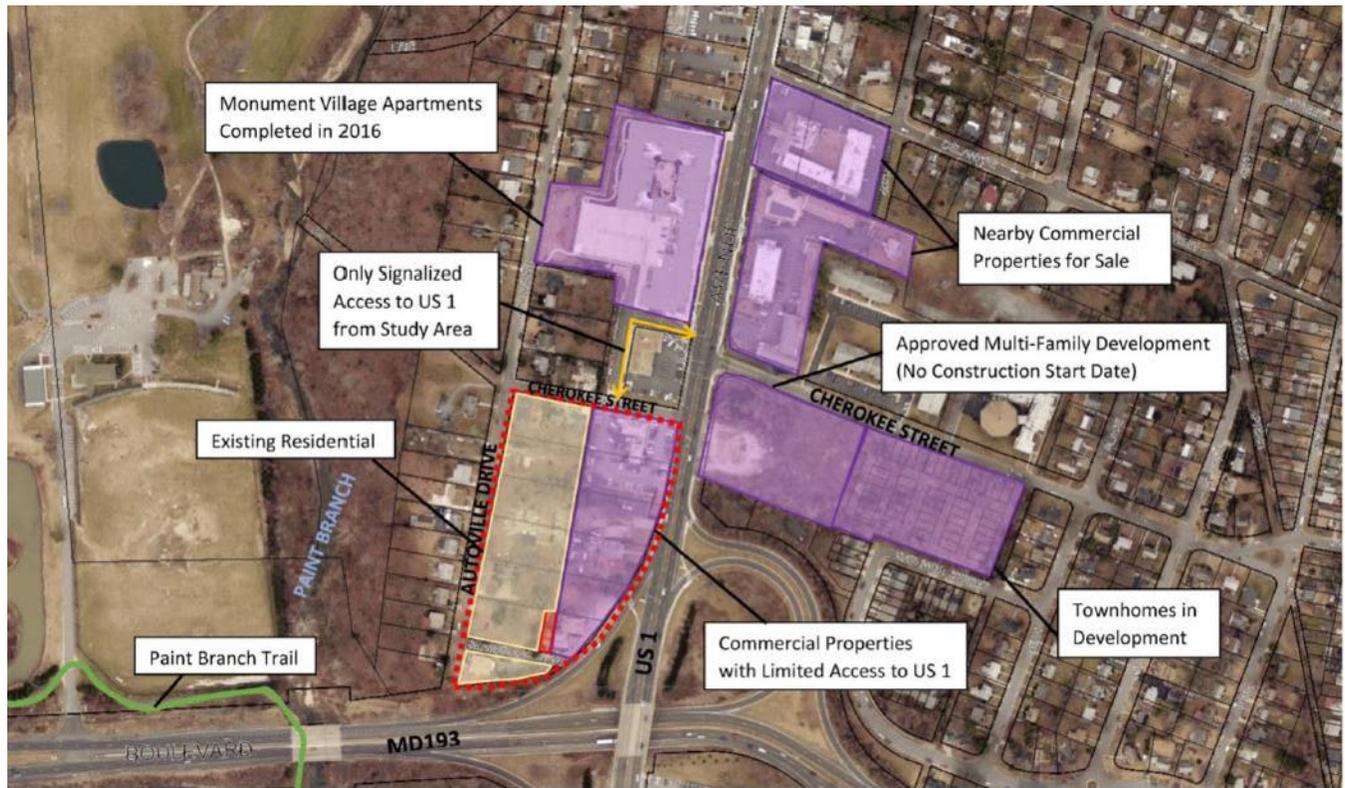
No.	Address	Owner	Land Use
1	4601 Cherokee St	Piedrahita Alberto & Monica	Single-Family Residential: Owner-Occupied
	4605 Cherokee St	Burns Anita M	Single-Family Residential: Owner-Occupied
	4607 Cherokee St	Castellanos Armando & Maria	Single-Family Residential: Owner-Occupied
2	9098 Baltimore Ave	Heng Fa LLC	Commercial: China Buffet Restaurant
	9085 Autoville Dr	Wasser Barry	Single-Family Residential: Owner-Occupied
3	4605 Cherokee St	Burns Anita M	Single-Family Residential: Owner-Occupied
	4607 Cherokee St	Castellanos Armando & Maria	Single-Family Residential: Owner-Occupied
4	9094 Baltimore Ave	Fouray LLC	Commercial: Long & Foster
5	9077 Autoville Dr	Daria Land Group LLC	Single-Family Residential: Renter-Occupied
6	9078 Autoville Dr	Daria Land Group LLC	Multi-Family Residential: Rental and Commercial: The Jerk Pit Restaurant
7	9075 Autoville Dr	Daria Land Group LLC	Single-Family Residential: Renter-Occupied
8	9078 Baltimore Ave	Daria Land Group LLC	Commercial: The Jerk Pit Restaurant
9	9029 Autoville Dr	Wang Peng C	Single-Family Residential: Owner-Occupied
10,11,& 12	9066 Baltimore Ave	Wood Yolanda F & Edward P Trustee	Vacant
13	9051 Autoville Dr	Zhang Chenhong	Single-Family Residential: Renter-Occupied
14	9104 Baltimore Ave	Doyle Living Trust	Commercial: Sherwin-Williams Paint Store & Lains Auto Services



## Ongoing and Recently Completed Redevelopment Projects

Many multi-family residential, townhome, and mixed-use projects have been recently completed or are currently under construction around the study area. Several other projects have been approved and could be constructed in near future.

**Figure 9** shows ongoing and recently completed redevelopment projects around the study area.



Source: City of College Park

**Figure 9: Ongoing and Recently Completed Redevelopment Projects**

### Existing Zoning

Properties fronting Route 1 are zoned as Mixed-Use Infill (M-U-I) in the Development District Overlay Zone (DDOZ) that allows mixed-use, medium to high density development. Properties fronting Autoville Drive are zoned for single-family detached residential development (R-55). Property number 11 as shown in **Figure 8** has split zoning with 10% of property zoned as commercial and the other 90% fronting Autoville Drive zoned as single-family residential.

Existing zoning is summarized below and mapped in **Figure 10**.

### Mixed-Use Infill (M-U-I)

The general purpose of the M-U-I Zone is to permit a mix of residential and commercial uses as infill development. Mixed-Use Infill promotes Smart Growth principles by encouraging the efficient use of land, public facilities and services in areas that are substantially developed. These regulations are intended to create community environments enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses in accordance with approved plans. The infill zone may only be approved for property located in a Transit District Overlay Zone or a Development District Overlay Zone. The specific purposes of the M-U-I Zone include:

- To implement recommendations in approved Master Plans, Sector Plans, or other applicable plans by encouraging residential or commercial infill development in areas where most properties are already developed.
- To simplify review procedures for residential, commercial, and mixed residential and commercial development in established communities.
- To create community environments enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses; and
- To permit redevelopment, particularly in areas requiring revitalization, of property owned by a municipality or the Prince George's County Redevelopment Authority.

### One-Family Detached Residential (R-55)

The R-55 Zone permits small-lot residential subdivisions and promotes high-density, single-family detached dwellings. The purposes of the R-55 Zone include:

- To provide for and encourage variation in the size, shape, and width of single-family detached residential subdivision lots, in order to better utilize the natural terrain.
- To facilitate the planning of higher density single-family residential developments with small lots and dwellings of various sizes and styles.

Specific zoning details are summarized below:

- Standard lot sizes: 6,500 sq. ft.
- Maximum dwelling units per net acre: 6.70
- Estimated average dwelling units per acre: 4.2

### Local Commercial (C-1)

The C-1 Zone supports retail and service commercial activities generally located within shopping center facilities; size will vary according to trade area. The C-1 Zone includes all uses permitted in the Commercial Shopping Center (C-S-C) Zone, with additions and modifications. The purposes of the C-1 include:

- To provide locations for predominantly retail commercial shopping facilities.
- To provide locations for compatible institutional, recreational, and service uses.
- To exclude uses incompatible with general retail shopping centers and institutions.

Figure 10: Existing Zoning



## Existing Zoning

Upper Midtown Land Use and Access Study

Zoning Class	R-18	R-O-S
C-1	R-T	O-S
M-U-I	R-55	



Source: M-NCPPC

## Proposed Zoning

Prince George's County is currently undergoing a Countywide Sectional Map Amendment (CMA) to reclassify properties in the County to the new zones included in the County's upcoming Zoning Ordinance. The Countywide Map Amendment will apply the new zoning regulations to the land in the County and transition the existing zones to the most similar zones contained in the new zoning Ordinance.

M-NCPPC (Prince George's County Planning Department) has been working with the Prince George's County Council to comprehensively rewrite the County's Zoning Ordinance and Subdivision Regulations since 2014. The new zoning code will be aligned with the shared vision for the future of Prince George's County, outlined in Plan Prince George's 2035.

In the new proposed zoning map, properties fronting Route 1 are zoned as Local Transit-Oriented (LTO) Edge Zone that allows mixed-use, medium to high density development. Properties fronting Autoville Drive are zoned for single-family detached residential development to maintain existing established residential character.

Any redevelopment in the study area will also require adhering to Neighborhood Compatibility Overlay Regulations. Neighborhood Compatibility standards intend to create a smoother transition between new multi-family and mixed-use development that may be constructed next to existing single-family neighborhoods.

With respect to the study area following Neighborhood Compatibility Standards apply to properties fronting Route 1 irrespective of base zoning:

- New development cannot build taller than 3 stories or 35' (whichever is less) within 50' of an existing building face of a single-family residential building or a vacant property line zoned as single-family residential.
- New development cannot build taller than 6 stories or 65' (whichever is less) within 150' of an existing building face of a single-family residential building or a vacant property line zoned as single-family residential.

The proposed zoning map is shown in **Figure 14** includes the following zones in the project study area:

### Local Transit-Oriented (LTO) Edge Zone

The purposes of the Local Transit-Oriented (LTO) Zone are:

- To provide land for moderate-intensity, vibrant, and transit-rich mixed-use centers.
- To incorporate walkable and bikeable areas that are well-connected to a regional transportation network through a range of transit options.
- To provide a mix of uses that serve community-wide needs. To encourage development that is well integrated in terms of complementary uses, access and circulation and compatible design.

When land is zoned or rezoned to an LTO Zone, it shall be designated as a part of the zone's Core area or part of its Edge area. The Core area shall include land that is within convenient walking distance (generally about ¼ mile) of the existing or proposed transit station/stop, if any, around which the zone is centered or otherwise has a high potential for higher-intensity, mixed-use, pedestrian-oriented, and

transit-supportive development. The remainder of the zone shall be designated as the zone's Edge area, which is intended to accommodate less intense development with more of a residential mix and less emphasis on commercial development. The zone's Core area and Edge area shall be delineated on the Zoning Map in conjunction with the mapping of the LTO Zone.

More details regarding Local Transit-Oriented Zone are shown in **Table 1** and

**Figure 11.**

**Table 1: Local Transit-Oriented Zone**

Standard [1]	Core	Edge	
	All Uses	Nonresidential & Mixed-Use	Residential
1 Block length, min.   max. (ft)	200   600	400   800	400   800
Lot area, min. (sf)	1,500 [2]	3,000	5,000 [2]
2 Lot width, min. (ft)	20 [3]	30	50 [3]
Density, min.   max. (du/ac of net lot area) [4]	20.00   80.00	10.00   40.00 [10]	10.00   40.00
Floor area ratio (FAR), min.   max. [5]	0.5   3.0	0.25   2.0	No requirement
Lot coverage, min.   max. (% of net lot area)	65   100	50   90	No requirement   90
3 Build-to line, min.   max. (ft) [6][7]	15   27	11   31	11   31
Building width in build-to zone, min. (% of lot width) [7][8]	70	50	50
Front yard depth, min (ft)	0	0	10
Side yard depth, min. (ft)	0	0	5 [9]
Rear yard depth, min. (ft)	0	0	0
Building façade fenestration/transparency, min. (% of street-level façade area)	Abutting or facing a street frontage or pedestrian way 50	40	No requirement
	Facing a public gathering space 45	35	No requirement
4 Principal structure height, min.   max. (ft)	24   80	No requirement   70	No requirement   70

NOTES: du/ac = dwelling units per acre; sf = square feet; ft. = feet

[1] See measurement rules and allowed exceptions in Section Sec. 27-2200, Measurement and Exceptions of Intensity and Dimensional Standards.

[2] 1,000 sf for townhouse lots.

[3] 16 ft for townhouse lots.

[4] Applicable to residential development and the residential component of mixed-use development.

[5] Applicable to nonresidential development.

[6] The area between the minimum and maximum build-to lines that extends the width of the lot constitutes the build-to zone.

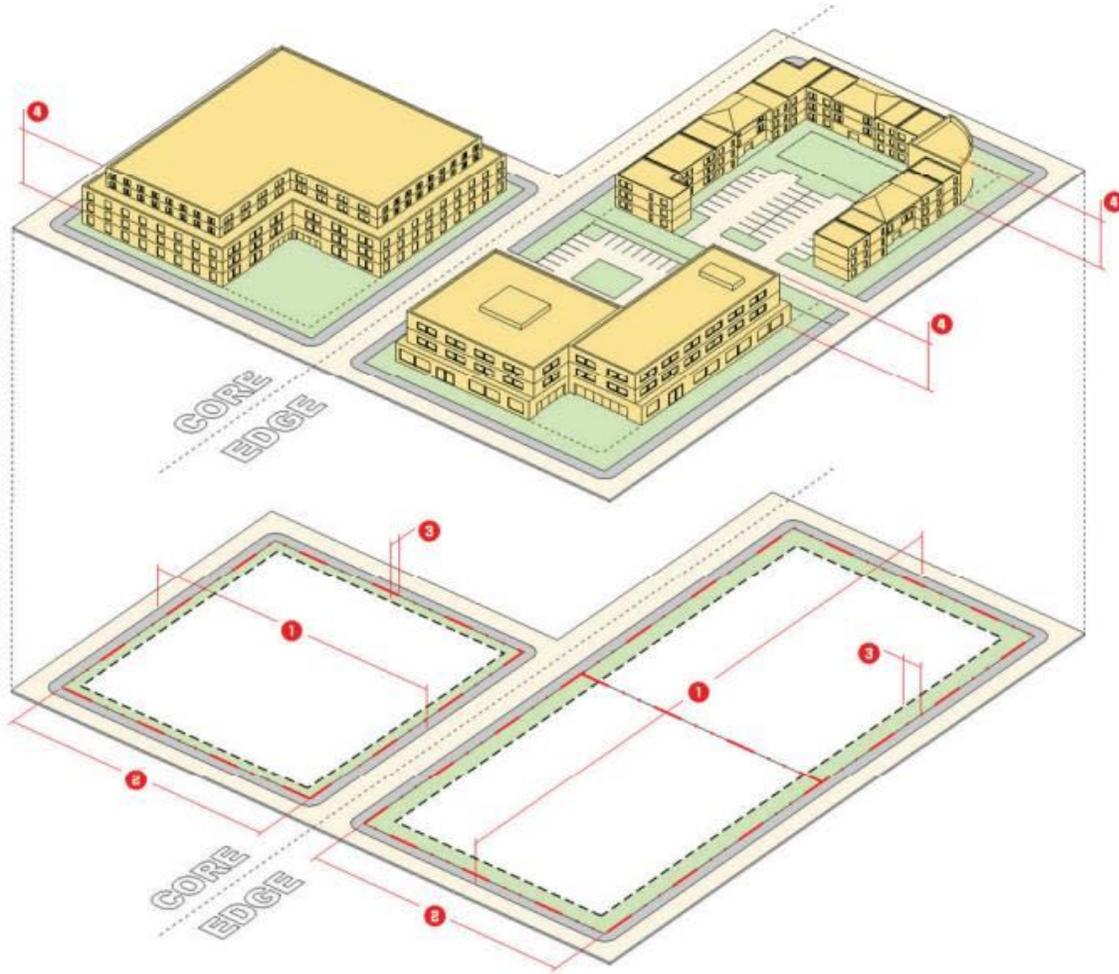
[7] Where existing buildings along a street frontage are all located behind a required build-to zone, such buildings may not be extended to the rear or side unless they are first extended frontwards to comply with the maximum build-to line standard and the minimum building width in the build-to zone standard.

[8] The remaining build-to zone width may be occupied by outdoor gathering spaces, walkways, landscaped areas, stormwater management facilities that use Environmental Site Design techniques, driveways (subject to Section Sec. 27-6100), or surface parking (subject to Section Sec. 27-6300).

[9] Not applicable to townhouse lots except to the outside of end units.

[10] Applies to the residential component of mixed-use development only.

Source: ZoningGPC



Source: ZoningGPC

**Figure 11: Local Transit-Oriented Zone**

### Residential, Single-family-65 (RSF-65) Zone

The purposes of the Residential, Single-family-65 (RSF-65) Zone are:

- To provide for and encourage variation in the size, shape, and width of one-family detached residential subdivision lots, in order to better utilize the natural terrain.
- To facilitate the planning of higher density one-family residential developments with small lots and dwellings of various sizes and styles.
- To encourage the preservation of trees and open spaces; and
- To prevent soil erosion and stream valley flooding.

More details regarding Residential, Single-family -65 Zone are shown in **Table 2** and

**Figure 12.**

Table 2: Residential, Single-family-65 Zone

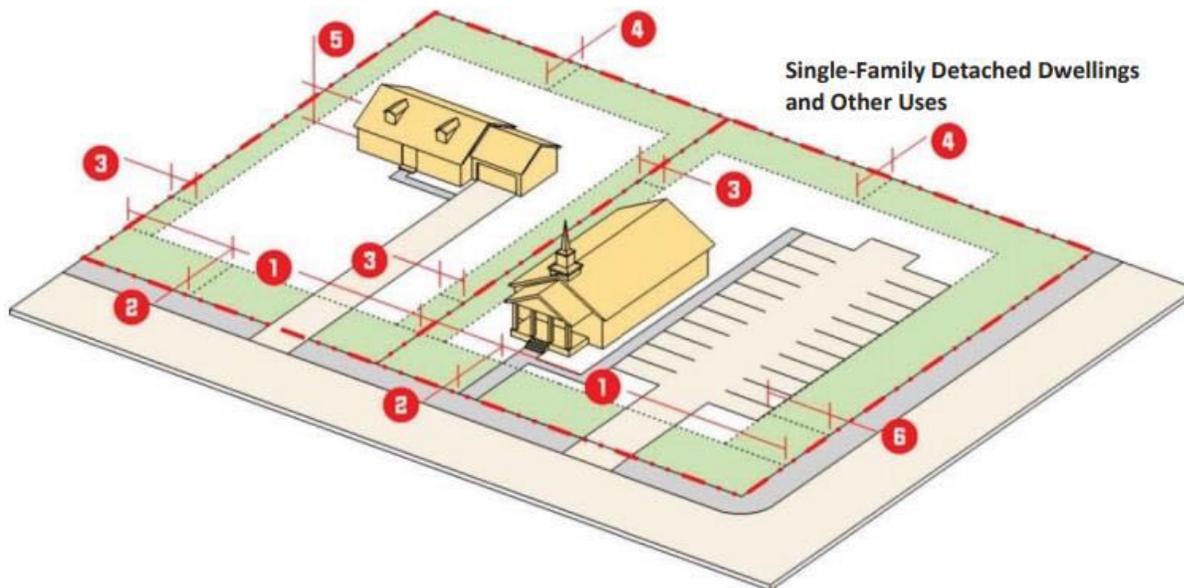
Standard[1]	Single-Family Detached Dwelling	Other Uses
Density, max. (du/ac of net lot area)	6.7	No requirement
Net lot area, min. (sf)	6,500	6,500
1 Lot width, min. (ft)	65	45
Lot frontage (width) at front street line, min. (ft)	52	36
Lot coverage, max. (% of net lot area)	35	60
2 Front yard depth, min. (ft)	25	25
3 Side yard depth, min. (ft) [2]	8	8
4 Rear yard depth, min. (ft)	20	20
5 Principal structure height, max. (ft)	40	40
Accessory structure height, max. (ft) [3]	15	15

NOTES: du/ac = dwelling units per acre; sf = square feet; ft = feet

[1] See measurement rules and allowed exceptions in Section Sec. 27-2200, Measurement and Exceptions of Intensity and Dimensional Standards.

[2] On corner lot, min. side yard depth alongside street = 25 ft. 6

[3] May be increased for certain purposes by approval of a special exception pursuant to Section 27-3604, Special Exception.



Source: ZoningGPC

Figure 12: Residential, Single-family-65 Zone

## Commercial, General and Office (CGO) Zone

The purposes of the Commercial, General and Office (CGO) Zone are:

- To provide land for a diverse range of business, civic, and mixed-use development, typically at or near major intersections where visibility and good access are important, in a form that supports connections and a balance between automobile access and pedestrian friendliness.
- To incorporate development with multiple uses, shared parking, and coordinated signage and landscaping.
- To accommodate higher-density residential uses as part of vertically or horizontally mixed-use development.

More details regarding Commercial, General and Office Zone are shown in **Table 3** and

**Figure 13.**

**Table 3: Commercial, General and Office Zone**

Standard[1]	Townhouse Dwelling	Multifamily Dwelling, Artists' Residential Studio, Live-Work Dwelling[2]	Other Uses
Density, max. (du/ac of net lot area)	20.00	48.00	No requirement
Net lot area, min. (sf)	No requirement	7,500	No requirement
① Lot width, min. (ft)	20	50	No requirement
Lot coverage, max. (% of net lot area)	65 [3]	70	No requirement
② Front yard depth, min. (ft)	10	10	0
③ Side yard depth, min. (ft)	8 [4]	8	0
④ Rear yard depth, min. (ft)	15	15	0
⑤ Principal structure height, max. (ft) [5][6]	50	86	No requirement

NOTES: du/ac = dwelling units per acre; sf = square feet; ft = feet

[1] See measurement rules and allowed exceptions in Section Sec. 27-2200, Measurement and Exceptions of Intensity and Dimensional Standards.

[2] The standards in this column apply to multifamily dwellings, artists' residential studios, and live-work dwellings as stand-alone development. Dwelling units above ground-level nonresidential development shall be subject to the maximum density standard in this column, but otherwise to the standards for Other Uses.

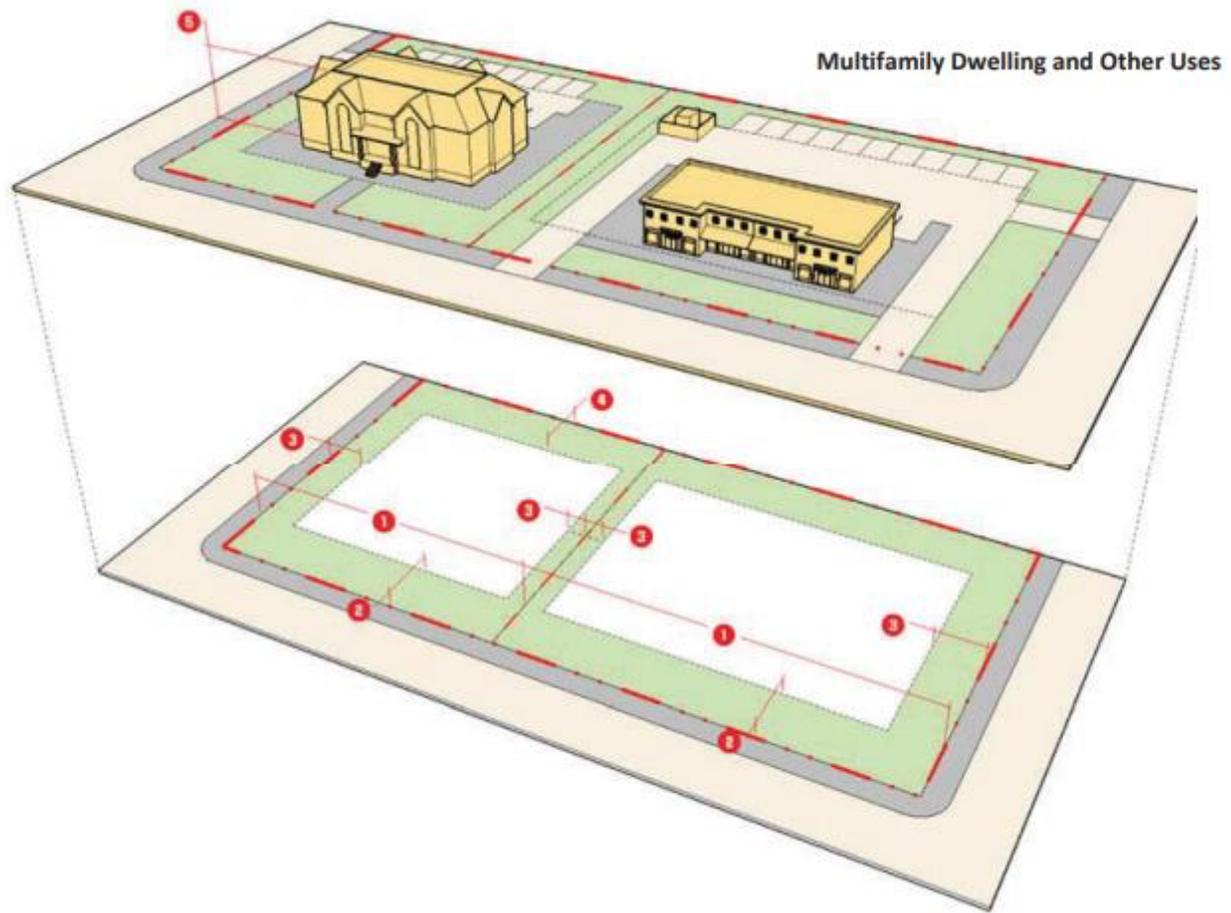
[3] Applicable to the lot coverage of the development lot as a whole rather than individual lots under townhouse units.

[4] Applicable to buildings on the edges of the development lot as a whole. Within the development lot as a whole, a minimum separation of 8 feet is required between buildings.

[5] Provided those portions of the structure greater than 50 ft high are set back from the minimum front, side, and rear yard depths an additional 0.5 ft for each 1 ft (or major fraction thereof) the height of the portion exceeds 50 ft.

[6] 110 ft for office buildings or mixed-use development consisting primarily of office uses.

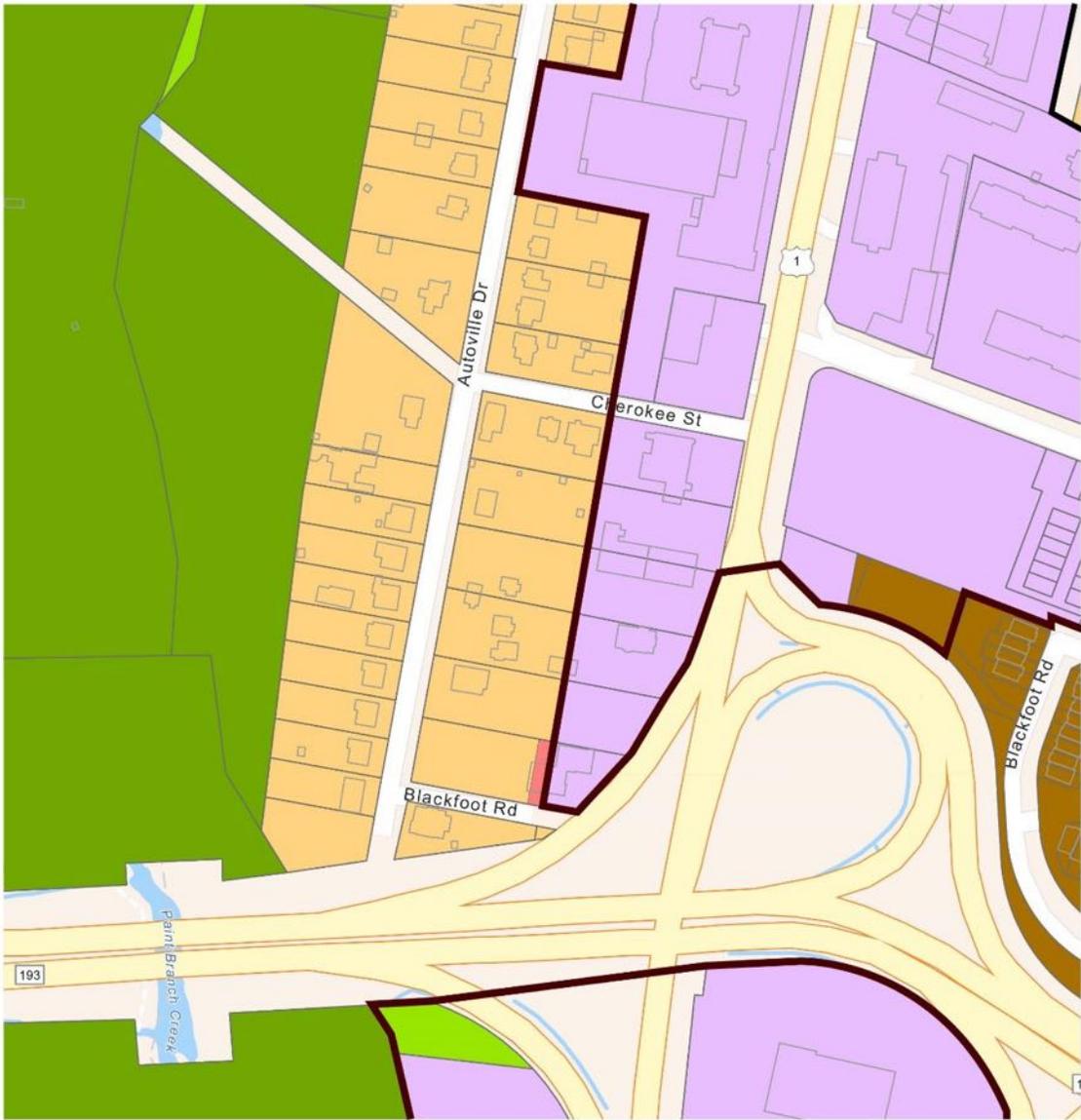
Source: ZoningGPC



Source: ZoningGPC

**Figure 13: Commercial, General & Office Zone**

Figure 14: Proposed Zoning



**Proposed Zoning**  
 Upper Midtown Land Use and Access Study

Zoning Class

- CGO
- LTO-e
- RSF-A

- RSF-65
- AG
- ROS

0 100 200 300 Feet



Source: ZoningGPC

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## MULTI-MODAL TRANSPORTATION CONDITIONS

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The study area is bound by Route 1 to the east, MD 193 on the south, Autoville Drive on the west, and Cherokee Street to the north. While the character of Route 1 and MD 193 varies significantly in terms of adjacent land access and activity, both roads are functionally classified as principle arterials. The proximity of the south-bound Route 1 to MD 193 on-ramp limits direct access to the study area. Two of the existing commercial properties have direct access to Route 1. One of the commercial properties is only accessible from Autoville Drive. Existing multi-modal transportation facilities are shown in **Figure 17**.

### Pedestrian & Bicycle Facilities

Route 1 along the study area has narrow 4- to 6-foot wide sidewalks with no landscape buffer or street trees. There is no sidewalk connection from Route 1 to Blackfoot Road located to the southern side of the study area. Existing sidewalks are discontinuous due to multiple driveway curb cuts along Route 1. Many pedestrian curb ramps provided at driveways and other intersections are not ADA compliant. **Figure 15** shows sidewalks along Route 1.

The only marked pedestrian crossing across Route 1 near the study area is located across the southern leg of Route 1 and Cherokee Street signalized intersection. A marked crosswalk and advance pedestrian crossing signs are provided for a crosswalk across the MD 193 on-ramp, as shown in **Figure 16**.

MD 193 has no accommodation for pedestrians or bicycles on either side of the roadway. Cherokee Street has narrow 5- to 6- foot wide sidewalks on the south side from Route 1 to Autoville Drive. Autoville Drive is a low speed, low traffic volume local roadway with no sidewalks.

There are no existing on-street bicycle facilities in or around the study area. Route 1 is a five-lane road with no on-street bicycle facilities. MDOT-SHA recently began construction to rebuild Route 1, south of MD 193, to include buffered bike lanes on both sides of the road. The second phase of this project will span Route 1 along the study area, north of MD 193. However, the second phase has not been funded for design and previous conceptual plans would require a reevaluation.

Paint Branch Trail is located approximately 500 feet west from the study area, with no direct access points. Paint Branch Trail is a regional trail that connects Cherry Hill Road Community Park near I-495 (Capital Beltway) and the University of Maryland – College Park Campus. Paint Branch Trail also connects to the Anacostia Tributary Trail System to the south which runs along the Anacostia River till Navy Yard area in Southeast Washington DC.

### Transit Facilities

The study area is serviced by WMATA Route 86 and Prince George's County's 'The Bus' Route 17 along Route 1. The nearest bus stops are located at the intersection of Route 1 and Cherokee Street. The bus stops have signs but no other transit amenities.

The WMATA Route 86 provides service from the Rhode Island Avenue-Brentwood station to Calverton. Service is provided from 4:35 a.m. to 11:40 p.m. from Monday to Friday. Extended after midnight service is provided on Fridays. 'The Bus' route 17 provides service along Route 1 from the College Park IKEA to Mount Rainier from 5:30 a.m. to 8:05 p.m. every 30-minutes from Monday through Friday.



Figure 15: Narrow Sidewalks Along Route 1

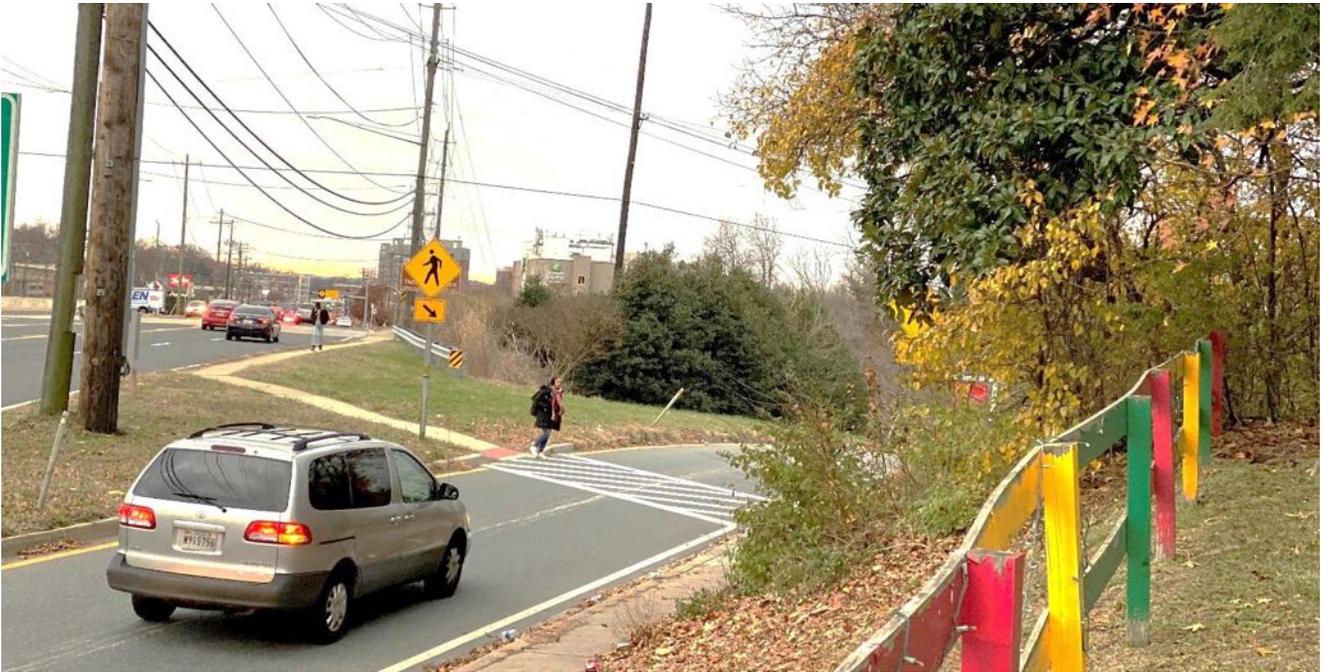
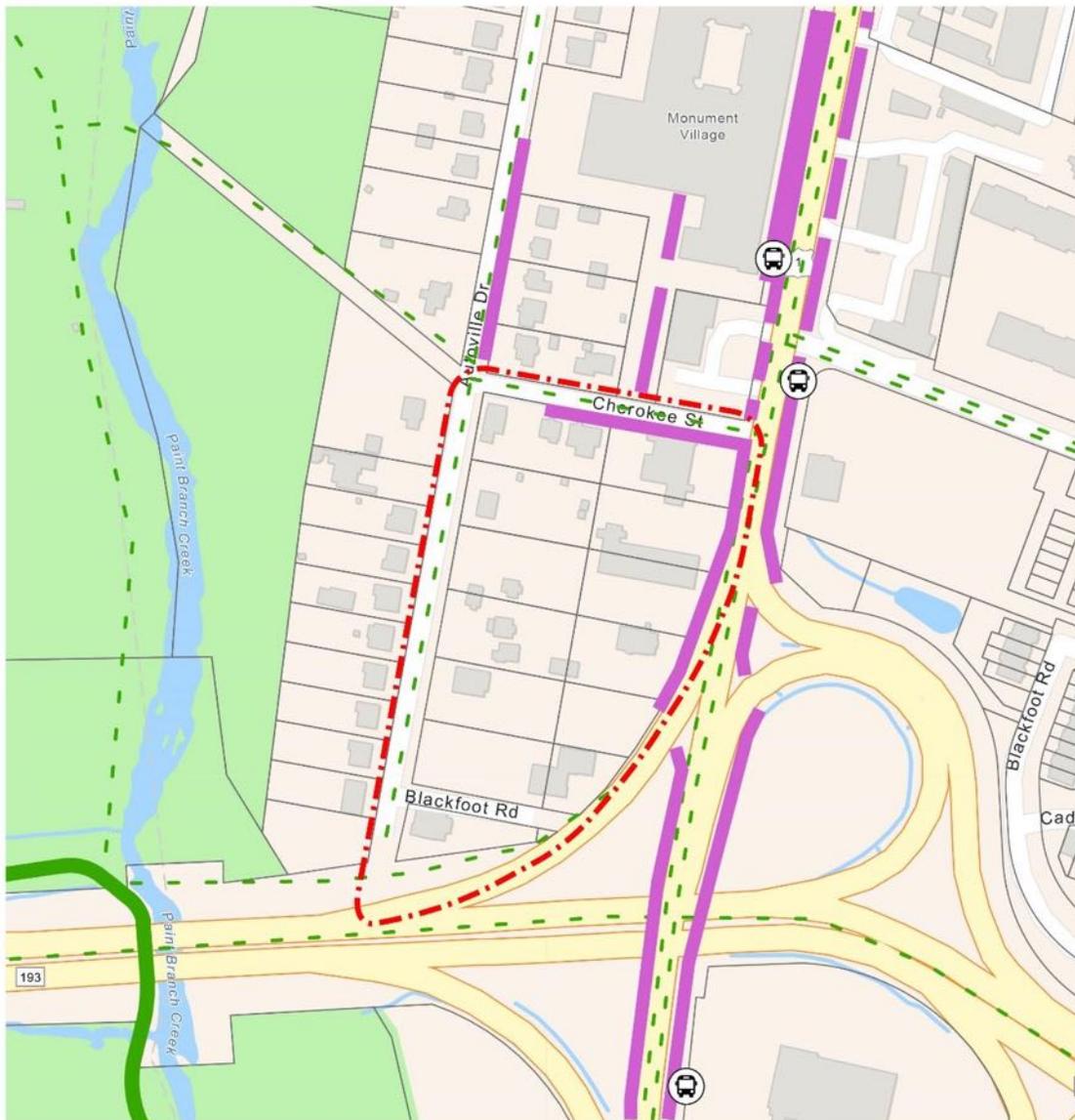


Figure 16: Pedestrian Crosswalk Across MD 193 On-Ramp

Figure 17: Multi-Modal Transportation Facilities



## Multi-Modal Transportation Facilities

Upper Midtown Land Use and Access Study

### Pedestrian Facilities

Existing

### Bicycle Facilities

Existing

Planned

### Transit Facilities

Existing

0 100 200 300 Feet



Source: M-NCPPC

## Existing Traffic Conditions

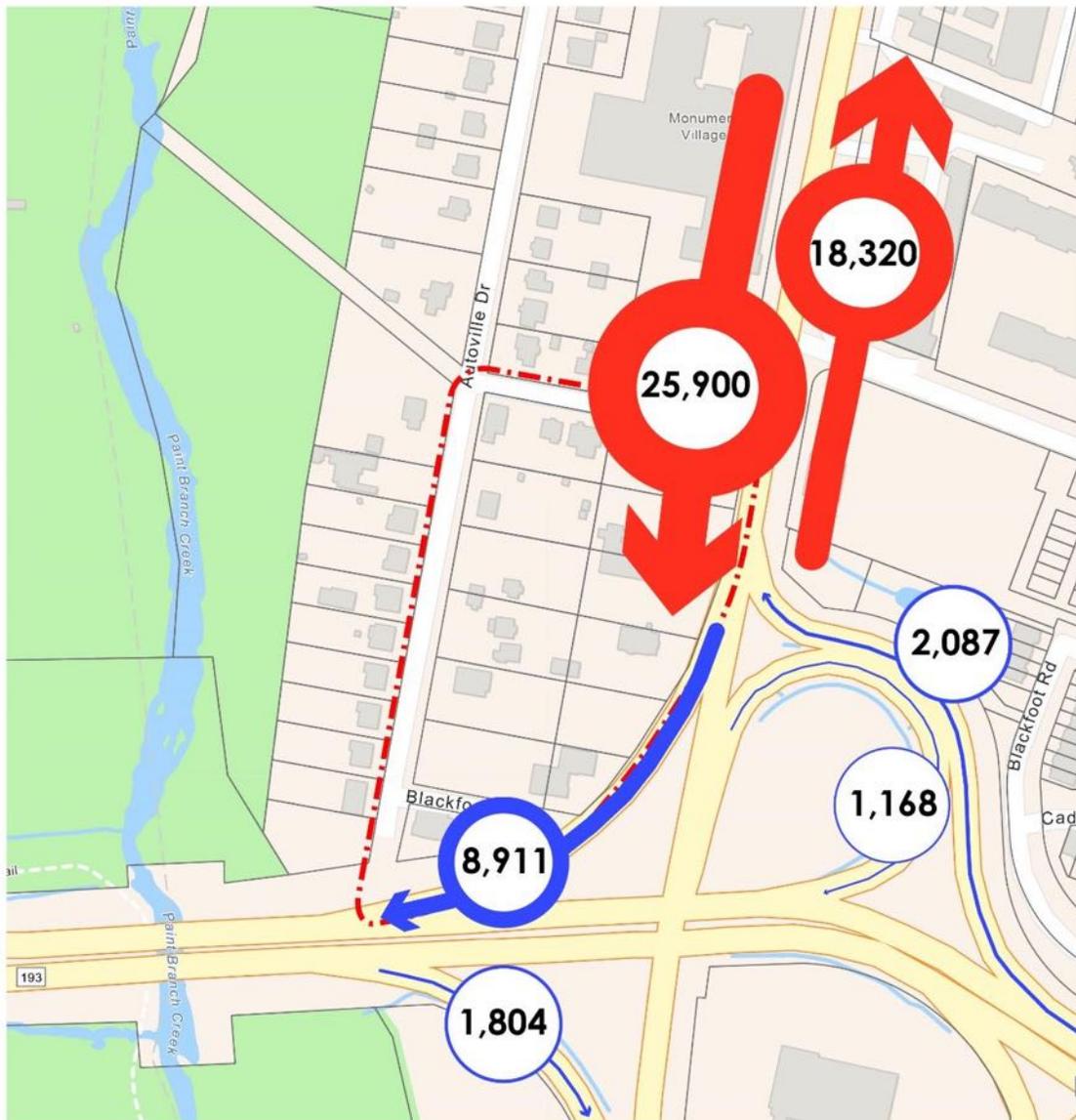
Traffic conditions were assessed at the intersection of Route 1 and MD 193 to understand their impact on access and use of adjacent properties as well as the comfort and safety of pedestrians. Traffic data collected from MDOT-SHA's website shows that nearly 45,000 travel this section of Route 1 daily as shown in **Figure 19**. On average, more than 900 vehicles use the south-bound Route 1 to MD 193 on-ramp during the AM peak hour. This high number of southbound vehicles turning right from Route 1 to MD 193 creates a point of conflict at the marked pedestrian crossing on the on-ramp. Although there was no specific data available on number of pedestrians crossing this ramp, as properties redevelop north of the MD 193 interchange, pedestrian demand to cross at this location will increase.

Information is unavailable regarding the origins and destinations of the traffic using this ramp that could inform the range of options available to reconfigure the interchange. However, reducing the turning radius and large sweeping curve would lower the vehicular speeds of turning vehicles and enhance safety and comfort of pedestrians crossing the ramp. A redesign could also increase space to add a wide sidewalk or shared use path on the northside of the ramp to connect sidewalk along Route 1 to Paint Branch Trail. **Figure 18** shows MD 193 ROW looking towards Paint Branch Golf Course and Trail from Autoville Drive and Blackfoot Road intersection. MD 193 ROW can be used to add a trail connecting Route 1, Autoville Drive, and Paint Branch Trail.



**Figure 18: MD 193 ROW Looking Towards Paint Branch Golf Course and Trail**

Figure 19: Existing Traffic Volumes



## Existing Traffic Volumes

Upper Midtown Land Use and Access Study

-  Average daily volumes based on 10/15/19 traffic counts
-  Average daily volumes based on 03/29/17 traffic counts

Source: MDOT-SHA

0 100 200 300 Feet



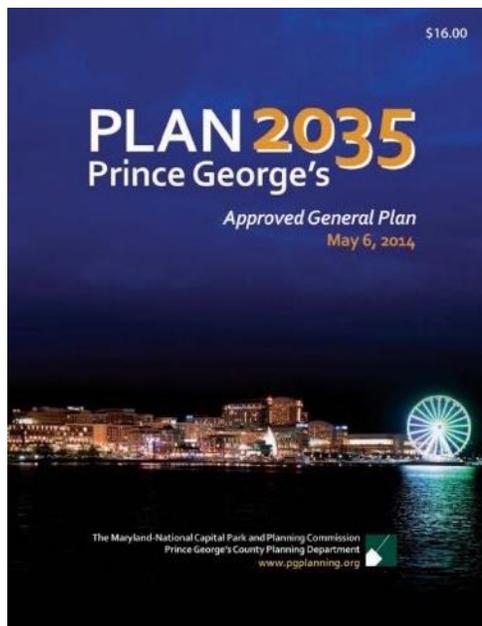
## PREVIOUS PLANS AND STUDIES

Relevant previous plans and studies were collected, reviewed, and summarized prior to meeting with key stakeholders and identifying opportunities for redevelopment of the study area. **Table 4** lists the plans and studies that are summarized in this section. Data collection efforts focused on understanding and documenting previously completed and ongoing work surrounding the study area along Route 1 between MD 193 and Cherokee Street.

**Table 4: List of Previous Plans & Studies Reviewed**

Title	Publisher	Year
Prince George's County General Plan – Plan 2035	M-NCPPC	2014
Central US 1 Corridor Sector Plan	M-NCPPC	2010
Transportation Guide for Urban Communities	M-NCPPC	2019
Access Manual	MDOT - SHA	2016
Context Driven Access and Mobility for All Users	MDOT - SHA	2016
Creating a Future for Greenbelt Road/MD 193 (Technical Assistance Panel)	ULI	2018

### Prince George's County General Plan – Plan 2035 (M-NCPPC, 2014)



The Plan 2035 is Prince George's County's approved General Plan. The General Plan establishes following three growth policy areas for the County to target growth to specific centers and corridors within the County:

- Developed Tier
- Developing Tier
- Rural Tier

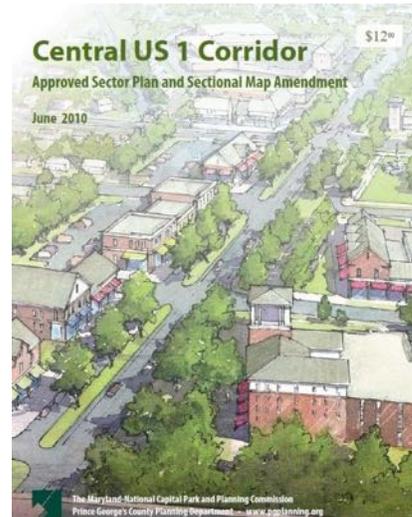
#### Relevant Recommendations for the Study Area

The study area along Route 1 is identified in the General Plan as a Developed Tier. This designation recognizes the established character and existing context promoting growth that supports a network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhoods.

## Central US 1 Corridor Sector Plan (M-NCPPC, 2010)

The Central US 1 Corridor Sector Plan covers approximately 3.5 miles of Route 1 through northern Prince George's County. The plan was developed in collaboration with the community, property owners, residents, and other stakeholders in the community. The plan states goals, policies, strategies, and actions focused on transforming the corridor from an auto-oriented facility into a vibrant, transit-oriented, and walkable area. Key recommendations from the plan focus on the following:

- Mixed-use, pedestrian and transit-oriented infill development around selected nodes
- Multi-modal transportation network enhancements
- Continuous network of sidewalks, bikeways, and trails
- Comprehensive wayfinding system
- Improved access to parks
- Small-scale urban parks, plazas, and open spaces
- Protection of existing residential communities from potentially adverse impacts of new, higher-density development along Route 1



### Relevant Recommendations for the Study Area

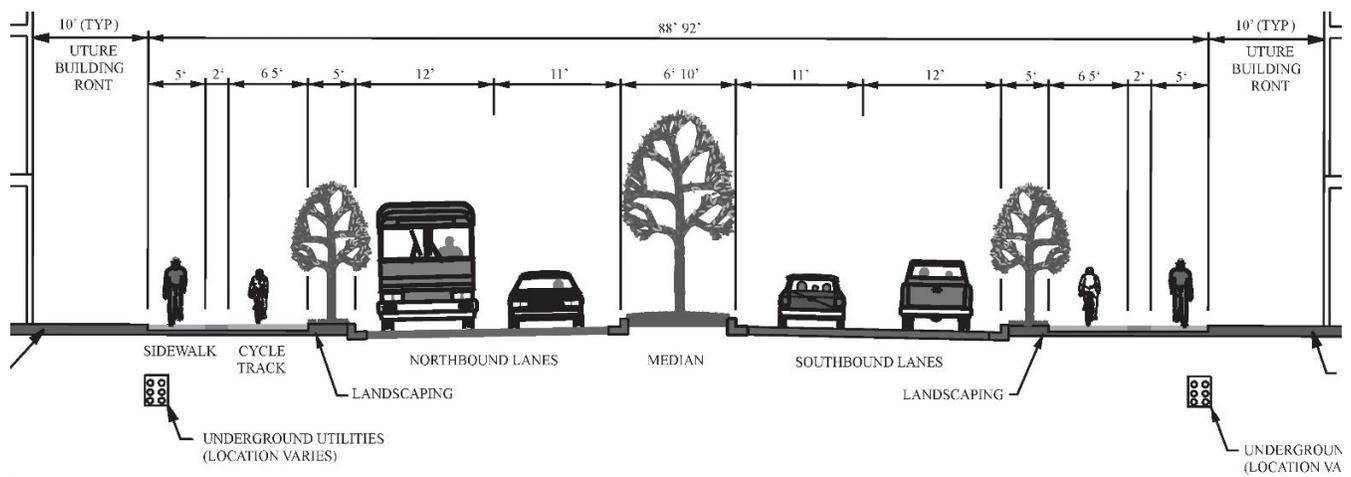
The study area around the Cherokee Street intersection is designated as a Walkable Node. The Plan's strategies for achieving walkable nodes and specific recommendations for Upper Midtown area are as follows:

- Redeveloping properties fronting route 1 as high-density, mixed-use development with inviting pedestrian realm.
- Redeveloping properties not fronting Route 1 with appropriate transitions to existing established residential neighborhoods.
- Establishing minimum residential densities to support transit along Route 1.
- Consolidating parking and locate parking in the middle of the block, behind buildings.
- Reducing speed and increasing safety for all users on Route 1.
- Promoting signalized intersections with pedestrian crosswalks.
- Improving pedestrian and bicycle infrastructure, including sidewalk improvements, crossing islands, and raised crosswalks, buffered/separated bike lanes, and trail connections.
- Enhancing Route 1 with landscape and street trees.
- Locating service uses to alleys or secondary streets.
- Building new east-west trail connections between Rhode Island Avenue, Route 1, and the Paint Branch Stream Valley Park Trail. Creating continuous system of sidewalks that connect the entire length of Route 1.

- Creating new green spaces and parks along Route 1.
- Reconfiguring the MD 193 and Route 1 interchange as a more compact urban diamond interchanged controlled by two traffic signals.

**Figure 20** shows the preferred ultimate cross-section for Route 1 along the study area as per the Central US 1 Corridor Sector Plan. The cross-section recommends clear 5-foot wide sidewalks with additional 10-foot wide future building frontage zone to widen the public realm fronting Route 1. The future building frontage zone is planned to be achieved over time as redevelopment occurs through easements on private property. The wider public realm can be seen along the redeveloped properties such as the Monument Village, just north of the study area.

The cross-section also recommends 6.5-foot wide raised one-way cycle track and a 5-foot wide landscape buffer with street trees on either side of Route 1. MDOT-SHA's redesign includes on-street buffered bike lanes and not 6.5-foot wide raised one-way cycle track as recommended by the Central US 1 Corridor Sector Plan. Phase 1 does not encompass the study area, however a similar cross-section is expected to be extended, north of MD 193 along the study area as part of Phase 2.



**Figure 20: Ultimate Cross-Section for Route 1 Between College Avenue and the Capital Beltway**

Source: M-NCPPC

### Development District Overlay Zone (DDOZ)

The DDOZ is an overlay zone developed as part of the Central US 1 Corridor sector plan. DDOZ is the implementation framework to realize the proposed land development goals of the sector plan. The DDOZ standards establish a consistent design framework that ensures quality future development. Property along the Route 1 Corridor must abide by the standards outlined in the sector plan, the Zoning Ordinance, and the Prince George's County Landscape Manual. The DDOZ regulations shall prevail whenever there is a conflict between the Central US 1 Corridor DDOZ regulations and the Prince George's County Zoning Ordinance.

Under the Central US 1 Corridor Development District, the developer or property owner is required to construct and maintain all the streetscape improvements of the proposed development, which may include sidewalks, curbs and gutters, street trees, street furnishings, and underground utilities.

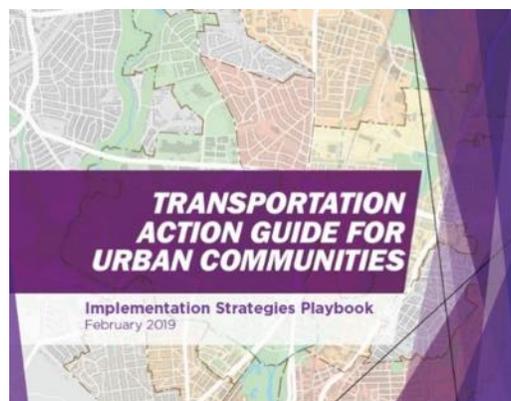
The Central US 1 Corridor Sector Plan assigns character areas to each lot within the Route 1 Corridor development district. Each character area has corresponding standards, including building form, architectural elements, sustainability and the environment, and streets and open space regulations. The study area along Route 1 between University Boulevard and Cherokee Street is identified in the plan as a combination of existing residential and walkable node, with mandatory shop frontage and build-to-lines of zero feet standards.

- **Existing Residential:** Least dense residential areas with relatively deep setbacks. Generally, new development in this area shall confirm to the neighborhood's existing development pattern and building form.
- **Walkable Node:** Higher density mixed-use buildings that accommodate retail, offices, row houses, and apartments. These nodes include small blocks with wide sidewalks and buildings set close to the frontages.

Once adopted, the new zoning ordinance will replace DDOZ.

## Transportation Action Guide for Urban Communities (M-NCPPC, 2019)

The Transportation Action Guide for Urban Communities presents multi-modal transportation and land use strategies for a pilot area located just south of the study area in College Park, University Park and Hyattsville. Its twenty-one strategies address transportation challenges and increasing land use opportunities specific to northern Prince George's County. The strategies promote livability, leverage major transit assets and real estate investment, and reduce the need to drive, particularly for short trips. The twenty-one strategies are organized around the following major themes:



- Complete the bicycle network
- Design consistently for pedestrians
- Build walkable places

The report's Strategies Synthesis Map focuses on the neighborhoods and rail stations along and connected across Route 1 from University Drive in the north, to Rhode Island Avenue in the south. It recognizes that the Route 1 corridor is a critical link in support of transit-oriented and "car-lite" living and working.

### Relevant Recommendations for the Study Area

Guidance and recommendations within the report that specifically influence the study area are:

- Overcome hard barriers to bicycle and pedestrian travel such as Route 1 and Paint Branch.
- Enhance pedestrian crossings such as the intersection of the Cherokee Street and Route 1 and the MD 193 ramp crossing.

- Add bicycle and pedestrian wayfinding signs to direct people on foot or bike to nearby destinations such as Paint Branch Trail, Rhode Island Avenue Trolley Trail, the University of Maryland campus, etc.
- Ensure building a high-quality pedestrian realm through robust design review of any new development proposals. High-quality pedestrian realm generally includes building frontage zone with café tables and chairs, clear wide sidewalks, landscape buffers, pedestrian scale lighting, benches, and other street furnishings.

## Access Manual (MDOT – SHA, 2016)



The MDOT-SHA Access Manual guides property access for permits for various types of roadway conditions.

### Relevant Recommendations for the Study Area

Route 1 is identified as a principal arterial (other) highway with approximately 47,400 trips north of University Boulevard and 36,900 trips south of University Boulevard. The posted speed limit along Route 1 along the study area is 30 MPH.

Although, MD 193 is also designated as a principal arterial (other), the intersection of MD 193 and Route 1 is a limited-access grade separated interchange.

### Corner Clearance from Adjacent Intersections and Interchanges

Corner clearance is defined as the distance between the radius return points of the intersection and the first commercial entrance. The manual requires a minimum 20' tangent distance between the intersection radius return points and the first permitted entrance, under any circumstances. The preferred corner clearance specified in **Table 5** shall be met where there is sufficient property frontage.

**Table 5: Corner Clearance Standards**

Highway Classification	Preferred Corner Clearance (ft)	Minimum Corner Clearance (ft)
Primary Arterial (Other)	400*	200*

The total frontage of the study area along Route 1 is 200' from the radius return point of MD 193 on-ramp and Cherokee Street intersection. Therefore, with the standards mentioned above, SHA will not permit any new commercial driveways along Route 1 in the study area as part of redevelopment. Vehicular access to the study area will have to be provided along Cherokee Street or Autoville Drive.

## Highway Medians

Highway medians may be constructed or modified to address safety along a roadway. Highway median construction or modification will be determined on a case-by-case basis. Median design shall comply with AASHTO Geometric Design guidelines and MDOT-SHA standards. The guidance states that median crossover spacing for arterial highways in urban areas must be spaced at a minimum of 750 feet.

## Access Points

A maximum of two entrances in the first 200 feet of frontage are permitted on an uncontrolled highway. One additional entrance is permitted at each additional 100-feet of frontage thereafter. On uncontrolled highways, the number of permitted access points are summarized below:

- Commercial sites (unless otherwise warranted):
  - Sites with under 400 feet of frontage are limited to a single access
  - Sites with more than 400 feet of frontage will be reviewed case-by-case and generally will be allowed no more than two access points
- Adjacent intersections:
  - Properties located where normal operations of one or more stop-controlled or signalized intersections on state highway significantly affect traffic operations will be limited to one point of access on the state highway

In addition to access points, the SHA provides information for commercial entrance spacing standards. Commercial entrance spacing must comply with the following:

- Offset from adjacent property:
  - Entrances shall not encroach onto adjoining properties
  - A minimum 10-foot tangent is required between the limits of property frontage and the radius return point of the entrance
- Spacing between entrances:
  - A minimum 20-foot tangent is required between adjacent entrances on the same side of the highway

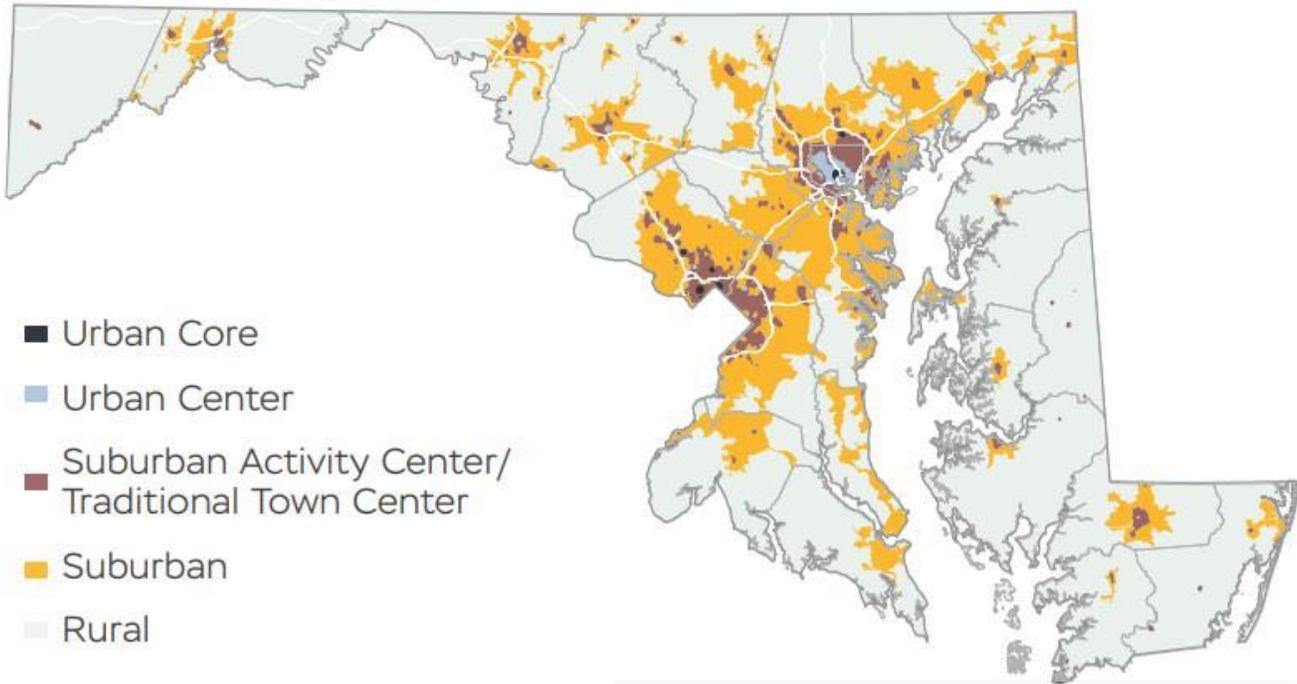
## Context Driven Access and Mobility for All Users (MDOT – SHA, 2019)

MDOT-SHA created the Context Driven guide as a planning and design resource offering practitioners' guidelines centered on establishing safe and effective multi-modal transportation systems. This guidance outlines six state-wide MDOT-SHA Context Zones, including:

- Urban Core
- Urban Center
- Traditional Town Center
- Suburban Activity Center
- Suburban
- Rural

**Figure 21** maps state-wide MDOT-SHA Context Zones.

## Defining Context Zones



**Figure 21: MDOT-SHA Context Zones**

Source: MDOT-SHA

## Relevant Recommendations for the Study Area

- Route 1 Corridor around the study area most closely aligns with the Traditional Town Center context.
- The Traditional Town Center context is smaller and less dense than the urban zones.
- This context has a diversity of land uses with buildings that are oriented towards the street with minimal setbacks.
- Parking may be provided on-street or at the rear of buildings.
- The traditional town center context serves short trips throughout the corridor, as well as longer pass-through trips.

Figure 22 shows Traditional Town Center layout and appropriate improvements.

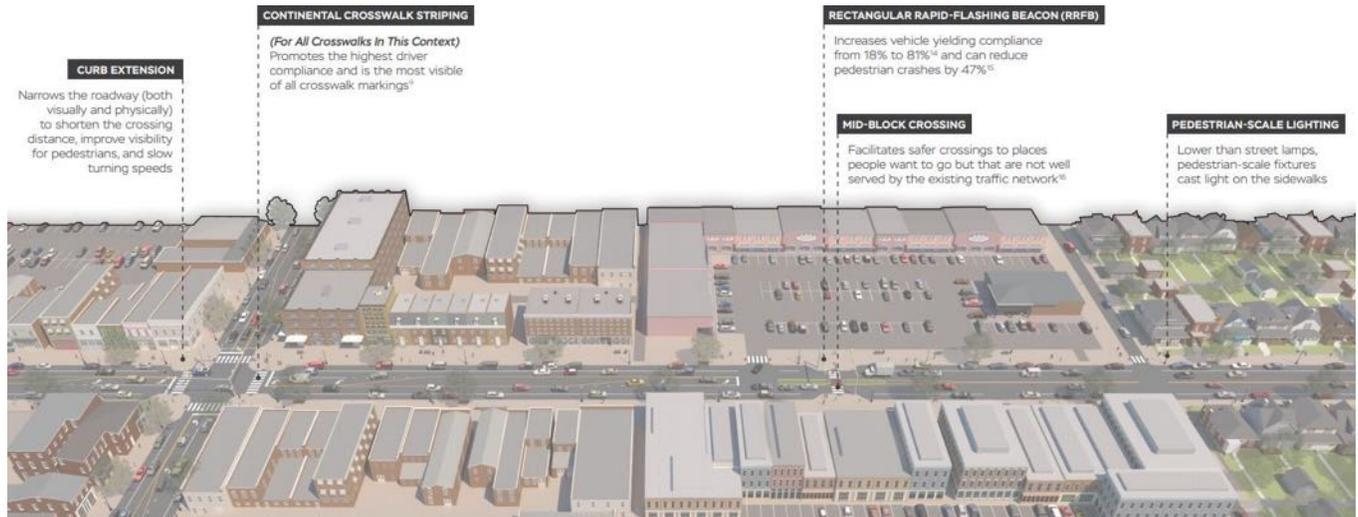


Figure 22 Traditional Town Center Layout and Appropriate Improvements

Source: MDOT-SHA

## Creating a Future for Greenbelt Road/MD 193 (ULI Technical Assistance Panel Report, 2018)

The Greenbelt Road/MD 193 corridor plan was created as part of a ULI Technical Assistance Panel in 2018. The study area for this report is focused on Greenbelt Road/MD 193 corridor from Route 1 to MD 201 (Kenilworth Avenue). This report puts forth recommendations aimed at addressing Greenbelt Road's challenges related to its economy, land use, and transportation.

### Relevant Recommendations for the Study Area

- Targeting area around MD 193 and Route 1 intersection as an anchor site for intense redevelopment.
- Leveraging the nearby arts scene along Route 1 and creating a “local hub” for residents in the area.
- Building new on-street bike lanes or sidepaths/trails along MD 193 connecting Paint Branch Trail, Route 1, and Rhode Island Avenue Trolley Trail.



## MARKET ASSESSMENT

The project team reviewed recent plans and analyzed market and economic factors impacting redevelopment in the study area. Interviews were conducted with representatives from three development companies active in the City of College Park to understand relevant market and economic opportunities and constraints. The development companies interviewed were Bozzuto, Mark Vogel Companies, and Greystar. The project team also interviewed the broker marketing the Wood property in the Study Area and a commercial broker from Cookley Realty.

### Economic Development Context

The economic development context of the study area is summarized as follows:

- The study area is in the Historically Underutilized Business (HUB) Zone. A certified HUB Zone company can obtain federal contracting incentives.
- The study area is in an Opportunity Zone. An Opportunity Zone offers private investors tax incentives.
- The study area is not in the Greater College Park Regional Institution Strategic Enterprise Zone (RISE Zone). The RISE Zone offers new and expanding businesses property tax and MD income tax credits.

### Assessed Value

**Table 6: Assessed Value for Properties in the Study Area**

Assessed Value by Parcel Study Area					
		Acreage	Land	Improvement	Total
9066 Baltimore Ave	Wood Yolanda & Edward P Trsts	0.172	\$187,500	\$273,000	\$460,500
Baltimore Ave	Wood Yolanda & Edward P Trsts	0.315	\$171,200	\$0	\$171,200
9078 Baltimore Ave	Daria Land Group LLC	0.662	\$721,200	\$232,333	\$953,533
9078 Baltimore Ave	Daria Land Group LLC (2354496)	0.275	\$109,133	\$83,500	\$192,633
9094 Baltimore Ave	Fouray LLC	0.529	\$576,000	\$885,500	\$1,461,500
9098 Baltimore Ave	Heng Fa LLC	0.551	\$600,000	\$794,100	\$1,394,100
4601 Cherokee St	Piedrahita Alberto & Monica	0.242	\$108,933	\$123,000	\$231,933
4605 Cherokee St	Burns, Anita	0.129	\$108,433	\$124,800	\$233,233
4607 Cherokee St	Castellanos Armando & Maria	0.179	\$108,633	\$201,500	\$310,133
9085 Autoville Dr	Wassar Barry ETAL	0.367	\$109,533	\$174,167	\$283,700
9077 Autoville Dr	Daria Land Group LLC (2354462)	0.184	\$92,000	\$45,800	\$137,800
9075 Autoville Dr	Daria Land Group LLC	0.459	\$159,133	\$113,333	\$272,466
9029 Autoville Dr	Wang Peng C & TE R	0.367	\$109,533	\$198,700	\$308,233
Autoville Dr	Wood Yolanda & Edward P Trsts	0.459	\$74,500	\$0	\$74,500
9051 Autoville Dr	Zhang Chenhong	0.189	\$108,733	\$217,100	\$325,833
<b>Total</b>		<b>5.079</b>	<b>\$3,344,464</b>	<b>\$3,466,833</b>	<b>\$6,811,297</b>

Source: PGAtlas.com; W-ZHA

The assessed value of the study area's property is high at over \$1 million per acre.

### Property For-Sale – The Wood Property:

- Asking Price: \$850,000 (was listed by a commercial broker for \$950,000)
  - According to current broker, the asking price has been reduced since a year ago. The property was appraised at \$990,000 - \$995,000.
- Building Square Feet: 3,272
  - According to the current broker, the house needs about \$150,000 to \$200,000 in repairs/improvements to be occupiable.
- Acres: 0.946

### Surrounding Land Uses:

- 9104 Baltimore Ave (0.534 acres): 6,050 square foot commercial building with Sherwin Williams and auto repair shop.
- 9122 Baltimore Avenue: Monument Village apartments (2016) and 4,800 square feet of retail. 250 units and 350 parking spaces. 67.75 dwelling units per acre.
  - Multi-family rent approximately \$2.15 - \$2.25 per leasable square foot.
- Baltimore Avenue (across Baltimore Avenue at Cherokee): The Metropolitan at College Park, 45 townhomes (under construction) on 1.368 acres (32.9 per acre)
  - 4-stories, 2,500 square feet are selling for around \$500,000.

## Redevelopment Considerations

The following redevelopment considerations were derived from interviews and the project team's experience with redevelopment economics.

### Location

The Study area's location on Route 1 is beneficial. This location is visible to Route 1 traffic and College Park is an attractive investment location.

The property is not in the downtown core of College Park, however. The University of Maryland is not an easy walk from the study area as MD 193 functions as a barrier. The core is considered a valuable, low-risk investment location.

This location is not within walking distance to metro or rail transit. As such, on-site parking will be required.

Because of its location, the study area is not considered among the developers as a strong site for student housing. Its non-core location also means that any retail will require on-site parking unless the retail is predominantly serving the market within the study area.

## Access

Access issues were referenced the most by those interviewed. There is no traffic signal at the intersection of Cherokee Street (west of Route 1) and Route 1, which makes it a right-in/right-out access point. This is not ideal for vehicular access.

To get to the study area via northbound Route 1 requires a left at the Monument Village signal. From here the Study Area is accessed via a small street behind the Sherwin Williams building. This circuitous access is problematic for retail. The optimum location for retail or restaurants is a location at the signal.

Interviewees believe that the access to Route 1 from the Jerk Pit would likely be closed-off with redevelopment. This access point is very close to the ramp. This means that if redeveloped Daria Land properties could only be accessed via Autoville Drive (assuming no further land assembly).

All interviewees recognize the Autoville Drive residents' sensitivity to traffic, particularly truck traffic. According to the Wood property broker, small businesses have expressed interest in the property but the need for truck access and the neighborhood's truck prohibition makes such a use infeasible.

### MD 193 Ramp

According to the Wood property broker, prospective buyers are concerned about what MDOT-SHA might require in terms of safety provisions regarding the MD 193 ramp. The Wood property is adjacent to the ramp and there is no barrier blocking a car from driving onto the ramp. There is an expectation that MDOT-SHA will require a barrier of some kind to protect against access to Route 1 or the ramp.

Will the safety requirement be a retaining wall, a guiderail, or something else? The uncertainty makes understanding redevelopment economics difficult for prospective buyers.

### Land Assembly and Entitlements

One developer interviewed has tried to assemble property in the study area to no avail. There was a lack of interest by current property owners to sell and property values made redevelopment infeasible. The China Buffet parcel is considered important and interviewees noted that this is a successful business. (The project team does not know whether the China Buffet operator owns the property.)

A developer explained that private financiers do not like to finance projects on many parcels. They would prefer a project be implemented on a single parcel. Consolidating parcels to a single parcel is an expensive and time-consuming entitlement process. Development scenarios requiring many parcels be assembled will be more difficult to implement.

## Land Value and Economics

### Townhouses

According to interviews, a finished townhouse lot in College Park sells for \$75,000 to \$80,000. A developer looked at developing 12 to 14 townhomes on the Wood property. The Wood property is on the market for \$850,000 or \$60,000 to \$70,000 per unit. It takes approximately \$30,000 to \$40,000 to finish a townhouse lot, making raw land values \$20,000 to \$30,000 per lot.

The Daria Land property is approximately the same size as the Metropolitan townhouse project across Route 1. The Metropolitan has a density of approximately 33 townhomes per acre. The Daria Land property has an assessed value of \$1.556 million. At the Metropolitan's density, the Daria Land properties' assessed value is approximately \$30,000 per unit. Townhouses may be feasible on this site if Daria Land sells for close to its assessed value. (In this scenario, rezoning will be required and over 50 townhomes would access Autoville Drive, which may not be acceptable).

### Single Family Homes

According to interviews, the maximum price the market pays for a finished single-family lot is \$150,000. At this location, the price would be lower (\$100,000 - \$110,000). The cheapest single-family property in the study area is assessed at \$232,000. The economics of redeveloping to new single-family will be challenging.

### Commercial

The value of commercial sites is highly dependent on access, visibility, traffic count, and proximate land uses. There are a limited number of commercial sites on Route 1. The China Buffet and Sherwin Williams sites are valuable commercial sites, while the Jerk Pit is less valuable because of its access issues. All of these sites are worth considerably more than \$1.5 million per acre. These high values make redevelopment economics challenging.

Retail rent outside of College Park's core rents for \$19 to \$25 per square foot with the higher end of the range in shopping centers.

### Multi-Family Residential

Monument Village has a density of 67 dwelling units per acre. It consists of 250 units, 4,500 square feet of retail, and 350 parking spaces. Monument Village's land is assessed at \$16,075 per unit.

An interview with a developer suggested that land values might range from \$15,000 to \$18,000 per unit at this location. A residual land value analysis indicates a land value of \$15,000 per unit assuming structured parking, but no road cost.

At \$15,000 per unit and a density of 67 units per acre results in a land value of \$1,072,000 per acre. The average assessed value per acre of parcels on Route 1 (including Wood property to Autoville Drive) is approximately \$1.68 million. This suggests that incentives may be necessary to implement a major multi-family project in the study area.

## Key Takeaways

- Without land assemblage all the way to the Cherokee Street signal, the development program should limit or eliminate square footage allocated to retail and/or restaurant. In such a scenario, the square footage should be located at the corner of Cherokee Street. Retail will need to be parked at a minimum of 3 spaces per 1,000 square feet.
- Multi-family residential will need to be parked at 1.1 to 1.2 per apartment.
- MDOT-SHA should make its intentions clear as to what improvements are to be made on the property abutting the ramp in case of redevelopment. It is important for prospective developers to understand MDOT-SHA's position.
- Public incentives like tax increment, tax abatement or infrastructure funding may be necessary to realize large-scale redevelopment in the study area.
- Like public incentives, public policy initiatives that serve to shorten the entitlement process will enhance the study area's redevelopment potential.

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## AGENCY & STAKEHOLDER ENGAGEMENT

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Meetings were conducted with various agencies including MDOT-SHA and M-NCPPC to discuss existing conditions and help identify issues and opportunities previously identified through prior projects.

### M-NCPPC

Project team met with various agency staff representatives from M-NCPPC as part of a stakeholder meeting conducted on February 24, 2020. Following attendees joined the meeting:

- Robert Patten (M-NCPPC: Parks & Recreation)
- Christina Hartsfield (M-NCPPC: Area Planning)
- Chad Williams (M-NCPPC: Zoning)
- Benjamin Ryan (M-NCPPC: Transportation)
- Terry Schum (City of College Park)
- Miriam Bader (City of College Park)
- Katie Hart (City of College Park)
- Aditya Inamdar (Kittelson)
- Yolanda Takesian (Kittelson)

The meeting began with a short presentation about the project background and goals and objectives identified for the project. The presentation also recapped the Kick-off meeting conducted in December 2019.

The following section summarized the discussion at the meeting.

### Paint Branch Trail Connections

- There is no direct access to Paint Branch Trail from the study area. There are no pedestrian or bicycle facilities along MD 193 from Route 1 to Paint Branch Trail.
- Hollywood Road and Metzert Road are the nearest two east-west connections connecting Paint Branch Trail to Rhode Island Avenue Trolley Trail.
- Hollywood Road:
  - Hollywood Road from Route 1 to Rhode Island Avenue acts as a low-stress on-road bicycle facility.
  - This connection is located north of the study area. However, there is no direct low-stress bicycle access to Hollywood Road from the study area. The only connection is Route 1.
  - Connecting Autoville Drive to Mazza GrandMarc apartment building can create a low-stress bicycle parallel connection to Route 1.
  - A short east-west connection from Mazza GrandMarc apartment building to Route 1 across private parking lot is also required to complete the connection.
  - Signage is required for users to know that this connection exists.

- Metzerott Road:
  - Metzerott Road directly intersects with Paint Branch Trail just west of Route 1.
  - Metzerott Road is a low-stress roadway with low speeds and low traffic volumes.
  - Greenbelt Road from Route 1 to Rhode Island Avenue has standard on-street bike lanes.
- New connections to Paint Branch Trail that removes reliance on Route 1 and crossing the MD 193 interchange are needed in the vicinity of the study area. M-NCPPC (Parks & Recreation) is open to as many connections as possible.
- A new trail connection on northside of MD 193 from Route 1 to Paint Branch Trail can be feasible.
- If MDOT-SHA were to change the MD 193 ramp geometry, the County would seek a separate side path with a separate bridge across Paint Branch to connect to the trail on north side of MD 193 from Route 1 to Paint Branch Trail.
- Further detailed study is required to understand topography and grade changes in this area to assess feasibility and alignment of this trail connection.
- Another option for a new trail connection west of Cherokee Street and Autoville Drive intersection along a utility ROW does not seem feasible due to grade changes and cost of additional long span bridge across the Paint Branch.

### Status of the Paint Branch Golf Course

- Paint Branch Golf Course may be redeveloped into athletic fields in partnership with the University of Maryland.
- Focus of joint development of the Golf Course is only for the driving range area.
- There are no further details available about this proposal.
- Park & Planning is generally amenable to projects with cost recovery potential so a joint use with schools may be feasible.

### Zoning and Development Regulations

- The study area is designated as a Walkable Node.
- Proposed LTO-E zone requirements match the Walkable Node requirements
- M-NCPPC may not support rezoning applications that transform existing single-family residential properties into mixed-use high-density zoning categories.
- Residents did not support townhouses fronting Autoville Drive as part of the Monument Village redevelopment project.
- Split zoning is a problematic issue and cumbersome to resolve.
- Rezoning through site planning may not be allowed after new zoning ordinance is in effect.
- All new redevelopment must comply with Neighborhood Compatibility requirement.
  - Cannot build taller than of 3 stories or 35' (whichever is less) within 50' and cannot be taller than 6 stories or 65' (whichever is less) within 150' of an existing building face of a single-family residential building or a vacant property line zoned as single-family residential.

## MDOT-SHA

The project team discussed the final engineering design for Phase 1 of redesign for Route 1 with SHA staff. Major design elements of Phase 1 design are summarized below.

- Maintain 2 through lanes in each direction
- Narrow lane widths to 10' wide
- Add 6' wide buffered bike lanes on both sides
- Add landscape medians as access management and minimize left turns to major intersections.
- Eliminate driveways wherever possible as part of access management

The project team will continue to coordinate with MDOT SHA to understand potential timeline and design for Phase 2 of redesign for Route 1 that will span the study area, north of MD 193.

## Internal Work-Session

As part of the stakeholder engagement process, the project team conducted an agency work-session in March 2020 with representatives from M-NCPPC, MDOT-SHA, and The City of College Park staff. Sketch-level redevelopment scenarios were developed as part of the agency work-session.

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## ISSUES & OPPORTUNITIES

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The existing conditions analysis is synthesized to include the following issues and opportunities categorized by land use and multi-modal transportation topics. **Figure 23** illustrates these issues and opportunities.

### Land Use

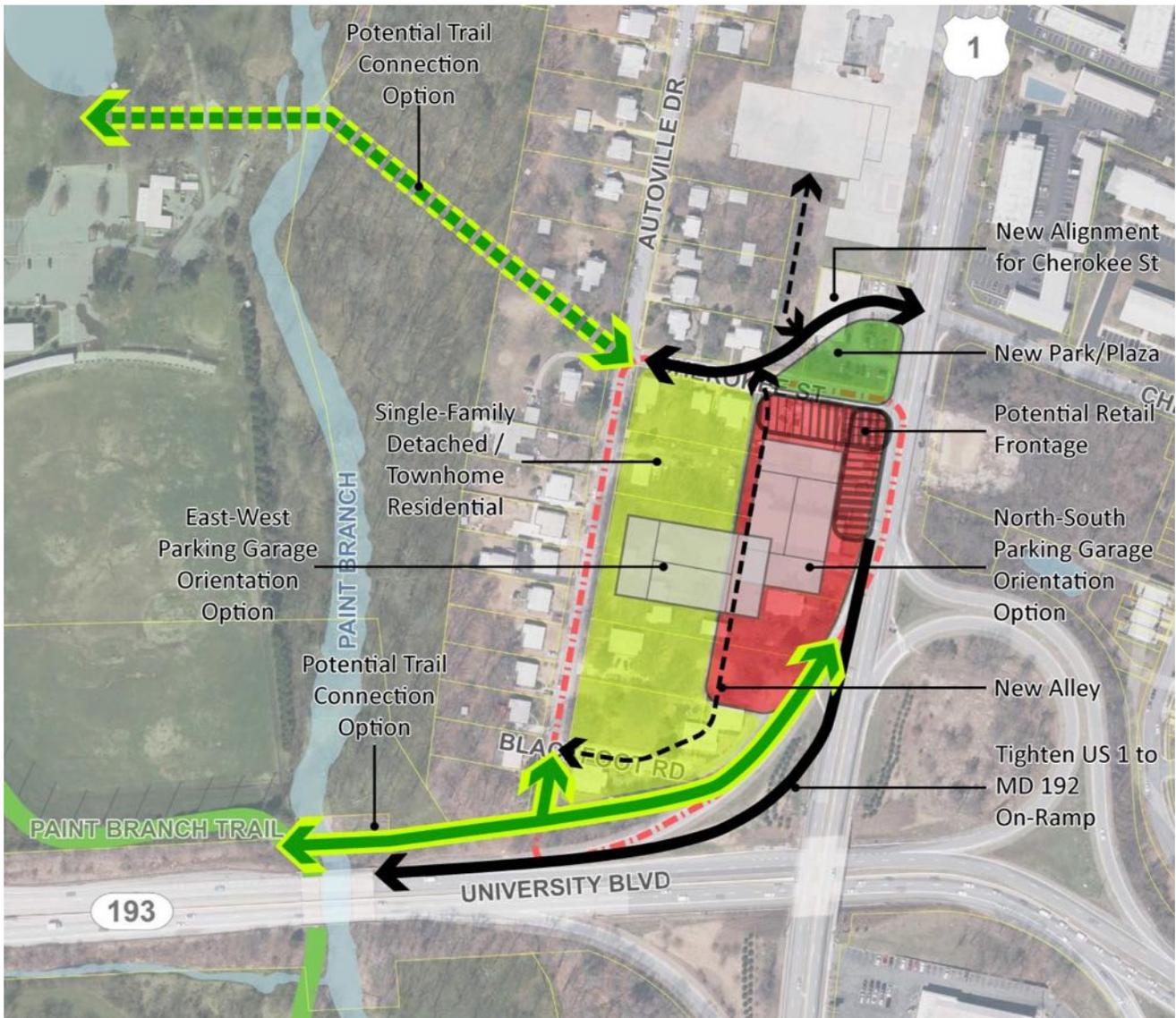
- Enable higher density development fronting Route 1
- Maintain residential character along Autoville Drive
- Create opportunities for shared parking as part of redevelopment
- Create a new public plaza or small park as additional public space/amenity

### Multi-modal Transportation

- Locate a new east-west trail connection from Route 1 to Paint Branch Trail
- Conduct high-level feasibility of an additional trail connection from Autoville Drive and Cherokee Street Utility ROW
- Widen existing sidewalks with landscape buffer along Route 1
- Connect Route 1 sidewalks to Blackfoot Road
- Tighten turning radii for Route 1 to MD 193 on-ramp and relocate pedestrian crossing
- Add a raised crosswalk across the on-ramp
- Realign Cherokee Street, east of Route 1 to align with Cherokee Street and Route 1 signalized intersection
- Create a new north-south mid-block alley to enhance vehicular access to the study area from Cherokee Street and minimize the need for direct vehicular access from Route 1 or Autoville Drive

Issues and opportunities identified in **Figure 23** will guide the development of various redevelopment scenarios as part of the final Action Plan. The Action Plan will illustrate redevelopment scenarios through site layouts, building massing, land uses, building programs, high-level financial feasibility analysis, and associated multi-modal transportation improvements.

Figure 23: Issues & Opportunities



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## REDEVELOPMENT OPTIONS

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The project team developed four redevelopment concepts identified as options. These four options tested the potential range in building density, height, housing type, and amount of open space. They also describe associated modifications to the street and path network that are further detailed in the subsequent section. A high-level evaluation was conducted to document feasibility of each of these redevelopment options. This feasibility analysis included factors such as number of properties required, compatibility with current and proposed zoning, expected rate of return on investment, and quantity of open space. These options also do not represent any specific redevelopment proposal.

This project is not a development proposal and the project team did not work with any developer to redevelop the study area. These redevelopment options illustrate redevelopment scenarios through site layouts, building massing, land uses, building programs, and associated multi-modal transportation improvements.

### Multi-modal transportation improvements

One of the major goals of this planning study was to identify multi-modal transportation improvements to enhance access and connectivity to the study area. Certain transportation improvements that were identified as projects that could be independently designed and implemented irrespective of the redevelopment of the study area were included in all the redevelopment options. These multi-modal transportation improvements include the following potential projects:

- Streetscape enhancements with wide sidewalks, lighting, and landscaping along Route 1.
- New trail connection from Route 1 to Paint Branch Trail along the north side of University Boulevard (MD 193).
- Realign Cherokee Street (West of Route 1) to connect with the signalized intersection of Cherokee Street and Route 1. This recommendation will impact the commercial property that has Sherwin-Williams Paint Store & Lains Auto Services. All four redevelopment options show this recommendation. However, any of the four recommendations could be implemented without realigning Cherokee Street.
- Add high-visibility crosswalks and pedestrian ramps on all legs of the signalized intersection of Cherokee Street and Route 1.
- Tighten University Boulevard (MD 193) on-ramp radius to slow turning vehicles and relocate pedestrian crossing to create a comfortable pedestrian crossing experience.

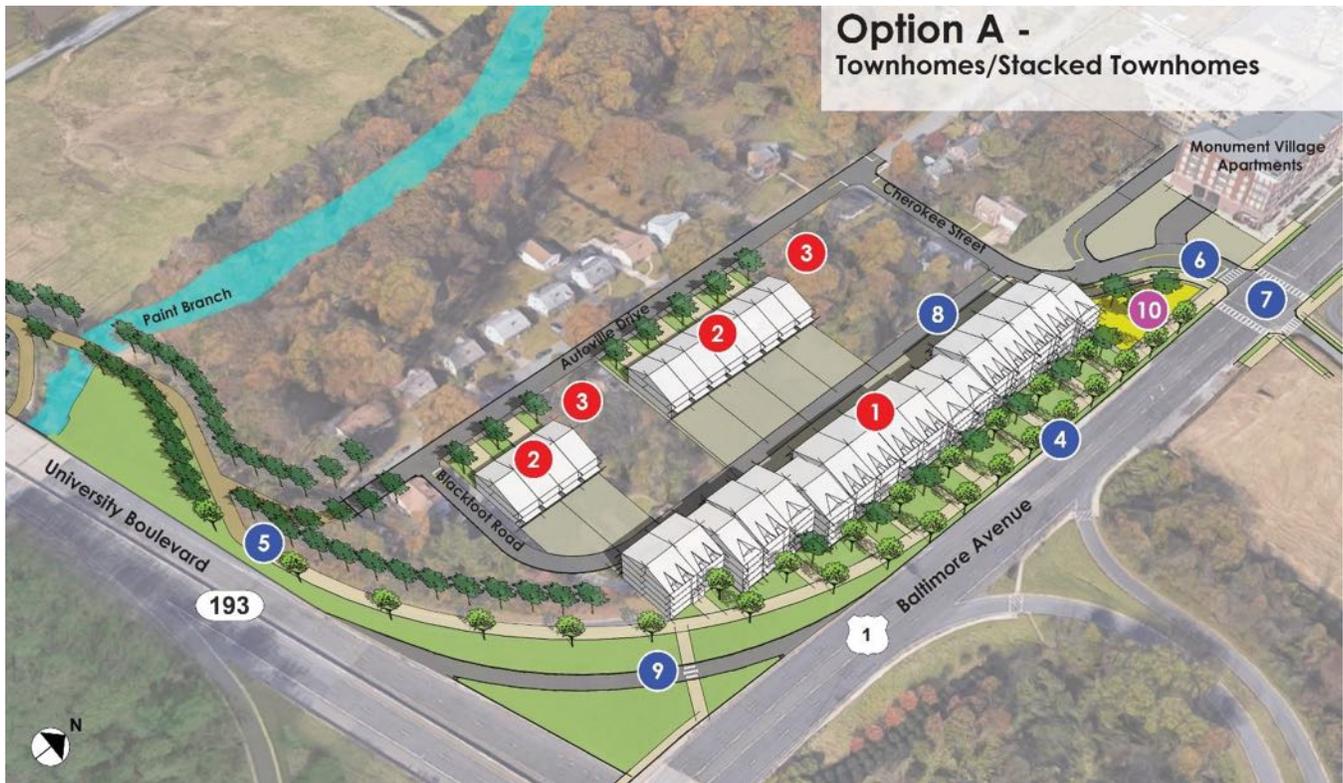
The City can work with M-NCPPC and MDOT-SHA to implement these multi-modal transportation improvements through the various methods available including state transportation projects and grant programs as well as development review and traffic mitigation.

The following pages in this section illustrate the four redevelopment options.

Figure 24: Site Layout Plan – Option A



Figure 25: Aerial 3D View – Option A



#### Land Use Elements

- 1 2 over 2 stacked townhome style condominiums
- 2 Townhomes
- 3 Keep existing single-family detached residential

#### Open Space Elements

- 10 Public park

#### Transportation Elements

- 4 Streetscape enhancement with wide sidewalks
- 5 Trail connection to Paint Branch Trail
- 6 Realign Cherokee Street
- 7 Add high-visibility crosswalks and pedestrian ramps
- 8 New alley from Cherokee Street to Blackfoot Road
- 9 Tighten on-ramp radius and relocate pedestrian crossing

#### Option A includes:

- '2-over-2 stacked townhome' style condos fronting Route 1.
- Townhomes fronting Autoville Drive (Only on 'Daria Land Group LLC' and 'Wood Yolanda F & Edward P Trustee' owned properties.) Building townhomes on properties fronting Autoville Drive will require rezoning.
- Existing single-family detached residential properties fronting Autoville Drive are maintained in this option.
- Realigns Cherokee Street and is accessed from new alley street.

Table 7: Redevelopment Details – Option A

Redevelopment Details - Option A		
	Area (Sq. Ft.)	Units (#)
Retail	N/A	
Multi-family Residential (2-over-2 stacked Townhome style condos)	74,800	34
Multi-family Net Lot Area (Acre)	2.4	
Multi-family Density (Units/Acre)	14	
Townhomes	26,400	12
Townhomes Net Lot Area (Acre)	1.4	
Townhome Density (Units/Acre)	9	
Open Space (Park/Plaza)	8,300	
Parking Spaces	92	
<p><b>Note:</b></p> <p>Assumes 15' to 20' tall retail ground floor (Podium) and five 10' tall residential floors (Wood-frame)</p> <p>Assumes average 15% common space for circulation and services and 1,200 Sq. Ft. average unit size for multi-family</p> <p>Assumes 4 level parking garage with perpendicular parking</p>		
Feasibility Factors		
Number of parcels needed to be assembled	10	
Number of property owners impacted	5	
Rezoning required	Yes	
Cherokee Street realignment	Yes	
<p><b>Note:</b></p> <p>Option A can be implemented incrementally property-by-property as existing properties become available for redevelopment and initiated without rezoning</p>		

### **Option A Market Assessment**

Option A contemplates stacked townhomes on properties abutting Route 1. The assumed density for the stacked townhouse product is 14 units per acre. To implement this Option will require rezoning which is both time consuming and expensive.

Property along Route 1 is very valuable. To implement the stacked townhouse project would require that a Developer pay over \$130,000 per unit for land. This price is well above what townhouse developers are paying today for raw land.

Unlike other options, Option A does offer the opportunity to develop Route 1 properties incrementally. There may be an opportunity to implement townhouse development on a parcel-by-parcel basis assuming the economics work. In other options, all the Route 1 property must be assembled at once to implement the option.

In Option A, the townhouses on Autoville Drive may be economically feasible. Property on Autoville Drive is not as valuable as Route 1 frontage property. Feasibility will depend on land acquisition cost, rezoning process to allow townhomes along Autoville Drive, and overall community support.

Figure 26: Site Layout Plan – Option B

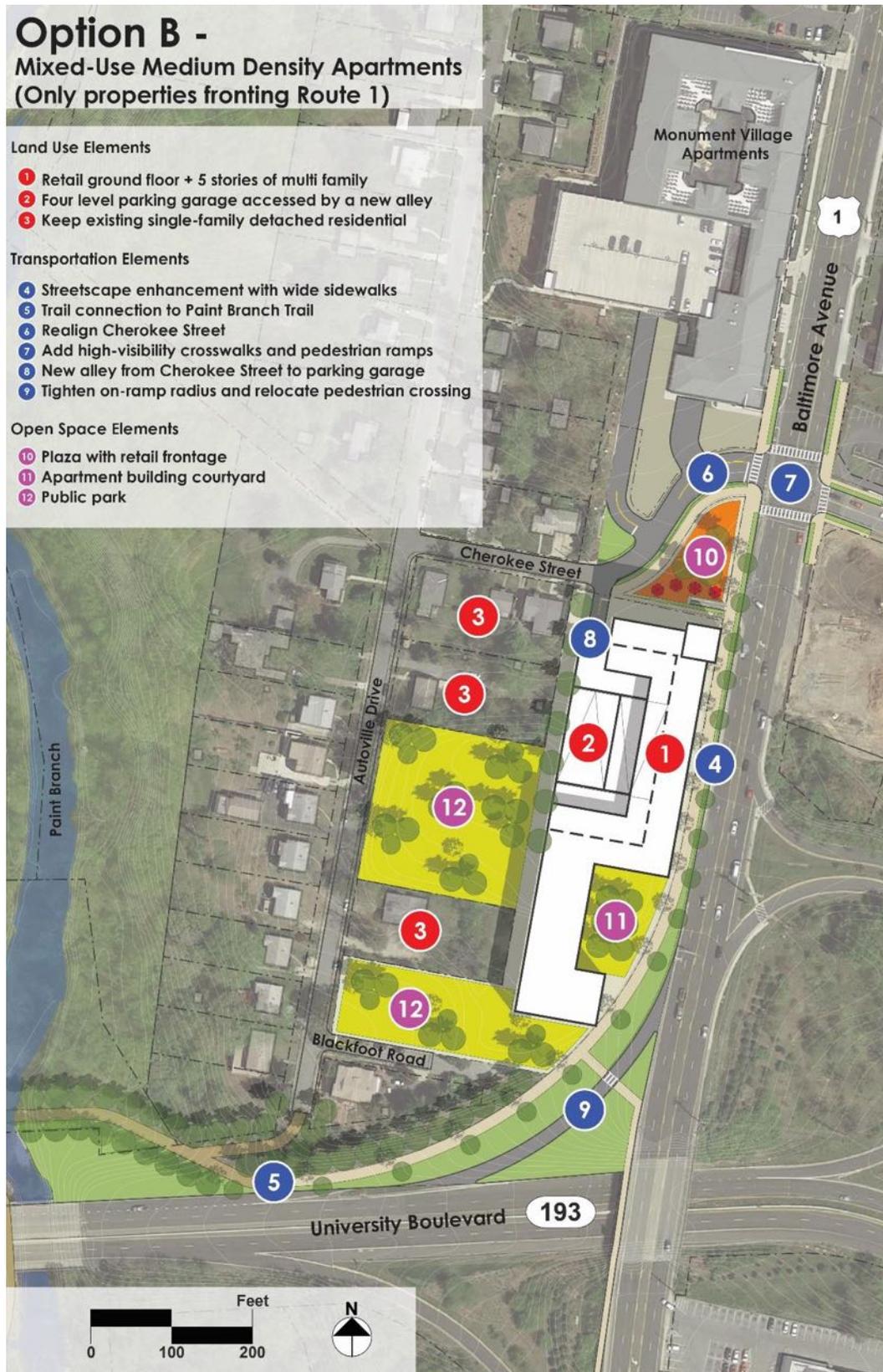


Figure 27: Aerial 3D View – Option B



#### Land Use Elements

- 1 Retail ground floor + 5 stories of multi family
- 2 Four level parking garage accessed by a new alley
- 3 Keep existing single-family detached residential

#### Open Space Elements

- 10 Plaza with retail frontage
- 11 Apartment building courtyard
- 12 Public park

#### Transportation Elements

- 4 Streetscape enhancement with wide sidewalks
- 5 Trail connection to Paint Branch Trail
- 6 Realign Cherokee Street
- 7 Add high-visibility crosswalks and pedestrian ramps
- 8 New alley from Cherokee Street to parking garage
- 9 Tighten on-ramp radius and relocate pedestrian crossing

#### Option B includes:

- Six story multi-family building with parking garage and partial retail on ground floor fronting Route 1.
- Public open space on properties owned by 'Daria Land Group LLC' and 'Wood Yolanda F & Edward P Trustee' fronting Autoville Drive.
- Existing single-family detached residential properties fronting Autoville Drive are maintained in this option.
- Realigns Cherokee Street and is accessed from new alley street.

**Table 8: Redevelopment Details – Option B**

<b>Redevelopment Details - Option B</b>		
	<b>Area (Sq. Ft.)</b>	<b>Units (#)</b>
Retail	8,000	N/A
Multi-family Residential	215,800	150
Multi-family Net Lot Area (Acre)	3.7	
Multi-family Density (Units/Acre)	40	
Townhomes	N/A	
Townhomes Net Lot Area (Acre)	N/A	
Townhome Density (Units/Acre)	N/A	
Open Space (Park/Plaza)	75,000	
Parking Spaces	350	
<b>Note:</b>		
<i>Assumes 15' to 20' tall retail ground floor (Podium) and five 10' tall residential floors (Wood-frame)</i>		
<i>Assumes average 15% common space for circulation and services and 1,200 Sq. Ft. average unit size for multi-family</i>		
<i>Assumes 4 level parking garage with perpendicular parking</i>		
<b>Feasibility Factors</b>		
Number of parcels needed to be assembled	10	
Number of property owners impacted	5	
Rezoning required	No	
Cherokee Street realignment	Yes	

### **Option B Market Assessment**

Option B envisions a multi-family apartment building on the parcels abutting Route 1 with three separate park spaces. The multi-family apartment building has a density of 40 dwelling units per acre with structured parking. Existing zoning permits the build-out contemplated in Option B.

While denser than Option A, the apartment building's land price per unit is above what multi-family developers are paying today. Using appraised values (which tend to be lower than sale prices), the apartment building's property acquisition cost would average over \$30,000 per unit for the multi-family project.

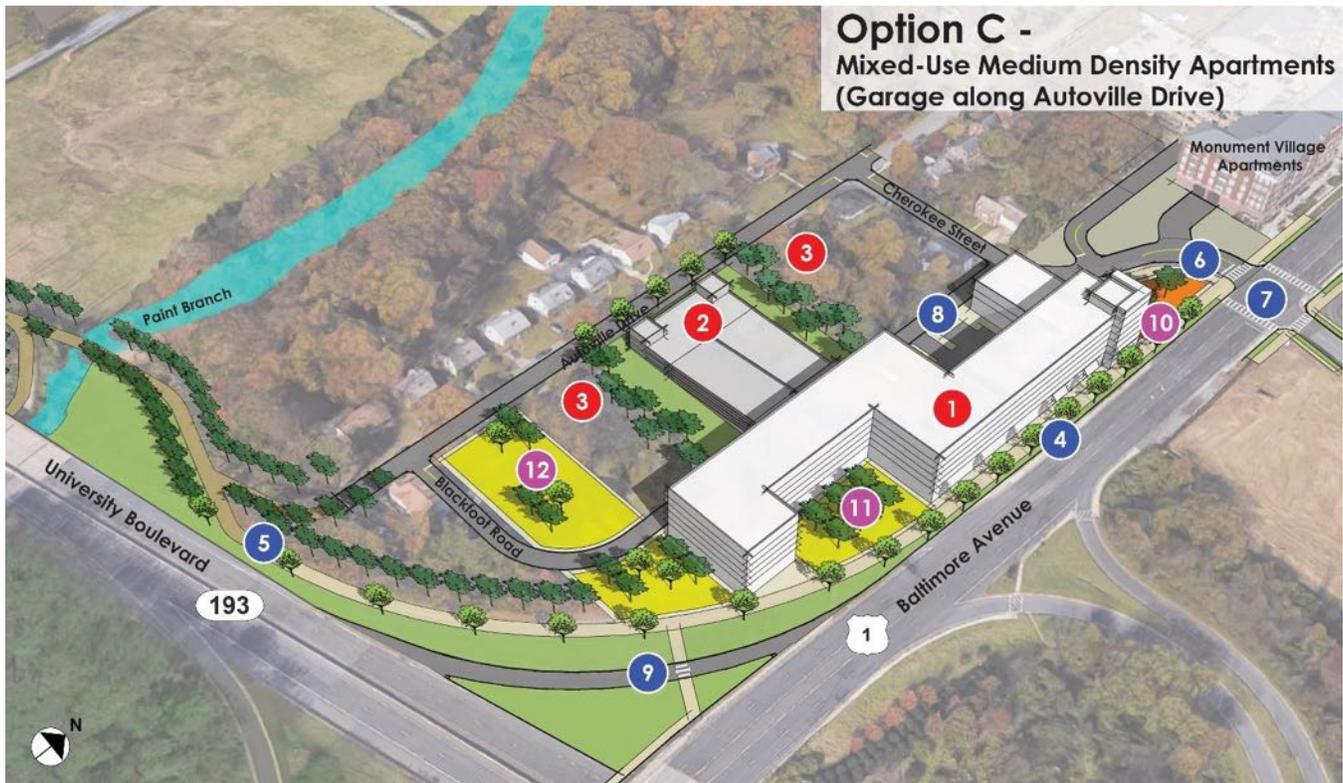
Option B contains 8,000 square feet of retail which is reasonable given the reconfigured intersection at Cherokee and Route 1. The limited amount of retail and its access and visibility to Route 1 makes market sense.

The park space contemplated in Option B may be attractive to the Autoville Drive neighborhood. While an amenity, the park costs will further challenge project economics.

Figure 28: Site Layout Plan – Option C



Figure 29: Aerial 3D View – Option C



#### Land Use Elements

- 1 Retail ground floor + 5 stories of multi family
- 2 Four level parking garage accessed by a new alley
- 3 Keep existing single-family detached residential

#### Open Space Elements

- 10 Plaza with retail frontage
- 11 Apartment building courtyard
- 12 Public park

#### Transportation Elements

- 4 Streetscape enhancement with wide sidewalks
- 5 Trail connection to Paint Branch Trail
- 6 Realign Cherokee Street
- 7 Add high-visibility crosswalks and pedestrian ramps
- 8 New alley from Cherokee Street to Blackfoot Road
- 9 Tighten on-ramp radius and relocate pedestrian crossing

#### Option C includes:

- Six story multi-family building with parking garage and partial retail on ground floor fronting Route 1.
- Public open space on property owned by 'Wood Yolanda F & Edward P Trustee' fronting Autoville Drive.
- Existing single-family detached residential properties fronting Autoville Drive are maintained in this option.
- Realigns Cherokee Street and is accessed from new alley street.

Table 9: Redevelopment Details – Option C

Redevelopment Details - Option C		
	Area (Sq. Ft.)	Units (#)
Retail	8,000	N/A
Multi-family Residential	238,000	160
Multi-family Net Lot Area (Acre)	4	
Multi-family Density (Units/Acre)	40	
Townhomes	N/A	
Townhomes Net Lot Area (Acre)	N/A	
Townhome Density (Units/Acre)	N/A	
Open Space (Park/Plaza)	42,000	
Parking Spaces	360	
<p><b>Note:</b></p> <p>Assumes 15' to 20' tall retail ground floor (Podium) and five 10' tall residential floors (Wood-frame)</p> <p>Assumes average 15% common space for circulation and services and 1,200 Sq. Ft. average unit size for multi-family</p> <p>Assumes 4 level parking garage with perpendicular parking</p>		
Feasibility Factors		
Number of parcels needed to be assembled		10
Number of property owners impacted		5
Rezoning required		No*
Cherokee Street realignment		Yes
<p><b>Note:</b></p> <p>* If Daria Land Group LLC properties are combined into one parcel and zoned as LTO-E, rezoning is not required</p>		

### **Option C Market Assessment**

Option C envisions more apartment building density and less park space. Increasing the number of apartment units reduces land acquisition cost per unit, but this cost (estimated using assessed values) is still above what developers are paying today for an apartment project outside of College Park's core.

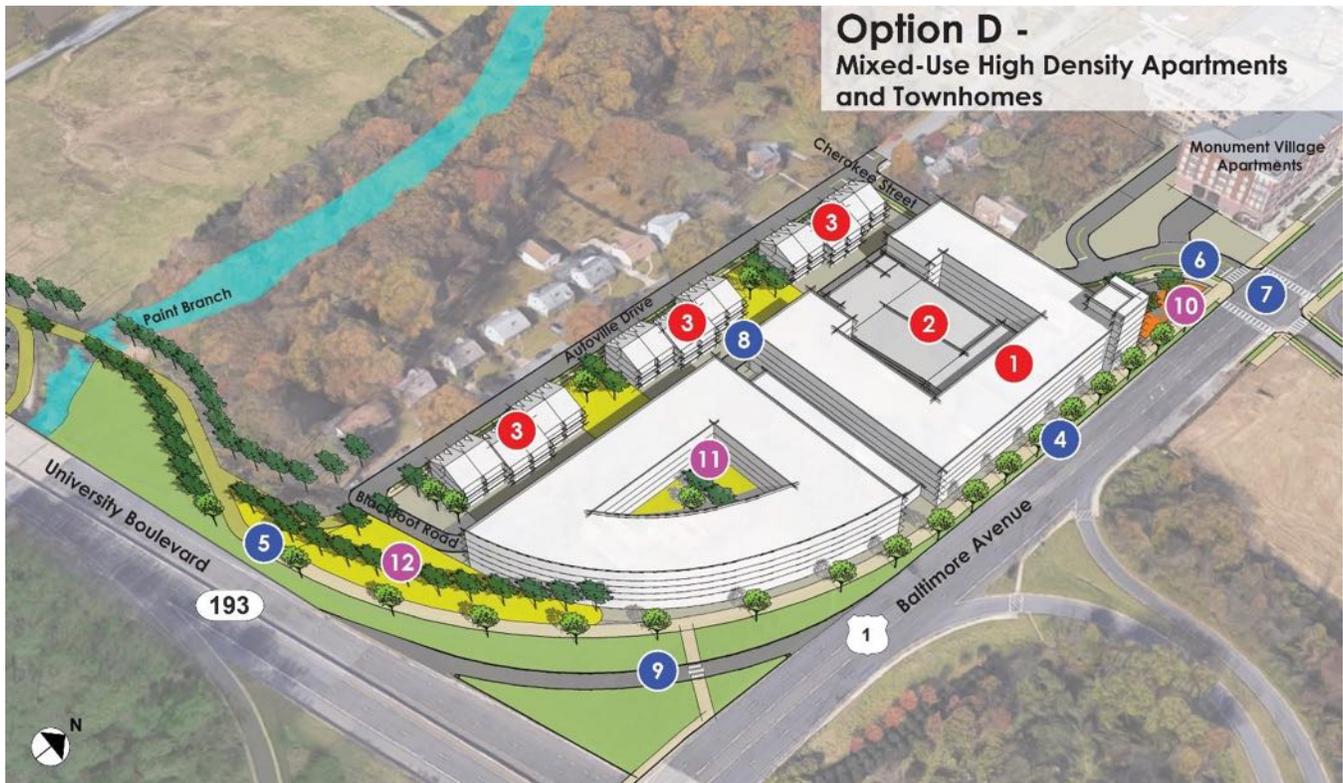
Option C has the parking garage configured much like the garage at the Monument Village apartments. Therefore, the Autoville Drive neighborhood may respond positively to the site plan. Option C can be developed as a matter of right; rezoning is not required assuming that the entirety of the assembled property is zoned as LTO-E.

Like Option B, Option C contains 8,000 square feet of retail which is reasonable given the reconfigured intersection at Cherokee and Route 1.

Figure 30: Site Layout Plan – Option D



Figure 31: Aerial 3D View – Option D



#### Land Use Elements

- 1 Retail ground floor + 4 stories of multi family
- 2 Four level parking garage accessed by a new alley
- 3 Townhomes

#### Open Space Elements

- 10 Plaza with retail frontage
- 11 Apartment building courtyard
- 12 Public park

#### Transportation Elements

- 4 Streetscape enhancement with wide sidewalks
- 5 Trail connection to Paint Branch Trail
- 6 Realign Cherokee Street
- 7 Add high-visibility crosswalks and pedestrian ramps
- 8 New alley from Cherokee Street to Blackfoot Road
- 9 Tighten on-ramp radius and relocate pedestrian crossing

#### Option D includes:

- Five story multi-family building with parking garage and partial retail on ground floor fronting Route 1.
- Townhomes on properties fronting Autoville Drive.
- Building townhomes on properties fronting Autoville Drive will require rezoning.
- Realigns Cherokee Street and is accessed from new alley street.

Table 10: Redevelopment Details – Option D

Redevelopment Details - Option D		
	Area (Sq. Ft.)	Units (#)
Retail	16,000	N/A
Multi-family Residential	412,000	290
Multi-family Net Lot Area (Acre)	4.2	
Multi-family Density (Units/Acre)	69	
Townhomes	36,000	18
Townhomes Net Lot Area (Acre)	1.5	
Townhome Density (Units/Acre)	12	
Open Space (Park/Plaza)	54,000	
Parking Spaces	386	
<b>Note:</b>		
Assumes 15' to 20' tall retail ground floor (Podium) and five 10' tall residential floors (Wood-frame)		
Assumes average 15% common space for circulation and services and 1,200 Sq. Ft. average unit size for multi-family		
Assumes 4 level parking garage with perpendicular parking		
Feasibility Factors		
Number of parcels needed to be assembled	14	
Number of property owners impacted	11	
Rezoning required	Yes	
Cherokee Street realignment	Yes	

**Option D Market Assessment**

Option D is the highest density option with 290 apartments and 18 townhouses. Rezoning would be required to implement this option. While survey results indicate that this Option is not popular, from an economic perspective this is the most attractive option. Notwithstanding, with the level of land assemblage required, property acquisition complexity and cost will likely make this option financially infeasible.

Option D contains 16,000 square feet of retail. Even with the increased density, there is some question whether 16,000 square feet are market-supportable at this location. The site is a bit of an island – not easily walked to from adjacent neighborhoods. It may be a challenge to lease-up 16,000 square feet of retail at this location.

## Qualitative Assessment of Redevelopment Options

Table 11 shows the high-level qualitative assessment of redevelopment options based on project goals and objectives. These project goals and objectives were identified at the beginning of the planning process. This assessment provides an overview of how well each option achieves the respective goals and objectives.

The likelihood of attracting private investment to redevelop the study area is based on market assessment of redevelopment feasibility. Options A, B, and C all have similar challenges in terms of the number of properties impacted and zoning compliance. Option D has significantly higher challenges in terms of the number of properties affected and compliance with proposed zoning.

The goal of adding open space is assessed by measuring the quantity of open space and additional public amenities in each of the four redevelopment options.

The study area's level of transformation is assessed based on the number of redeveloped properties.

All redevelopment options tighten the University Boulevard (MD 193) on-ramp radius to reduce the impact of the on-ramp on site redevelopment. All redevelopment option also includes streetscape improvements to create an attractive public realm along Route 1 and trail connection to Paint Branch Trail to improve pedestrian and bicycle connectivity.

**Table 11: Qualitative Assessment of Redevelopment Options**

Goals & Objectives	Option A	Option B	Option C	Option D
Likelihood of attracting private investment to redevelop the study area based on redevelopment feasibility.	Medium*	Medium	Medium	Low
Area of additional public amenities and useable open space such as parks and plazas.	Low*	High	Medium	Medium
Level of transformation in terms of redevelopment area.*	Medium*	Low	Medium	High
Reduced impact of MD 193 ramp on site redevelopment.	Yes	Yes	Yes	Yes
Provide an attractive public realm along Route 1 and improve pedestrian and bicycle connectivity.	Yes	Yes	Yes	Yes
<p><b>*Note:</b>                      Option A can be implemented incrementally property-by-property as existing properties become available for redevelopment and initiated without rezoning</p>				

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## PUBLIC INPUT

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Due to the outbreak of COVID-19 and the state-wide stay-at-home order, the project team was unable to host an in-person public meeting to share and discuss possible futures of the area. The project team created a project website and a public input survey to share information and hear from residents, businesses, property owners, and investors about ideas presented. The website and survey remained open for public feedback throughout the month of May 2020.

### Project Website

The project website provided background information about the planning study. The website also included a link to the online public input survey related to the redevelopment of the study area.

This website included information on the following topic areas:

- Project Background
- Goals & Objectives of the Study and Design Ideas
- Land Use Conditions
- Property Status & Ownership
- Ongoing and Recently Completed Redevelopment Projects
- Existing and Proposed Zoning
- Transportation Conditions
- Market Assessment
- Opportunities
- Redevelopment Concepts

### Public Input Survey

The study team designed an online survey to seek public input regarding the redevelopment of the study area. The survey was built using the SurveyMonkey platform. The availability of the project website and public input survey was advertised by the City through a direct mailing of postcards to residents and businesses within and near the study area. The survey was also advertised online on the City's website and on the City's various social media channels. A paper version of the online survey and the project website was made available to the community as well.

The survey contained several general questions to gauge the community's preference for existing retail, open space, and residential character. The questions also solicited feedback on the type of retail, open space, and residential development the community would like to see in the study area as part of any potential future redevelopment. The survey included a series of visual preference surveys that allowed respondents to rank their preference for the type of buildings that should front Route 1 and Autoville Drive. Series of questions also gauged the community's support of the various multi-modal transportation improvements recommended in this plan. Finally, the survey asked respondents to rank the redevelopment options based on the respondent's preference.

The survey received 69 total responses. Respondents ranged from study area residents, property owners, and business owners to residents and property owners near the study area, as well as real estate brokers and elected officials.

The main takeaways from the survey results are as follows:

- Strong support for all multi-modal transportation recommendations connecting the area to the Paint Branch Trail, improving pedestrian crossing safety and travel along US 1
- Support for adding new retail and open space, particularly a neighborhood-serving park, as part of the redevelopment
- Respondents do not have a strong preference for building type fronting Route 1
- Respondents have a strong preference for detached single-family residential fronting Autoville Drive
- Respondents preferred Option B
- Option B includes:
  - Six story multi-family building with parking garage and partial retail on ground floor fronting Route 1.
  - Public open space on properties owned by 'Daria Land Group LLC' and 'Wood Yolanda F & Edward P Trustee' fronting Autoville Drive.
  - Existing single-family detached residential properties fronting Autoville Drive are maintained in this option.
  - Realigns Cherokee Street and is accessed from new alley street.

Detailed questions and a summary of the results of the public input survey are presented in the Appendix.

## KEY FINDINGS & RECOMMENDATIONS

This planning study analyzed constraints and identified opportunities for redevelopment of the 6.3-acre study area. The study documented existing conditions, assessed real estate market conditions, and developed redevelopment options along with multi-modal transportation improvements.

The key findings and recommendations for the redevelopment of the study area include:

### Multi-Modal Transportation Improvements

The City can work with M-NCPPC and MDOT-SHA to implement the following multi-modal transportation improvements irrespective of the redevelopment of the study area.

- Streetscape enhancements with wide sidewalks, lighting, and landscaping along Route 1.
- New trail connection from Route 1 to Paint Branch Trail along the north side of University Boulevard (MD 193).
- Realign Cherokee Street (West of Route 1) to connect with the signalized intersection of Cherokee Street and Route 1.
- Add high-visibility crosswalks and pedestrian ramps on all legs of the signalized intersection of Cherokee Street and Route 1.
- Tighten University Boulevard (MD 193) on-ramp radius to slow turning vehicles and relocate pedestrian crossing to create a comfortable pedestrian crossing experience.

### Redevelopment

Since this project team did not work with any developer to design a specific redevelopment proposal, this study cannot make any concrete recommendations on the redevelopment of the study area. The four redevelopment options tested the range of potential building densities, height, residential building types, parking options, and quantity of open space that can be included in any redevelopment proposal.

The City and MNCPPC will have to work with a developer to support and approve any future development proposal for the study area. However, this study has revealed that the following issues could provide significant hurdles in attracting a private developer to propose a development project for the study area.

- Several properties will need to be assembled to create a larger parcel that can attract private development. A private developer may find it burdensome to assemble properties without any support from public sector agencies who can assist with redevelopment.
- The China Buffet restaurant property at the corner of Cherokee Street and Route 1 (9098 Baltimore Avenue) is vital to be included in any redevelopment of the study area since it is the only commercial property that can provide vehicular access to the study area from Cherokee Street. Given the proximity of the study area to the Route 1 and MD 193 interchange ramp and residential character of Autoville Drive, Cherokee street is the only feasible option to provide vehicular access to the study area. The China Buffer property is currently not for sale, and it is unclear if the property owner is interested in participating in the redevelopment of the study area.

## Zoning

The proposed LTO-E zoning for properties fronting Autoville Drive and RSF-65 zoning for properties fronting Autoville drive present significant challenges for the redevelopment of the study area. RSF-65 zoning primarily allows only detached single-family residential development and does not allow townhomes. Based on the market assessment, it is highly unlikely that a private developer will redevelop properties along Autoville Drive as single-family detached residences. Hence any redevelopment of properties fronting Autoville Drive may require rezoning.

LTO-E zoning allows for a maximum density of 40 dwelling units per acre. This maximum density is far lower than density allowed for recent redevelopment projects around the study area, such as the Monument Village apartments. The Monument Village apartment building built in 2016 is built at 67.75 dwelling units per acre. Based on the market assessment, it is unlikely that a private developer will redevelop properties at 40 dwelling units per acre. Hence any redevelopment of properties fronting Route 1 may also require rezoning.

Based on the discussions with MNCPPC, it is unclear what base zone will be applied to a future assembled parcel if multiple properties fronting Route 1 and Autoville Drive are assembled into a single parcel that spans the entire block fronting both Autoville Drive and Route 1. It is likely that the resulting parcel may end up with split zoning similar to the one parcel within the study area that has 10% of the property zoned as commercial while the other 90% fronting Autoville Drive is zoned as single-family residential.

It is likely that a private developer may have to use LTO -Planned Development (PD) zoning category to rezone the study area to build at higher density. However, the entitlement process will be lengthier and more complicated with the rezoning request than to build as-of-right under LTO-E and RSF-65.

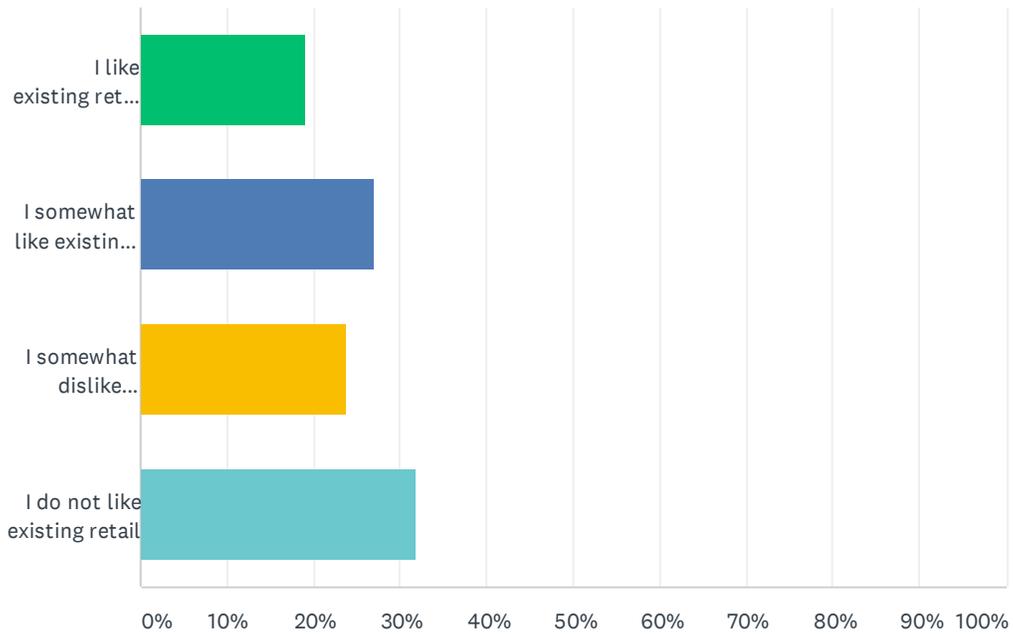
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## APPENDIX – SURVEY RESULTS

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# Q1 What do you think of existing retail in the study area? (Please select one)

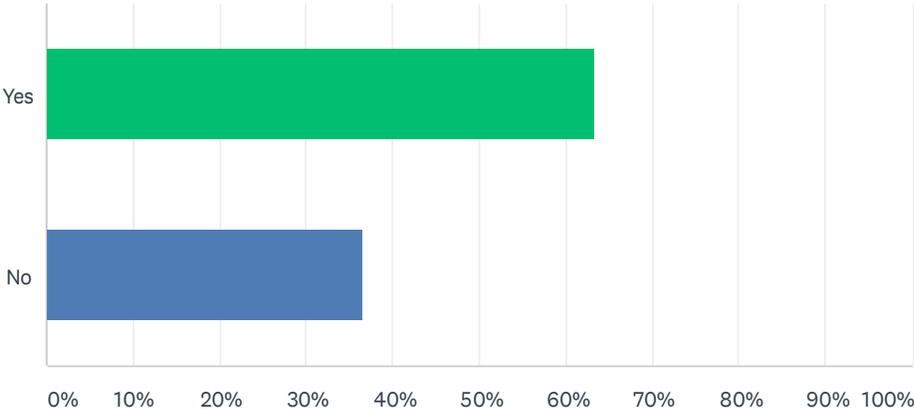
Answered: 63 Skipped: 6



ANSWER CHOICES	RESPONSES	
I like existing retail	19.05%	12
I somewhat like existing retail	26.98%	17
I somewhat dislike existing retail	23.81%	15
I do not like existing retail	31.75%	20
Total Respondents: 63		

## Q2 Would you like to see retail as part of redevelopment of the study area?

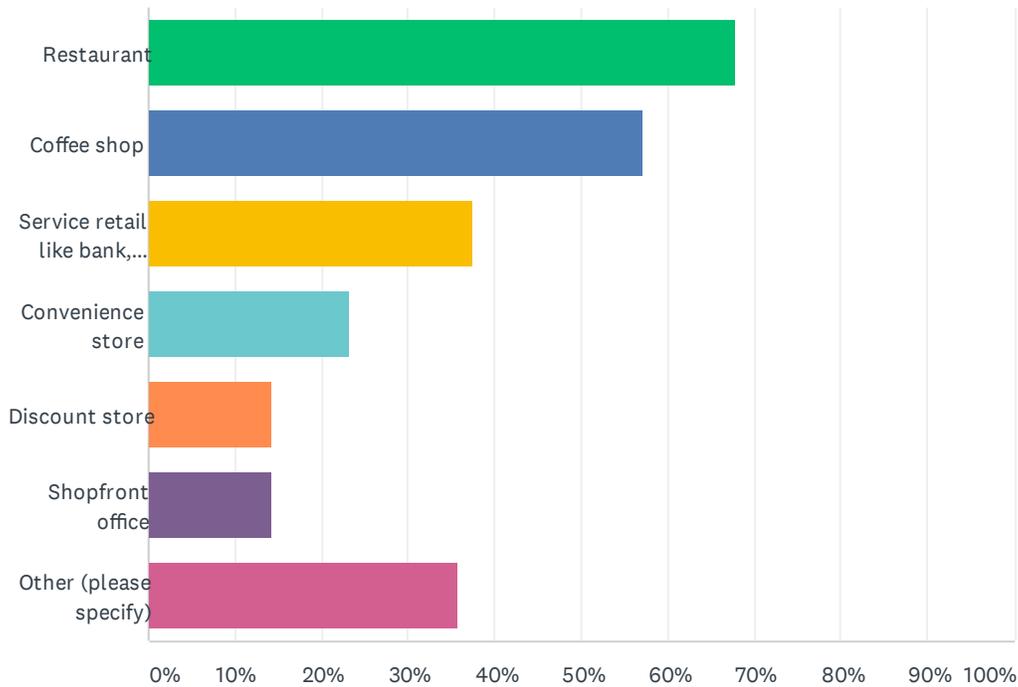
Answered: 63 Skipped: 6



ANSWER CHOICES	RESPONSES	
Yes	63.49%	40
No	36.51%	23
Total Respondents: 63		

### Q3 What type of retail would you like to see as part of redevelopment of the study area? (Select all that apply)

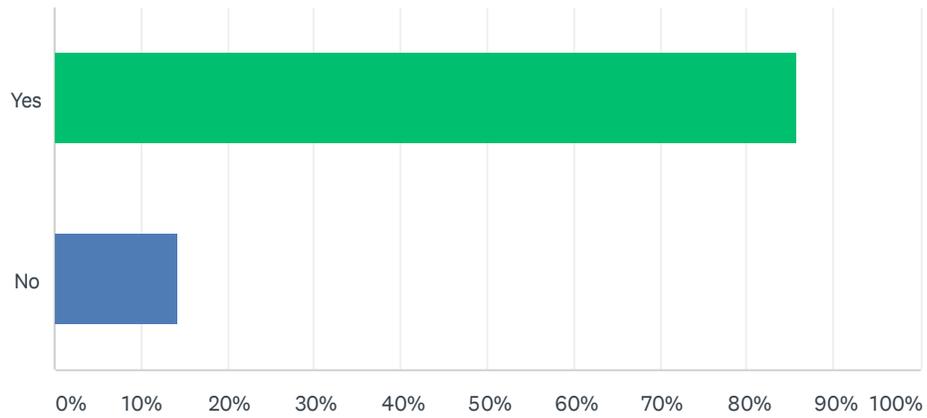
Answered: 56 Skipped: 13



ANSWER CHOICES	RESPONSES	
Restaurant	67.86%	38
Coffee shop	57.14%	32
Service retail like bank, salon, dry cleaning, etc.	37.50%	21
Convenience store	23.21%	13
Discount store	14.29%	8
Shopfront office	14.29%	8
Other (please specify)	35.71%	20
Total Respondents: 56		

### Q4 Would you like to see new parks and open spaces in the study area as part of redevelopment?

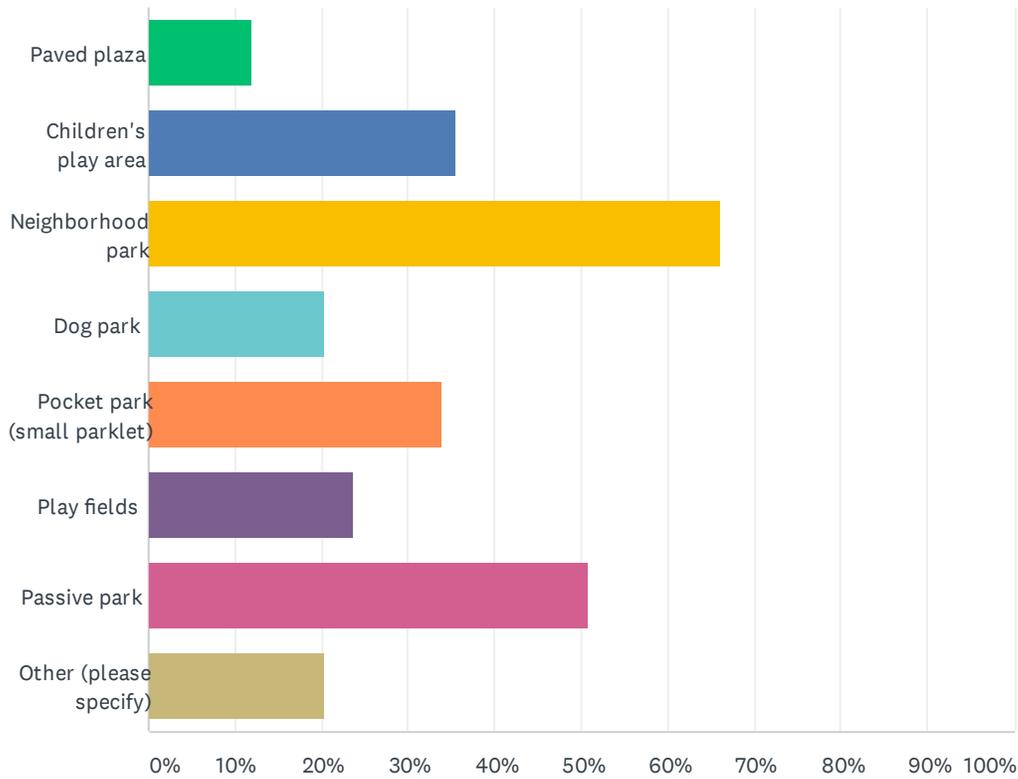
Answered: 63 Skipped: 6



ANSWER CHOICES	RESPONSES	
Yes	85.71%	54
No	14.29%	9
Total Respondents: 63		

## Q5 What type of parks or open space would you like to see? (Select all that apply)

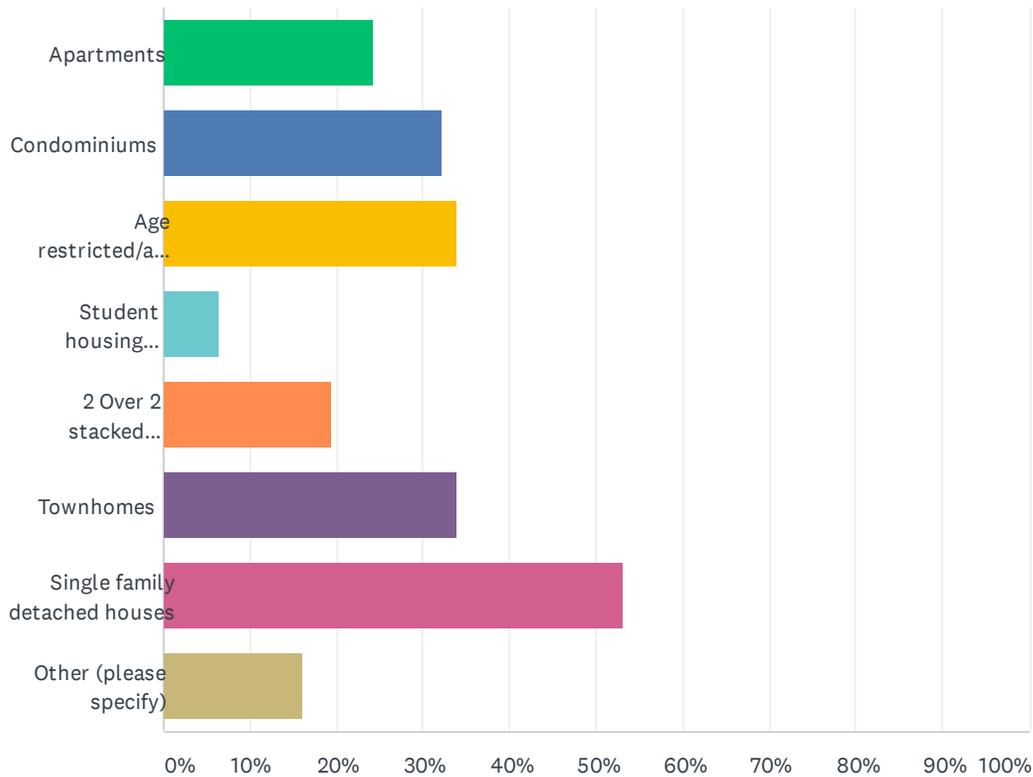
Answered: 59 Skipped: 10



ANSWER CHOICES	RESPONSES
Paved plaza	11.86% 7
Children's play area	35.59% 21
Neighborhood park	66.10% 39
Dog park	20.34% 12
Pocket park (small parklet)	33.90% 20
Play fields	23.73% 14
Passive park	50.85% 30
Other (please specify)	20.34% 12
Total Respondents: 59	

## Q6 What type of housing would you like to see in the study area as part of redevelopment? (Select all that apply)

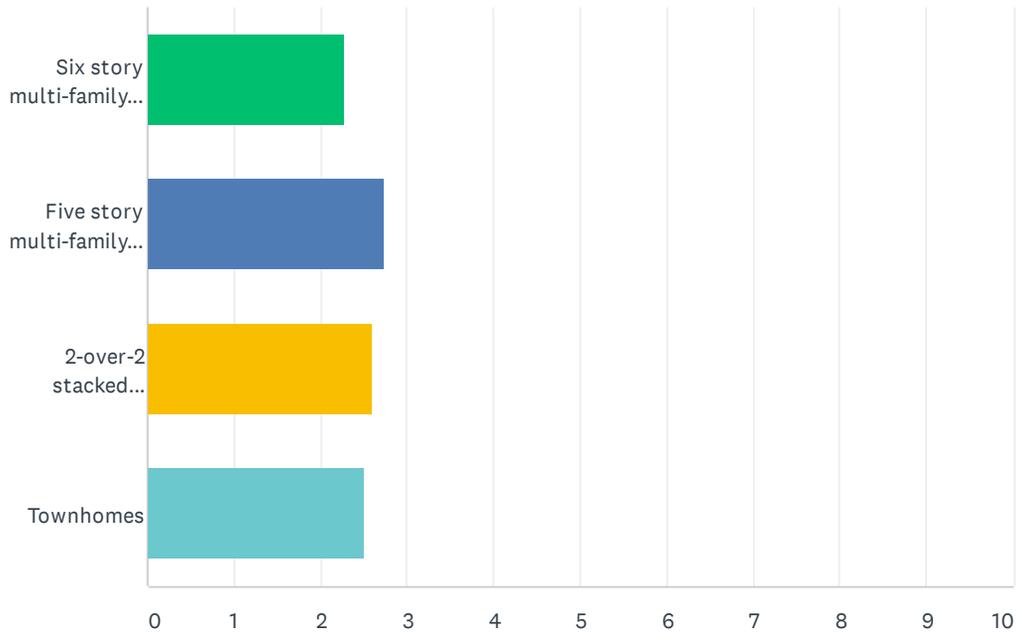
Answered: 62 Skipped: 7



ANSWER CHOICES	RESPONSES	
Apartments	24.19%	15
Condominiums	32.26%	20
Age restricted/assisted/senior housing apartments	33.87%	21
Student housing apartments	6.45%	4
2 Over 2 stacked townhomes	19.35%	12
Townhomes	33.87%	21
Single family detached houses	53.23%	33
Other (please specify)	16.13%	10
Total Respondents: 62		

**Q7 As part of redevelopment what type of building would you like to see along Route 1? Please rank each of the following options from 1 to 4. (1 being most preferred and 4 being least preferred.)**

Answered: 61 Skipped: 8



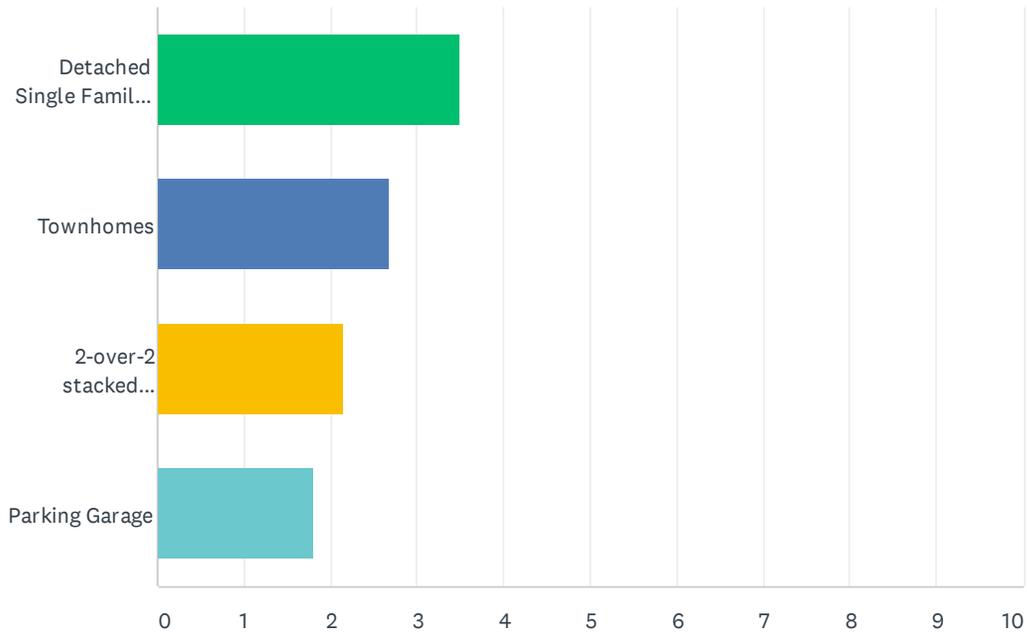
	1	2	3	4	TOTAL	SCORE
 Six story multi-family residential with partial ground floor retail	18.18% 10	25.45% 14	23.64% 13	32.73% 18	55	2.29
 Five story multi-family residential with partial ground floor retail	31.58% 18	22.81% 13	33.33% 19	12.28% 7	57	2.74
 2-over-2 stacked townhomes	15.79% 9	40.35% 23	31.58% 18	12.28% 7	57	2.60
 Townhomes	37.29% 22	15.25% 9	8.47% 5	38.98% 23	59	2.51

## Q8 Please share any other comments you have below:

Answered: 29 Skipped: 40

**Q9 As part of redevelopment what type of building would you like to see along Autoville Drive? Please rank each of the following options from 1 to 4. (1 being most preferred and 4 being least preferred.)**

Answered: 59 Skipped: 10



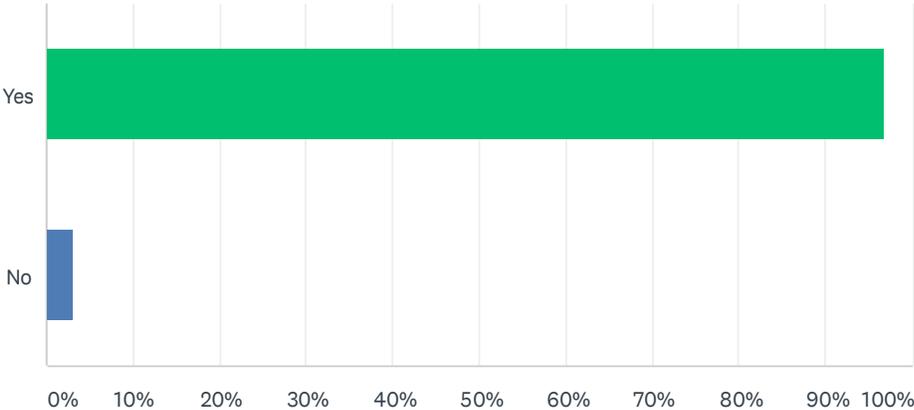
	1	2	3	4	TOTAL	SCORE
 Detached Single Family Residential	75.93% 41	1.85% 1	18.52% 10	3.70% 2	54	3.50
 Townhomes	13.21% 7	50.94% 27	26.42% 14	9.43% 5	53	2.68
 2-over-2 stacked townhome style condominiums	11.11% 6	22.22% 12	37.04% 20	29.63% 16	54	2.15
 Parking Garage	3.70% 2	25.93% 14	16.67% 9	53.70% 29	54	1.80

## Q10 Please share any other comments you have below:

Answered: 22 Skipped: 47

# Q11 Streetscape enhancements with wide sidewalks, lighting, and landscaping along Route 1?

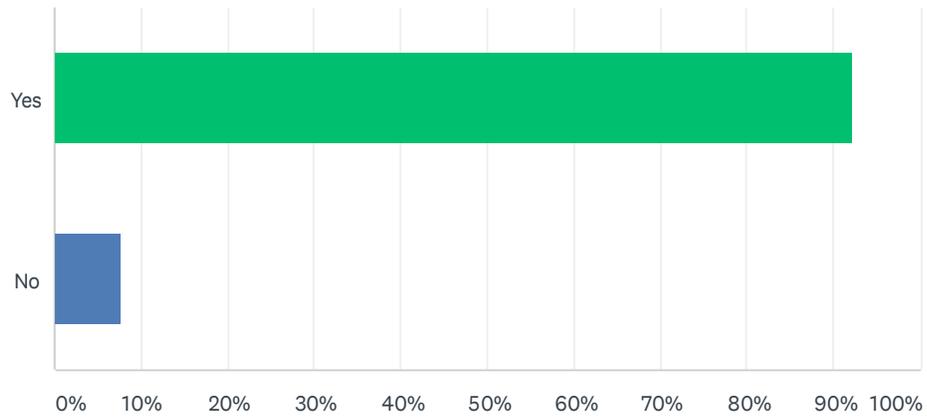
Answered: 63 Skipped: 6



ANSWER CHOICES	RESPONSES	
Yes	96.83%	61
No	3.17%	2
Total Respondents: 63		

## Q12 New trail connection from Route 1 to Paint Branch Trail along the north side of University Boulevard (MD 193)?

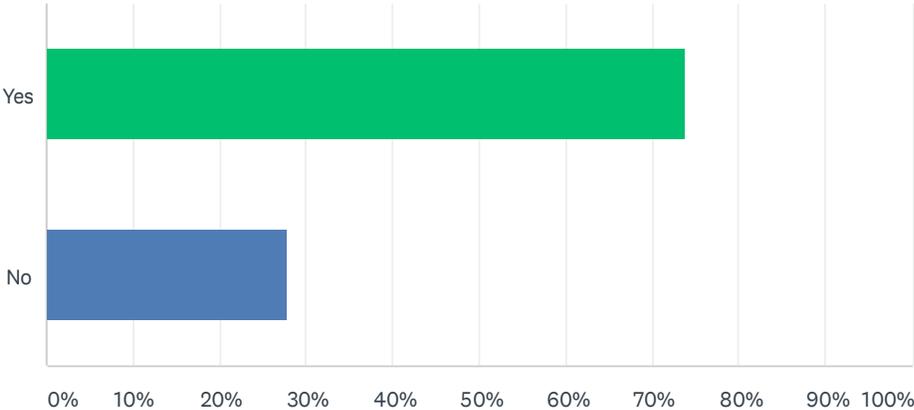
Answered: 64 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes	92.19%	59
No	7.81%	5
Total Respondents: 64		

### Q13 Realign Cherokee Street (West of Route 1) to connect with the signalized intersection of Cherokee Street and Route 1?

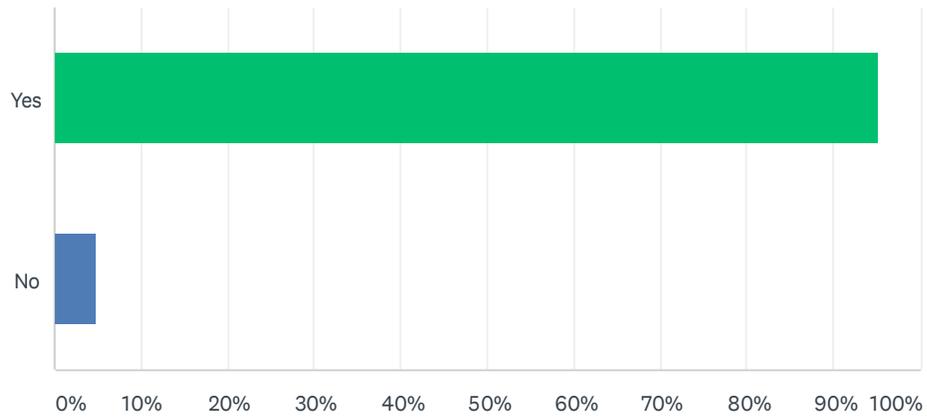
Answered: 61 Skipped: 8



ANSWER CHOICES	RESPONSES	
Yes	73.77%	45
No	27.87%	17
Total Respondents: 61		

## Q14 Add high-visibility crosswalks and pedestrian ramps on all legs of the signalized intersection of Cherokee Street and Route 1?

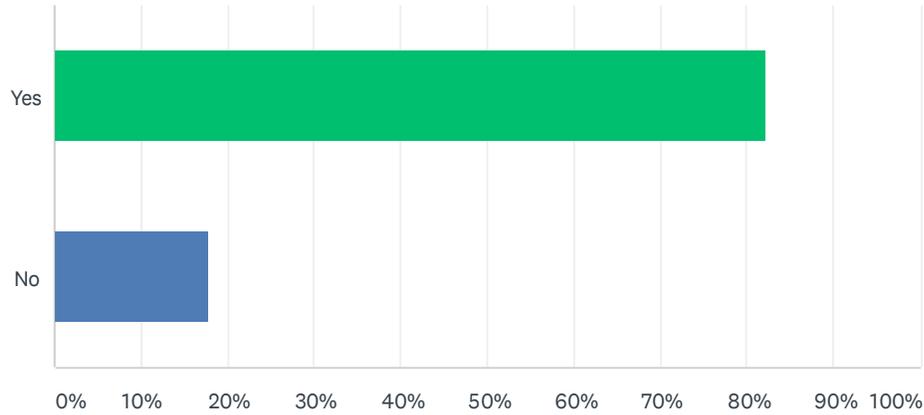
Answered: 62 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes	95.16%	59
No	4.84%	3
Total Respondents: 62		

### Q15 Tighten University Boulevard (MD 193) on-ramp radius to slow turning vehicles and relocate pedestrian crossing to create comfortable pedestrian crossing experience?

Answered: 62 Skipped: 7



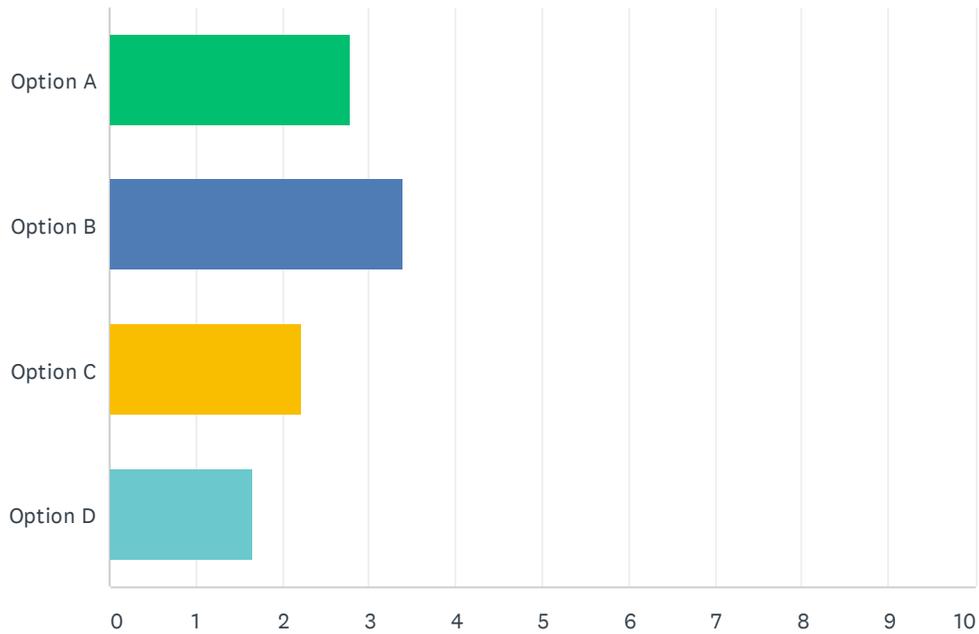
ANSWER CHOICES	RESPONSES	
Yes	82.26%	51
No	17.74%	11
Total Respondents: 62		

**Q16 Before answering this question, if you would like to learn more about the four redevelopment options, please download the Redevelopment Options Document [here](#).**

Answered: 0 Skipped: 69

**Q17 Please rank each of these four redevelopment options from 1 to 4. (1 being most preferred and 4 being least preferred.)**

Answered: 53 Skipped: 16



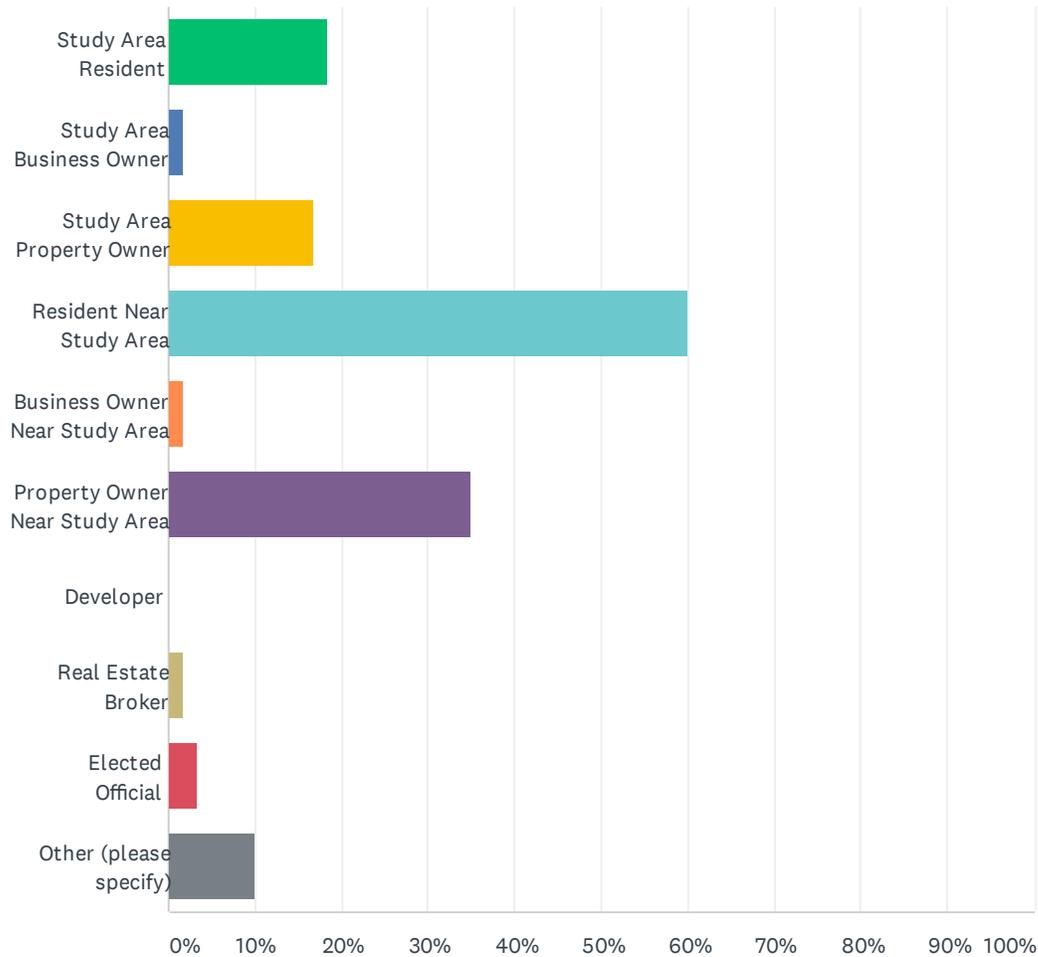
	1	2	3	4	TOTAL	SCORE
 Option A	32.65% 16	24.49% 12	30.61% 15	12.24% 6	49	2.78
 Option B	52.00% 26	36.00% 18	10.00% 5	2.00% 1	50	3.38
 Option C	4.08% 2	28.57% 14	53.06% 26	14.29% 7	49	2.22
 Option D	12.24% 6	12.24% 6	4.08% 2	71.43% 35	49	1.65

## Q18 Please share any other comments you have below:

Answered: 27 Skipped: 42

## Q19 Which of the following best describes you? (Select all that apply)

Answered: 60 Skipped: 9



ANSWER CHOICES	RESPONSES	
Study Area Resident	18.33%	11
Study Area Business Owner	1.67%	1
Study Area Property Owner	16.67%	10
Resident Near Study Area	60.00%	36
Business Owner Near Study Area	1.67%	1
Property Owner Near Study Area	35.00%	21
Developer	0.00%	0
Real Estate Broker	1.67%	1
Elected Official	3.33%	2
Other (please specify)	10.00%	6
<b>Total Respondents: 60</b>		

## Q20 If you want to receive project updates, please provide your email

Answered: 31 Skipped: 38

ANSWER CHOICES	RESPONSES	
Name	0.00%	0
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	100.00%	31
Phone Number	0.00%	0

**Q21 Please share any other comments you have below:**

Answered: 24 Skipped: 45





National Capital Region  
**Transportation Planning Board**

This project is supported by the Metropolitan Washington Council Of Governments (MW-COG) and the National Capital Region Transportation Planning Board's Transportation Land-Use Connections (TLC) Program.



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