ROUTE 1 WORKSHOP

ROUTE 1 REDEVELOPMENT

NOVEMBER 2013

PREPARED FOR

COLLEGE PARK CITY-UNIVERSITY PARTNERSHIP

PREPARED BY

DESIGNCOLLECTIVE

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INTRODUCTION

Aerial view of Route 1 study area

View of Route 1 southbound

The College Park City-University Partnership engaged Design Collective, a Baltimore-based architecture and planning firm, to facilitate a workshop with area stakeholders to define a redevelopment vision for an approximate 8 block area along Route 1 in Downtown College Park, from College Avenue to Guilford Road. The workshop occurred on September 26, 2013, in College Park.

Workshop participants represented, among others, the University of Maryland, the City of College Park, property owners, developers, and local businesses. Detailed Meeting Minutes are under separate copy. This report booklet summarizes key findings.

WORKSHOP OBJECTIVES

The most salient workshop objectives included:

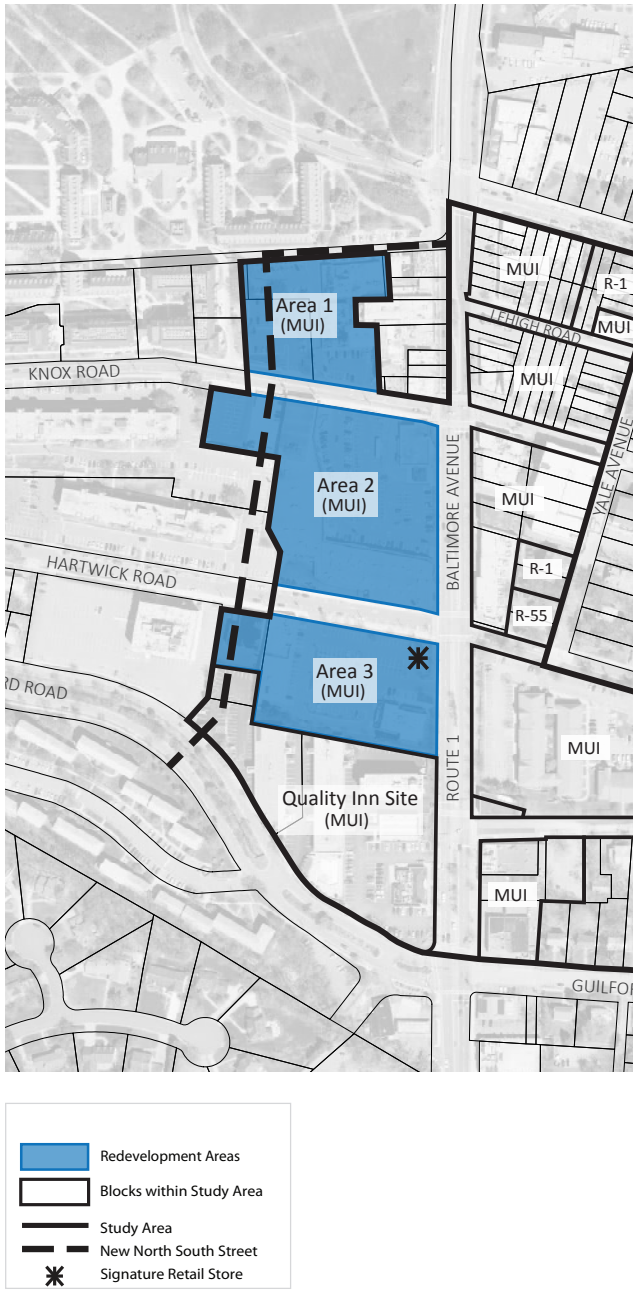
1. Identify redevelopment objectives for near term development for the 3 blocks west of Route 1 (Area's 1, 2, and 3 on the plan titled Study Area), from Southgate to Applebee's. (Buildings immediately facing Route 1 between Southgate and Knox Road, in Area 1, will likely remain while other buildings may be demolished. Buildings within Areas 2 and 3 will likely be entirely demolished)

2. Identify redevelopment objectives for medium term development on the block west of Route 1 between Applebee's and Guilford Road (the Quality Inn site).

3. Identify redevelopment objectives and/or expansion options for near term development of City Hall and the City Hall site (recognizing that City Hall expansion needs are an immediate priority).

4. Identify redevelopment and/or improvement objectives for longer term development on the blocks east of Route 1 between College Avenue and Guilford Road.

5. Identify transportation, connectivity, circulation, and multi-modal (pedestrian, bicycle, transit, safety, etc) improvements needed to support redevelopment objectives.



WORKSHOP OBJECTIVES

Area 2 at the corner of Knox Road and Route 1

Area 3 at the corner of Hartwick Road and Route 1

5. Identify transportation, connectivity, circulation, and multi-modal (pedestrian, bicycle, transit, safety, etc) improvements needed to support redevelopment objectives.

6. Identify retail strategies (for ground floor) and land use strategies (for upper levels) for each block, and to support redevelopment objectives.

7. Identify height, massing, and neighborhood transition strategies for each block.

8. Identify Sector Plan and/or zoning constraints that may impact the development vision.

9.Identify and confirm all unresolved items that my need further discussion.

The primary outcome of the workshop was a general agreement among all participants to transform the study area into a more attractive, mixed-use, walkable downtown district consistent with the Sector Plan's goal of creating a "Walkable Node." The following pages and diagrams summarize key development characteristics, land use strategies, and infrastructure improvements necessary to support the desired transformation.

STUDY AREA DIAGRAM

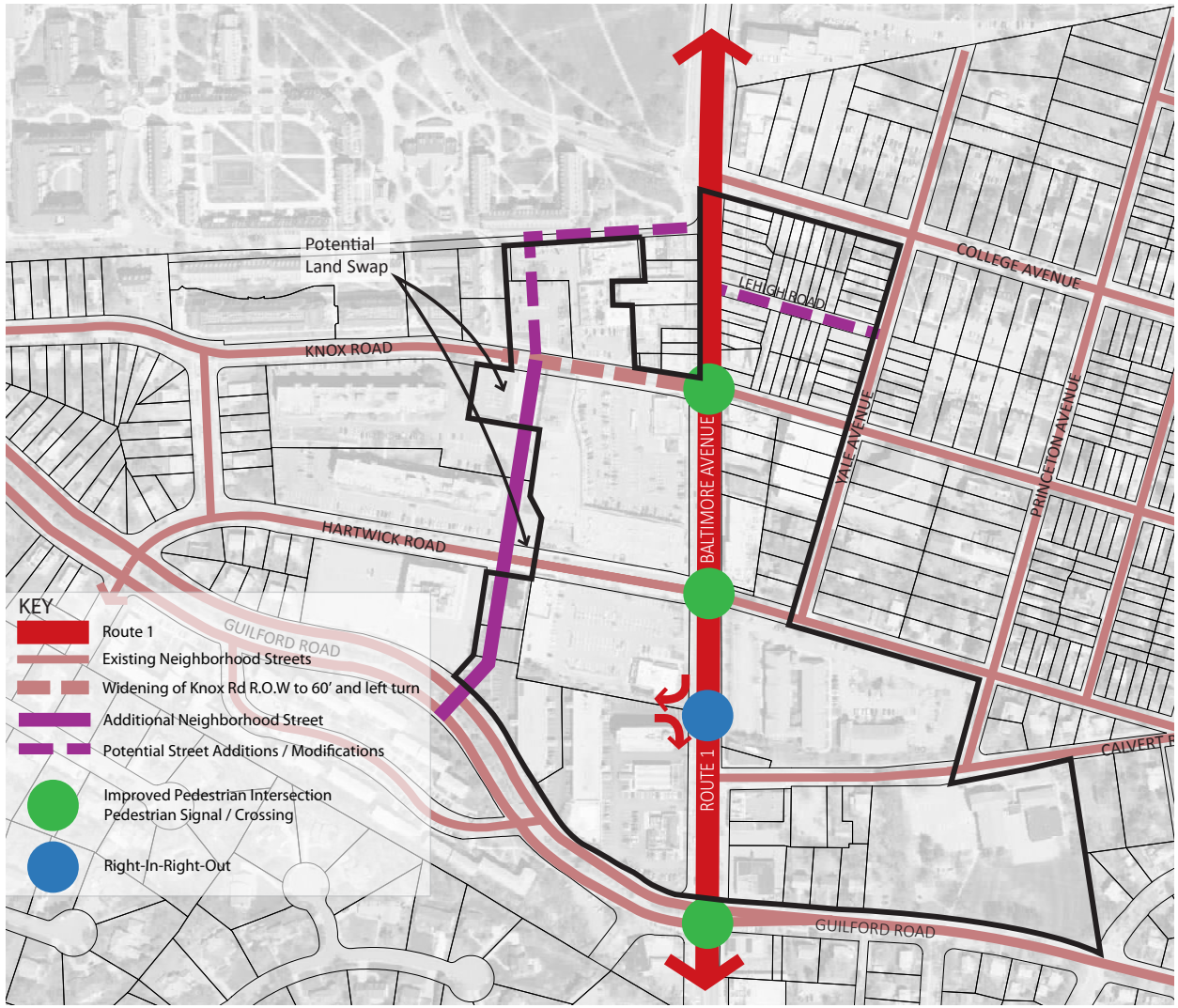
Route 1 Study Area Diagram

The study area includes approximately 8 blocks, under various property ownership (including, among others, UMD, JBG Rosenfelds, the City of College Park), and is zoned primarily MUI, which allows for mixed-use, up to 6 stories, but transitioning in height to 2 - 3 stories adjacent to residential property. (refer to the Route 1 Sector Plan for more details).

STREET NETWORK

The study area includes a network of streets. The Neighborhood Streets (as shown in the Street Network diagram) create a fine-grained network of small blocks east of Route 1, but much larger blocks west of Route 1.

Workshop participants supported the need to widen Knox Road, west of Route 1, for approximately 1 block, to allow for a dedicated left turn to northbound Route 1; as well as, if appropriate, on-street parking.



Route 1 Street Network Diagram

STREET NETWORK

Additionally, the plan suggests a new north-south Neighborhood Street, west of the study area, connecting Lehigh Road and Guilford Road. This new street should be residential in character, provide access to parking and service, and should connect across the stream/median on Guilford. This new street should be 2 lanes with on-street parking, continuous sidewalks on both sides, and aligned with building fronts, stoops, shops, and/or residential amenities (lobby, lounge, exercise room, etc). Garages and service should be hidden from view and/or wrapped. To create a thoughtful and attractive alignment, a land swap between adjacent property owners may be desirable for this new north south street.

Commercial street, Falls Church, VA

The continuation of this new street may connect north to Lehigh Road, through the UMD owned land (Area 1) and to/from Route 1, as the diagram shows. Options for this short section of Lehigh, west of Route 1, include:

1. 2 lanes in both directions from Route 1 to Knox Road, as it currently exists;

2. 1-way only (right in) from southbound Route 1; although, 2-way from Knox Road to enable in/out of garage/service on the block); or,

3. Pedestrian only, connecting South Campus Commons and UMD to Route 1 (this section is a heavily used pedestrian connection); with 2-way in/out of the site from Knox Road only.

Residential streetscape

STREET NETWORK

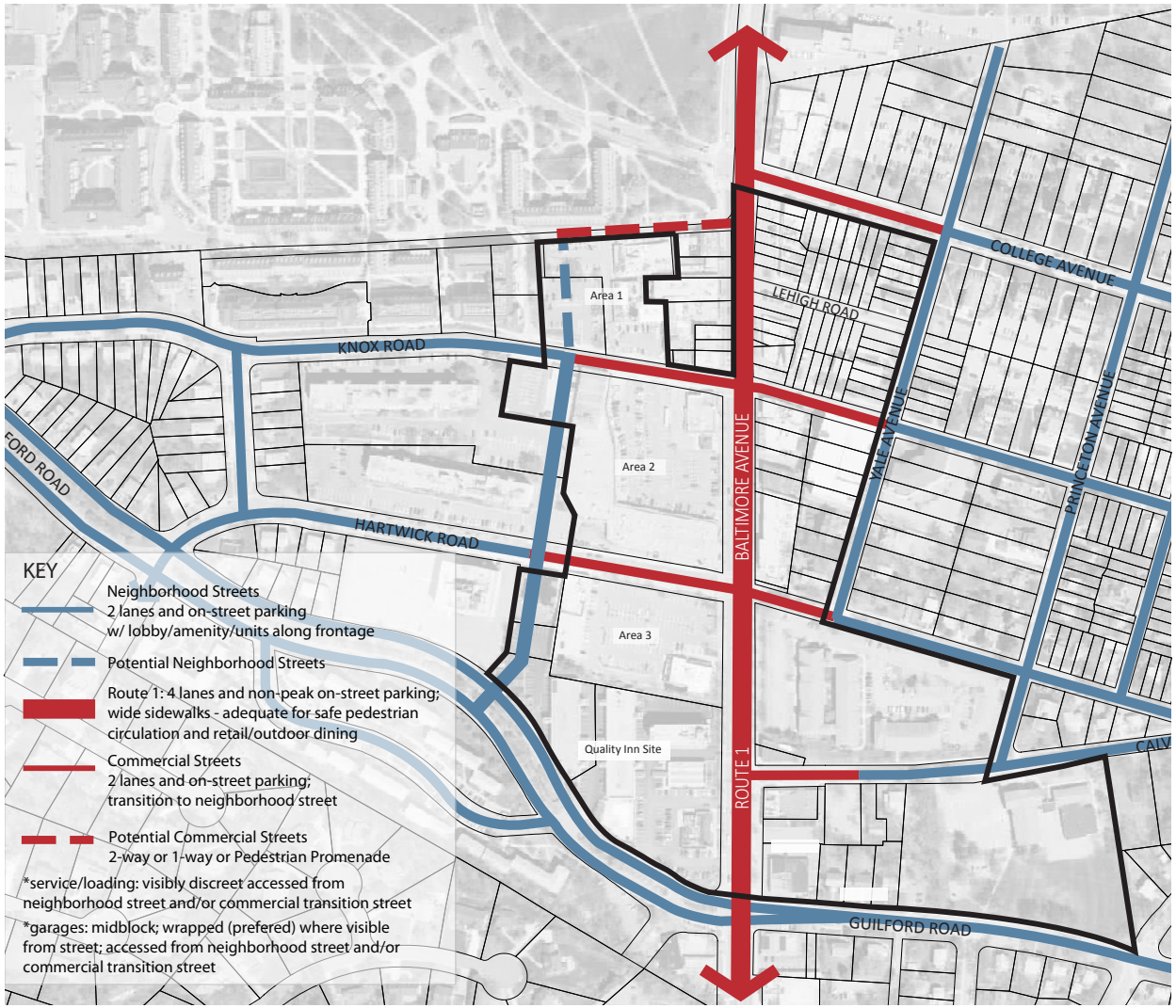
Residential streetscape

The Lehigh "connection" (ped vs auto), as well as the development program for Area 1, will be determined as part of future discussions with the University as they evaluate how the site should be developed.

Workshop participants also suggested the need for improved pedestrian safety along and across Route 1. More clearly marked crosswalks and/or pedestrian signals should be considered at the Knox, Hartwick, and Guilford Road intersections.

As part of the redevelopment of Area's 1, 2, and 3 and the Quality Inn site, existing curb cuts should be removed, and access should be limited to the 4 primary Neighborhood Streets (Lehigh, Knox, Hartwick, and Guilford); no vehicular access should be directly from Route 1 other than these streets. However, a right-in/right-out may be needed between Area 3 (Applebee's) and the Quality Inn site. This may be considered an additional street, or alley, that connects to mid-block parking/garage, and/or through to the new north-south street (if desirable). Although not desirable, additional curb cuts along Route 1 may be needed to provide access into/out of proposed garages – these should be considered and evaluated as part of any development proposal.

STREET TYPE



Route 1 Street Type Diagram

The study area includes 3 primary street types.

Route 1 is a 4-lane commercial/mixed-use thoroughfare that carries large volumes of vehicular traffic moving north-south through thestudy area as well as vehicles and pedestrians moving within the study area. Route 1 should continue to function as a 4-lane commercial thoroughfare.

Improvements should include 1) on-street parking during non-peak hours; 2) more clearly marked pedestrian crosswalks; 3) limited curb-cuts; 4) wider sidewalks (20 – 25 feet wide) adequate for outdoor dining and safe pedestrian circulation; and 5) bike lanes or cycle track.

STREET TYPE

Commercial street, Mashpee Commons, Mashpee, MA

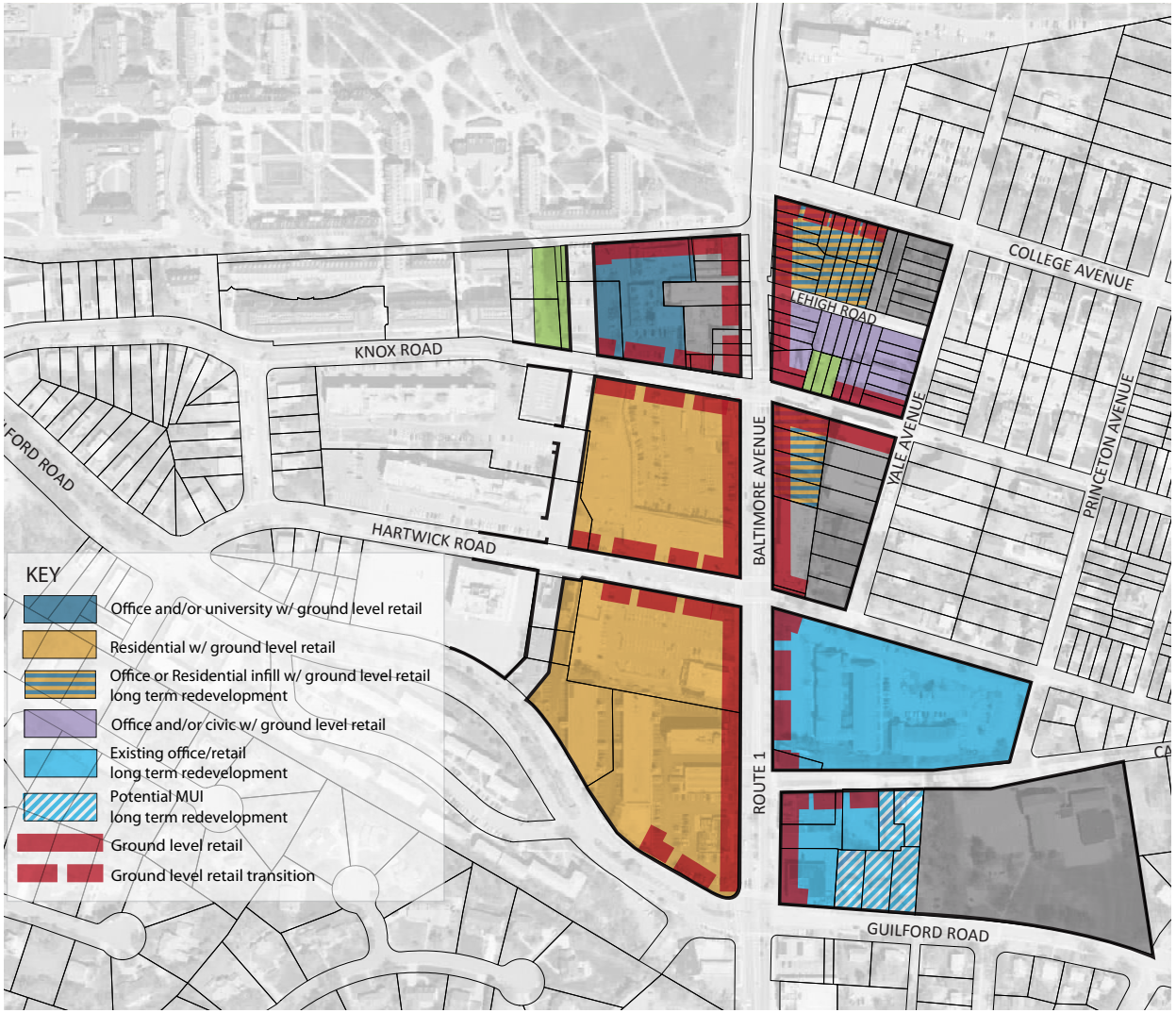
Commercial street, Rockville, MD

Commercial Streets are the 1-block sections of the Neighborhood Streets linking the neighborhoods to Route 1; these are "transition" streets and include retail, office, and/or residential uses along their frontages. Commercial Streets should function as transition streets, with adequate sidewalks to service either retail, residential, or office uses. Commercial Streets should include 2 lanes, freely moving in either direction, and have on-street parking, although occasionally this lane may need to become a dedicated turn lane.

Neighborhood Streets are largely 2 lanes with on-street parking (occasionally) that support movement of vehicles and pedestrians into/from and among the neighborhoods. Neighborhood Streets are residential in character, include 2 lanes in either direction with on-street parking where possible, and should include adequate and safe sidewalks. The new north south street is also a Neighborhood Street.

There was some discussion about all streets being "Complete Streets;" serving pedestrians, cyclists, transit, and vehicles equally. There was also some discussion about converting certain streets to one-way, adding bike lanes (to streets that may be wide enough currently), painting sharrow markings, and non-peak parking along Route 1, similar to Hyattsville. Discussion about these items should continue.

LAND USE



Route 1 Land Use Diagram

West Side of Route 1:

Area 1 is suggested to include 170,000 SF of office and/or university-related use with ground floor retail facing Lehigh Road/Southgate Lawn to the north and facing Knox Road to the south. The site is MUI and other uses are permissible. The buildings along Route 1 will remain. New buildings are anticipated to be approximately 6 stories. The Sector Plan calls for minimum 2 stories and maximum 6. The new north south street may extend to Lehigh Road and, if so, a small green may be appropriate as a transition to South Campus Commons to the west.

Although this green space is shown in the Sector Plan, it was determined in the Workshop that it may not be needed; if the north south road ultimately does not extend north to Lehigh, a new building may extend further west. Parking for this site may be accommodated on site and/or in the City Garage.

LAND USE DIAGRAM

Mixed-use, 5-story over retail

Mixed-use street, Santana Row, San Jose, CA

Area 2, 3, and the Quality Inn site are suggested to be residential with ground floor retail. Although, the sites are MUI and other uses are permissible. Retail should be continuous along Route 1. Retail, residential units and/or residential amenity space should be along Knox, Hartwick, and Guilford Roads. Residential units and/or residential amenity space should front along the new north-south street. Parking is proposed to be multi-story garages in the center of each block, wrapped with residential units. Buildings are anticipated to be approximately 6 stories.

Area 2 is suggested to include 300 market-rate residential units; Area 3 to include 200 units; and the Quality Inn site as, potentially, 200 to 300 units. Student housing is not preferred, although more supportable on the west side of Route 1 rather than the east side. For instance, the "Knox boxes" are being redeveloped as student housing. Retail tenants are unknown at this time, although complimentary retail and restaurants are anticipated, as either small shops and/or retail anchors. Area 3 also includes, potentially, a "signature" retail store at the intersection of Hartwick Road and Route 1.

East side of Route 1:

The small shopping center in the study area's northeast corner, bounded by Route 1, College Avenue, Yale Avenue, and Lehigh Road is likely a long term redevelopment. If redeveloped, buildings should be close to the street (eliminating the parking lot in front), with ground floor retail, and housing or office above. Building heights may be 6 stories, but will need to transition to adjacent residential per the Route 1 Sector Plan – 2 to 3 stories adjacent to residential.

LAND USE

The City Hall block, bound by Lehigh, Yale, Knox, and Route 1, is planned to accommodate a new City Hall building. See attached plans for various approaches that provide additional opportunity for other development on the block together with a new City Hall. Additionally, there may be merit in re-thinking Lehigh Road, consolidating blocks, and building a new City Hall in the near term that anticipates a larger, more comprehensive redevelopment in the future that combines both blocks. Building heights may be 6 stories, but will need to transition to adjacent residential per the Route 1 Sector Plan- 2 to 3 stories adjacent to residential.

The City Garage block, bounded by Knox, Yale, Hartwick, and Route 1, is likely a longer term redevelopment where the garage would remain and smaller infill development and/or renovation strategies may be considered. Even in the longer term retail should be located on the ground floor and facing Route 1 with potentially office and/or residential use above.

The block bounded by Hartwick, Princeton, Calvert, and Route 1 is currently occupied with fully leased office. Any redevelopment of this block will likely be long term. Redevelopment should include retail on the ground floor facing Route 1 and, to the extent practical, retail along Hartwick and/or Calvert transitioning to office or other use to the east. Upper level uses are suggested to remain office, as residential on the east side of Route 1, especially student housing, is deemed less desirable. Building heights are suggested at approximately 6 stories, transitioning to 2 to 3 stories where adjacent to existing residential per the Route 1 Sector Plan.

Corner of Knox Road and Route 1


Easton Town Center, Columbus, OH

LAND USE

The block in the study area's southeast corner, bounded by Calvert, Guilford and Route 1, is currently retail/commercial and residential; the area to the east is the Recreation and School site, owned by the City of College Park. The City owned site was discussed as apotential City Hall location. The existing residential zoned properties were discussed as potential candidates for rezoning to MUI, to be combined with the existing MUI properties to create a more viable redevelopment opportunity. Without rezoning, the existing commercial properties will likely remain.

If redevelopment long term were to be considered, retail on the ground floor should face onto Route 1, and uses above were suggested to be office; as residential on the east side of Route 1, especially student housing, is deemed less desirable.

Bethesda streetscape, MD

Cycle track

Commercial Streetscape, Washington, D.C.

Commercial Streetscape, Stamford, CT

CITY HALL OPTIONS

College Park City Hall main entrance

College Park City Hall facing southeast

The City Hall garage was built to support redevelopment and investment on the east side of Route 1. The City Hall site, bounded by Route 1, Lehigh, Yale, and Knox Road, was discussed as an opportunity to help achieve this goal. Several options were discussed and evaluated. A recommendation how to proceed was identified as a very high and immediate priority.

In all options, the block north of Lehigh Road (the small shopping center that includes the Bagel Place and Five Guys) will likely remain; the plan shows a potential new development/building footprint that could include ground level retail facing Route 1, College Avenue, and Lehigh, with office or residential above. Parking will need to be accommodated in the City Garage.

CITY HALL OPTIONS

Option 1 reflects the current proposal to renovate the existing building and expand to the north. The plan suggests a small civic green where a portion of the current surface parking lot exists. The remainder of the block is owned by UMD (the properties at the NW corner of Lehigh and Route 1 and the SW corner of the block), the City of College Park (the remainder of the surface parking lot), and 2 other property owners (the buildings along Route 1 between the 2 UMD properties).

If the remainder of the properties were consolidated and redeveloped, such as for office and/or university use, an approximate 10,000 SF building footprint is achievable. A building height of 4 stories or at a maximum allowable height of 6 stories would yield a total of 40,000 or 60,000 SF, respectively. While some parking can be accommodated at the existing surface lot, it would be necessary to accommodate additional parking in the City Garage.

KEY:

- Civic
- Green Space
- Ground Level Retail
- Future Buildings
- Existing Buildings

Pros Continue with current plan, costs and timetable

Cons Must vacate City Hall during construction
Keeping building limits creativity
Doesn't maximize use of land
Doesn't create a "signature" presence

CITY HALL OPTIONS

KEY:

- Civic
- Green Space
- Ground Level Retail
- Future Buildings
- Existing Buildings

Option 2 places the City Hall building immediately behind the existing buildings along Route 1. If the UMD building in the SW corner is demolished, City Hall would be visible from Route 1, even in the immediate term. The UMD site (demolished) could be a place for the civic green (small in the short term) and, once the other buildings along Route 1 were to be acquired and demolished, the civic green is expanded to command an even greater presence on Route 1.

The civic green could be a place to host a variety of civic events that would be immediately visible from Route 1 and help to activate this important corridor in a more meaningful way. Lehigh Road could be closed occasionally in all options, offering an opportunity to create a more robust setting for civic events.

The future office and/or university building adjacent to Yale Avenue would have an approximate 18,000 SF footprint. A building at the maximum allowable height of 3 stories would yield a total of 54,000 SF.

Pros
- May stay in current building during construction
- Creates “signature” City Hall presence
- Creates open space on Route 1

Cons
- Uncertainty of assembling Rte 1 properties
- Limits future building size to about 54,000 GSF
- Additional design cost

CITY HALL OPTIONS

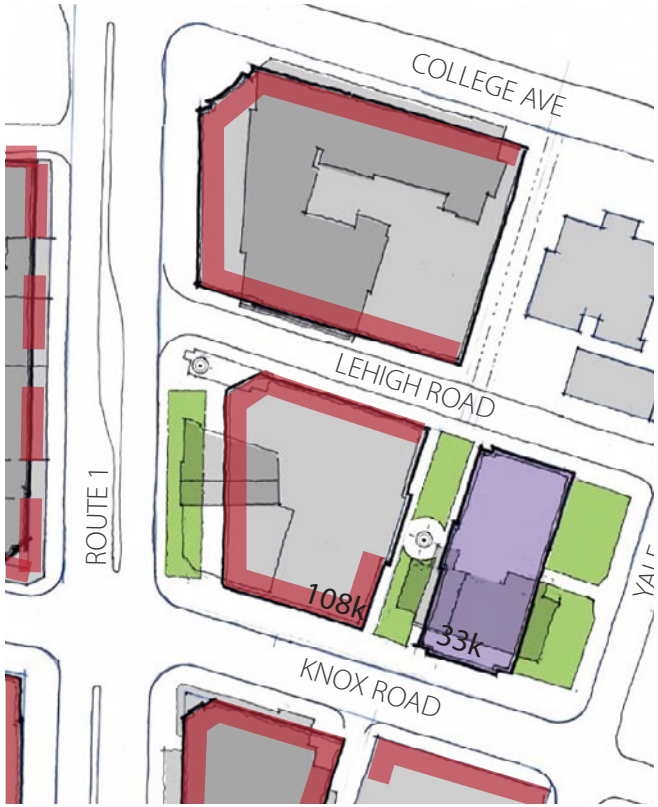
Option 3 suggests an entirely new City Hall building close to Yale Avenue, leaving adequate area for a civic green, while maximizing future development of the site. Such an approach may enable a future building with an approximate 20,000 SF footprint for office and/or university use. A building height of 4 stories or at a maximum allowable height of 6 stories would yield a total of 80,000 or 120,000 SF, respectively.

***Option 3A**, denoted by the hatched area, extends the future development site described in Option 3 to the block adjacent to College Ave. by closing a portion of Lehigh Road. This extension could maximize the amount of retail along Route 1 and create a more continuous "thread" of storefronts along the Route 1 corridor streetscape. This combined approach maximizes future development, including the potential for parking structure as part of a larger mixed-use development.

Pros
- Maximizes future development (esp. 3A)
- Green space links Lehigh and Knox
- Appropriate height transition

Cons
- Must vacate and demolish building
- Additional design cost
- Limited presence from Route 1

CITY HALL OPTIONS



KEY:

- Civic
- Green Space
- Ground Level Retail
- Future Buildings
- Existing Buildings

Option 4 places City Hall along Yale Avenue, maximizing future development potential of the site. In this scenario, City Hall and the civic green have little or no presence from Route 1. By repositioning the future development site, however, a plaza adjacent to Route 1 could provide opportunities for outdoor dining and active street use. A central green space provides a link between the future development site and city hall uses. In the short term, surface parking could remain; in the long term, parking would need to be accommodated in the City Garage.

The future building would have an approximate 18,000 SF footprint. A building height of 4 stories or at a maximum allowable height of 6 stories would yield a total of 72,000 or 108,000 SF, respectively.

Pros	Maximizes future development Appropriate height transition Creates “plaza” along Route 1 with retail
Cons	Must vacate and demolish building Additional design cost Limited presence; City Hall and green space

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Frank Brewer, Executive Director
College Park City-University Partnership
City Hall, 4500 Knox Road
College Park, Maryland 20740