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## Zoning Map Amendment The Mark at College Park

**ZMA-2024-002**

REQUEST	STAFF RECOMMENDATION
<p>This case was continued from the Planning Board hearing date of March 27, 2025 to May 1, 2025.</p> <p>To rezone the property from the Regional Transit-Oriented Low-Intensity Edge (RTO-L-E) Zone to the Regional Transit-Oriented Planned Development (RTO-PD) Zone.</p>	<p>With the conditions recommended herein:</p> <ul style="list-style-type: none"><li>• APPROVAL of Zoning Map Amendment ZMA-2024-002</li></ul>

**Location:** Approximately 635 feet west from the intersection of Hartwick Road and US 1 (Baltimore Avenue), between Hartwick Road and Knox Road.

Gross Acreage:	4.52
Zone:	RTO-L-E
Dwelling Units:	678
Gross Floor Area:	0
Planning Area:	66
Council District:	03
Municipality:	College Park

**Applicant/Address:**

The Mark at College Park, LLC  
315 Oconee Street  
Athens, GA 30601

**Staff Reviewer:** Evan King

**Phone Number:** 301 952 3554

**Email:** Evan.King@ppd.mncppc.org



Planning Board Date:	05/01/2025
Planning Board Action Limit:	N/A
Staff Report Date:	04/17/2025
Date Accepted:	01/06/2025
Informational Mailing:	08/13/2024
Acceptance Mailing:	12/19/2024
Sign Posting Deadline:	02/25/2025

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at

[http://www.mncppcapps.org/planning/Person\\_of\\_Record/](http://www.mncppcapps.org/planning/Person_of_Record/).

Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

**TECHNICAL STAFF REPORT**

TO: The Prince George's County Planning Board  
The Prince George's County District Council

VIA: Jeremy Hurlbutt, Supervisor, Zoning Section  
Development Review Division

FROM: Evan King, Planner II, Zoning Section  
Development Review Division

SUBJECT: Zoning Map Amendment ZMA-2025-002  
The Mark at College Park

REQUEST: To rezone the property from the Regional Transit-Oriented Low-Intensity Edge (RTO-L-E) Zone to the Regional Transit-Oriented Planned Development (RTO-PD) Zone.

RECOMMENDATION: **APPROVAL, with conditions**

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NOTE:

The Prince George's County Planning Board will hear the application on the agenda date of May 1, 2025, and will provide a recommendation to the Zoning Hearing Examiner. All parties of record will be notified of the Planning Board's recommendation.

You are encouraged to become a person of record in this application. Requests to become Persons of Record should be submitted electronically, by email to: ZHE@co.pg.md.us. Questions about becoming a person of record should be directed to the Hearing Examiner at 301-952-3644. All other questions should be directed to the Development Review Division at 301-952-3530.

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## EVALUATION CRITERIA

The Zoning Review staff have reviewed the subject application and present the following evaluation and findings leading to a recommendation of APPROVAL, with conditions, as further described in the Recommendation section of this technical staff report. The criteria for evaluation of this application includes, but is not limited to, the following:

- a. The relationships between Base and Planned Development Zones, as provided in Section 27-4105 of the Prince George's County Zoning Ordinance (see Finding 8.c).
- b. The findings to be addressed by the Prince George's County Planning Board in Section 27-3602(b)(7)(A) of the Prince George's County Zoning Ordinance (see Finding 8.a).
- c. The Planned Development Decision Standards in Section 27-3602(c) of the Prince George's County Zoning Ordinance (see Finding 8.b).
- d. The proposed Planned Development (PD) basic plans, and proposed PD conditions' compliance with applicable development standards in Part 27-6 of the Prince George's County Zoning Ordinance (see Finding 8.c).

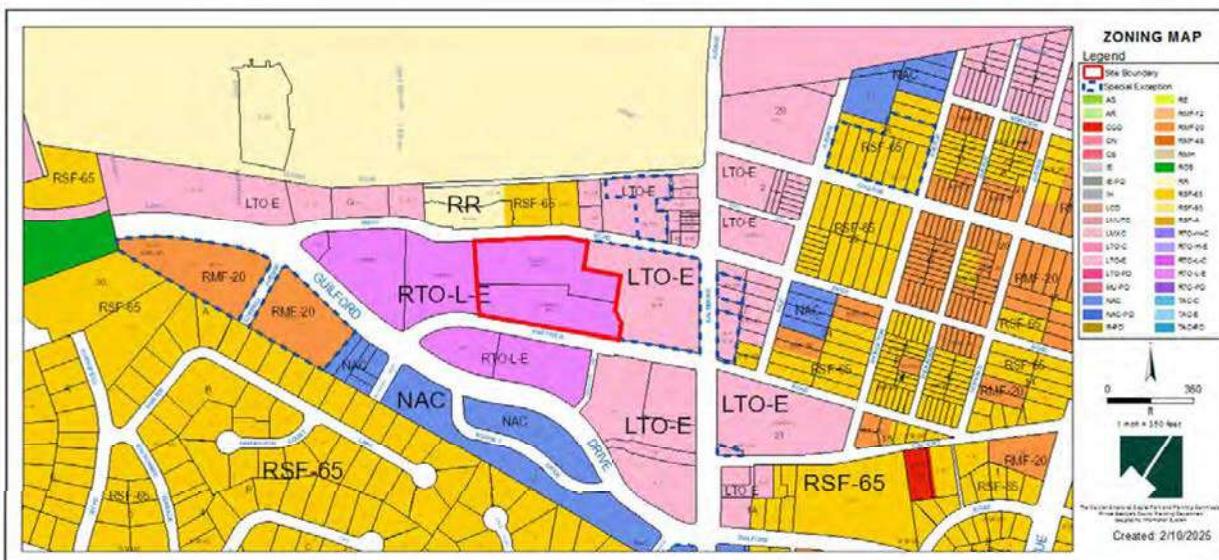
## BACKGROUND

In Prince George's County, Planned Development (PD) zones are intended to encourage innovative land planning and site design concepts that will support a high quality of life and achieve a high quality of development, environmental sensitivity, energy efficiency, and other County goals and objectives. To rezone a property to a PD zone, the Prince George's County District Council must generally find that the legislative prerequisites for the zone are met, and that the rezoning is compatible with the surrounding neighborhood. The establishment of a PD zone is a discretionary legislative decision that can be conditioned upon an applicant's compliance with additional requirements and restrictions that promote the general welfare.

1. **Location and Site Description:** The subject site is 4.52 acres and is located between Hartwick Road and Knox Road, approximately 635 feet west from the intersection of Hartwick Road and US 1 (Baltimore Avenue) in College Park, Maryland. The site consists of two parcels recorded in the Prince George's County Land Records as Parcels A and B, in Plat Book WWW 46 Plat No. 9. Access to the property is proposed from one driveway to Hartwick Road, and one driveway from a proposed right-of-way, Ancestors Lane. The property is currently located within the Regional Transit-Oriented, Low-Intensity Edge (RTO-L-E) Zone. The site currently consists of two condominium towers on parcels recorded in 1960, comprised of approximately 204 residential units. The proposed development would consist of multifamily residential units at a greater density, with outdoor amenities.
2. **History:** The subject site is currently occupied by the 204-unit College Park Towers condominium buildings. The property, consisting of Parcels A and B, was recorded in Plat Book WWW 46, Plat No. 9, approved on December 12, 1962.
3. **Neighborhood and Surrounding Uses:** The general neighborhood is bounded to the north by the University of Maryland (UMD), to the east by US 1, and to the south and west by Gilford Drive and residential uses to the south. The general neighborhood primarily

includes university campus grounds and activity centers zoned Residential, Rural (RR) and Neighborhood Activity Center; high density student housing zoned RTO-L-E and Residential Multifamily-20; commercial/retail uses zoned Local Transit-Oriented Edge (LTO-E); and single-family residential areas zoned Residential, Single-Family-65. The immediate properties surrounding the subject site and their respective zoning designations are as follows:

- North—** Campus housing in the RR Zone, and one fraternity house in the LTO-E Zone.
- East—** Commercial shopping center in the LTO-E Zone.
- South—** Mixed-use in the RTO-L-E and LTO-E Zones.
- West—** Mixed-use in the RTO-L-E Zone.



**Figure 1: Site Zoning Map**

**4. Request:** This application seeks a zoning map amendment (ZMA) to rezone the subject property from the RTO-L-E Zone, to the Regional Transit-Oriented Planned Development (RTO-PD) Zone, pursuant to Section 27-3602 of the Prince George's County Zoning Ordinance. The proposed uses with their approximate number of units and square footages are identified below:

<b>PROPOSED USES</b>	
Multifamily residential units	665
Amenities	33,308 sq. ft.

## 5. Development Data Summary:

	EXISTING	PROPOSED
Zone	RTO-L-E	RTO-PD
Parcels	2	2
Gross Acreage	4.52	4.52
100-year floodplain	0	0 acres
Net Lot Area	4.52	4.52 acres
Minimum Density	20 du/ac	*20 du/ac
Maximum Density	140 du/ac	*150 du/ac

**Notes:** \*Per Section 27-4303(d)(3) of the Zoning Ordinance, the required minimum density is set as 20 dwelling units per acre. The maximum density is to be established with the basic plan. The basic plan proposes a maximum density of 150 dwelling units per acre.

The calculation for density is as follows:

- Minimum Density – 90.4 dwelling units / 4.52 acres = 20.0
- Maximum Density - 678 dwelling units / 4.52 acres = 150

This planned development ZMA (PD-ZMA) request also includes design guidelines governing development of this project, including minimum development standards to be established with the basic plan. The table below provides a comparison of the existing base zone (RTO-L-E) standards and those proposed with the basic plan.

Development Standards	Base Zone (RTO-L-E) Standards	Proposed Standards
Block length, min.   max. (ft.)	400   800	400   800
Lot area, min. (sf.)	5,000	5,000
Lot width, min. (ft.)	50	50
Density, min. (du/net lot area)	20.00	20.00
Floor area ratio (FAR), min.(nonresidential and mixed-use)	No Requirement	No Requirement
Lot coverage, min.   max. (percent of net lot area)	No Requirement   80	No Requirement   80
Density, max. (du/net lot area)	140	150
Floor area ratio (FAR), max.	No Requirement	No Requirement
Build-to line, min.   max. (ft.)	15   35	0   35
Building width in build-to zone, min. (percent of lot width)	70	70

Development Standards	Base Zone (RTO-L-E) Standards	Proposed Standards
Front yard depth, min. (ft.)	10	0
Side yard depth, min. (ft.)	5	0
Rear yard depth, min. (ft.)	0	0
Building façade transparency, min. (percent of street-level façade area):		
Abutting or facing a street frontage or pedestrian way	No Requirement	No Requirement
Facing a transit station or public gathering space	No Requirement	No Requirement
Principal and accessory structure height, min  max. (ft.)	35   126	35   126

**6. Description of Proposed Project:** The applicant proposes redevelopment of the subject property. The applicant plans to raze the two existing residential buildings on-site known as College Park Towers, to construct two new high-rise apartment buildings at a greater density and coverage of the site. The applicant also plans to set aside a corridor between the two buildings, for a park-like promenade through the site, from Hartwick Road to Knox Road.

The two new buildings will directly front Knox Road and Hartwick Road, thereby, promoting pedestrian access and circulation to a greater degree than the current layout of the site, which has buildings surrounded by parking. Parking for the proposed buildings is structured within the buildings. The west building's vehicular access point will be directly on Hartwick Road, while the east building's access will be from the proposed right-of-way of Ancestors Lane.

The right-of-way of Ancestors Lane is proposed as part of a public access easement and is a northern extension of Ancestors Lane from the south, which will run along the property's eastern border, north from Hartwick Road and continuing through the neighboring property to terminate at Knox Road.

The Ancestors Lane right-of-way on the subject site will cut off an outlying portion of the property on the southern end of its eastern border. The applicant proposes to set this area aside for a pocket park, which will include outdoor seating, a small pedestrian path, and art features.

The pedestrian promenade through the site features a pedestrian path between the proposed buildings, from Hartwick Road to Knox Road, and lines up with the southern end of a UMD campus footpath across Knox Road to the north. The promenade will have a park-like design, with a concrete pedestrian path running between planted landscaping features and vegetative areas. In traversing the portion of the site ascending a steep slope from south to north, the path will incorporate stairways and ramps winding through planters. The northern end of the promenade will feature a small plaza centered on a tree-shaded seating area. The southern end will be composed of a hardscaped plaza with

movable tables and chairs. The applicant proposes bicycle amenities for the promenade, such as racks, troughs for transport via stairways, and a pump station.

## FINDINGS

7. **General and Master Plan Recommendations:** The proposed PD-ZMA is in conformance with the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035), and the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (sector plan).

### Plan 2035

Plan 2035 includes comprehensive policies and recommendations for guiding future development within Prince George's County. The following land use policies are applicable to this application:

**Policy 1: Direct a majority of projected new residential and employment growth to the Regional Transit Districts in accordance with the Growth Policy Map and the Growth Management Goals set forth in Table 17** (page 110).

**Policy 3: Use Plan 2035, including the Growth Policy Map and Center Classification System, to guide the development of land use policies for all future master and sector plans, functional plans, and other county planning documents** (page 112).

The land use vision of Plan 2035 is conveyed through the Growth Policy Map. The Growth Policy Map visualizes how the County should grow and contains various land uses based on the desired function and intensity of development.

The Growth Policy Map places this property in a Regional Transit District land use area (page 107). Regional transit districts merit the most dense and diverse future development under the growth policies put forward by this plan. Plan 2035 recommends directing the majority of future employment and residential growth in the County to the Regional Transit Districts, to enhance their function as the County's activity and economic centers, stem traffic congestion, and preserve outlying areas of the county (page 19). The proposed use of the site most closely fits one of the generalized future land use categories as defined by the Plan 2035:

- Residential High—Residential areas exceeding 20 dwelling units per acre. Mix of dwelling unit types, including apartments (page 100, Table 14).

The surrounding neighborhood is composed of high-density residential and commercial uses, with the UMD campus two blocks to the north, and single-family detached housing to the south past several intervening blocks of high- and medium-density residential uses. Rezoning the site to RTO-PD and enabling a greater density of dwelling units is envisioned to contribute to meeting the housing demands of UMD, and workforce demands of the College Park area as an employment center, in line with long range planning goals for the area. This proposed rezoning is also envisioned as enabling and promoting character and quality of life on the site and its surroundings through higher quality design and amenities than would be possible under the current base zoning.

This application meets the vision of Plan 2035's transit districts because it proposes high-density residential development with a high degree of pedestrian use and connectivity, proximity to high-capacity transit, and high-quality urban design in a core area.

### **2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment**

The sector plan categorizes the subject site's current land use as Residential High. Residential High is described as "detached and attached dwelling units and associated areas at densities higher than 20 dwelling units/acre" (page 57). Land uses to the south and east are categorized as Commercial, to the west and south as Residential Medium, and to the north as Residential Medium-High. Directly to the north of the site is the UMD campus, which is outside the bounds of the sector plan.

The approved land use for the site (page 60, Map 8) remains Residential High, while immediate surrounding approved uses are mixed, with Mixed Use Commercial predominating east of the site, and Mixed Use Residential predominating to the west. Much of the US 1 Corridor is currently designated as Commercial and approved Mixed-Use, with some areas further back from US 1 moving from current Institutional use to approved preservation, and some approved Mixed-Use. The proposed development fits the approved land use for the site.

Page 61 of the sector plan also includes a map of proposed comparative residential intensities along the corridor. The site is designated with the most intense type proposed: "4-10 Stories Walkable Node (University)." Policies proposed for all walkable node types are listed from pages 65 to 69. The proposal does not include commercial use, which is emphasized by numerous policies and strategies in this list, but not prescribed at the property level. The applicant notes that commercial uses within the property were discouraged during the pre-application neighborhood meeting and states that the dense residential use proposed would augment the use mix in the neighborhood, which contains commercial activity within walking distance of the proposed development. The proposal also does not address pedestrian safety measures off-site or within rights-of-way, though the proposed central promenade is envisioned as directly contributing to pedestrian viability of the surrounding area. The proposed project is fundamentally pedestrian-oriented, with surrounding pedestrian destinations, street-adjacent buildings, and the high densities as recommended in this section. The proposed project contributes to placemaking in several respects offered in this section as well—namely distinct architecture, taller heights, plazas, and hidden parking. While the proposed development does not address all desired aspects for the most intense type of walkable node, as mapped in this section, it is appropriate for this designated area on a basic level, most strongly on account of density and on-site pedestrian facilities.

8. **Compliance with Applicable Provisions of the Zoning Ordinance:** This finding is provided to evaluate all applicable zoning provisions, as it pertains to the proposed rezoning of the subject property from the RTO-L-E Zone to the RTO-PD Zone.

- a. **Section 27-3602(b)(7) – Review and Recommendation by Advisory Board or Official**

- (A) The Planning Board shall make a recommendation on the application in accordance with Section 27-3602(c), Planned Development (PD) Decision Standards, and transmit its recommendation to the ZHE. The**

**Planning Board may suggest revisions to the PD Basic Plan and PD Conditions of Approval. The Planning Board's recommendation shall address:**

**(i) Whether the application complies with Section 27-3602(c), Planned Development (PD) Decision Standards;**

The subject application conforms to the planned development decision standards found in Section 27-3602(c) of the Zoning Ordinance, as detailed in Finding 8b, and is summarized as follows:

The application conforms to Plan 2035, which considers the site to be in the Innovation Corridor, the priority area for the most intense development in the County. The application meets the standards of the sector plan, which considers the site to be in the Downtown College Park Walkable Node, a priority area for dense, walkable development.

The application meets the purposes of the RTO-PD Zone, which calls for dense, walkable development with access to transit and activity areas.

The application satisfies all applicable standards of the RTO-PD Zone, being located in an appropriate area, configured with pedestrian-oriented blocks, connected to pedestrian, bicycle, and transit networks to the maximum reasonable extent, and designed for strong aesthetic appeal and placemaking.

The proposed development will not adversely impact the surrounding properties, as they are similarly developed or stand to benefit from increased housing within short walking distance by virtue of their uses.

**(ii) The need and justification for the PD zone;**

The site is currently zoned RTO-L-E. Prior to the Countywide Map Amendment, it was zoned Multifamily High Density Residential, also lying in the Sector Plan's development district overlay. The current zoning allows for all residential dwelling types at high intensities and mixed uses, but with a cap on residential density that the applicant wishes to surpass. The following chart depicts the proposed density with that currently permitted:

<b>Currently Permitted Under RTO-L-E Zoning</b>	<b>Proposed Under RTO-PD Basic Plan</b>		
Maximum Density	140 du/ac	Maximum Density	150 du/ac
Acreage	4.52	Acreage	4.52
Current Maximum Number of Units	632	Proposed Maximum Number of Units	678

The applicant's justification for the proposed rezoning is the need for increased density to meet the priorities of the sector plan and Plan 2035, and to be harmonious with and beneficial to surrounding uses. As discussed in Plan 2035 and the sector plan, staff agree that the property lies in multiple areas designated for the most intense, dense development in the County, being near major activity centers and high capacity current and future transit services. Staff also concur that the proposed development is generally appropriate for the context of surrounding uses and harmonious with them, as typical residents will be students able to walk to the UMD campus with minimal routine need of a car and the space it requires, and similar student housing is developed with similar density and in a similar style.

**(iii) The effect of the PD zone, if any, on the land subject to the proposed PD and on surrounding neighborhoods; and**

The RTO-PD Zone will not negatively or adversely affect the subject property or the surrounding neighborhoods. The site is bounded to the north by the UMD campus, and to the east by a shopping center, both of which draw intense activity. The site is bounded to the south and west by contemporary high-density residential development similar to what is being proposed, with two blocks of high-density housing in both of these directions. Further out, there are more similar contemporary and some older high-density developments along US 1, with large areas of single-family detached homes to the south and east beyond. The UMD campus continues to the north.

While it is possible to develop multifamily housing in the RTO-L-E Zone without rezoning the property, the surrounding developed uses were constructed under the prior Zoning Ordinance and were permitted to develop at a higher density. Therefore, the proposed development will be harmonious with the neighborhood and will provide public benefits as proposed and recommended herein. The proposed pedestrian promenade, sidewalks, and block layout will also serve to improve pedestrian circulation and aesthetics of the neighborhood. The promenade should be well landscaped, designed to continue a campus footpath to the north through the site, and framed well by the two high-rise buildings. The change in parking layout, from a surface lot dominating the site to a hidden interior structure, is also an aesthetic and safety improvement for the site and surrounding neighborhood in its framing of a more complete streetscape in conjunction with existing buildings. The limited access points to the garage will create a more orderly vehicular circulation with fewer conflict points with pedestrians. Increased density is envisioned as contributing to a greater orientation toward transit and more pedestrian and bicycle travel.

**(iv) The relationship of the proposed PD zone to the purposes of this Ordinance, the General Plan, and the applicable Area Master Plan or Sector Plan, with appropriate consideration as to whether the proposed PD zone will further the purposes of this Ordinance, the General Plan, and the applicable Area Master Plan or Sector Plan.**

The proposed project meets the general purposes of planned development zones (Section 27-4301(a) of the Zoning Ordinance), as discussed in Finding 8.d. below, and the purposes of the RTO-PD Zone (Section 27-4303(d)(1) of the Zoning Ordinance), as discussed in Finding 8.f. below.

**Central US 1 Corridor Approved Sector Plan**

The visions of the sector plan for the Central US 1 Corridor, including subsidiary goals addressed by the proposal, are:

**Vision 1: Improved Mobility Through Walking, Transit, and Biking**

- Based on previous studies, stakeholder input, and transportation analyses, the plan envisions shared and dedicated bike lanes, widened sidewalks, and a pedestrian-oriented streetscape along the length of the corridor.**

The proposed project would facilitate pedestrian and bicycle travel through the interior of the site and contribute to a pedestrian-oriented streetscape.

**Vision 2: Unique, Walkable Nodes along US 1**

- Walkable nodes along US 1 are places for commerce, public services, and transit. They fulfill a growing demand for additional housing stock in the region. The higher densities envisioned in these walkable nodes also helps incentivize much-needed public amenities for the College Park community.**
- Each walkable node is directly and uniquely influenced by adjacent neighborhoods. Building height, scale, and type will be tailored to the existing businesses and residents, while accommodating desirable growth and change.**

The proposed project would increase density in an area designated as a walkable node, as prescribed. The project would allow growth and better match the design of surrounding newer developments. The

requested rezoning contributes to the benefits of density in particular, as discussed in this goal.

### **Vision 3: Enhanced Sense of Place**

- **New construction in College Park should respect and reinforce community character. The plan specified infill development appropriate to its particular urban condition. In walkable nodes around transit stops, main street buildings and more substantial mixed-use buildings will predominate. In other areas, infill construction should be consistent with the scale and character of neighboring buildings.**

The proposed buildings are of a similar scale and design to neighboring developments.

### **Vision 4: Sustainable Urbanism and Celebrating Natural Resources**

- **Implementing systemic and innovative approaches to managing urban stormwater on new redevelopment sites along the corridor will reduce dependence on costly regional systems. This can also minimize the levels of stormwater runoff flowing into Paint Branch, which has experienced increased flooding and erosion problems in recent years.**

The proposed project includes bioretention devices for on-site stormwater retention. This project will be subject to the County's stormwater management (SWM) requirements and reviewed by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE).

### **General Plan**

Plan 2035 addresses the following:

- Recommends directing as much future growth as possible to and maximizing density in designated Transit Districts and the Innovation Corridor, as delineated on a Growth Policy Map, places the site in both of these designated areas.
- Designates the site with the 'Residential High' future land use type.

The proposed project maximizes density in these appropriate areas and conforms to the description of its future land use type, thereby, furthering the purpose of Plan 2035.

Further details on conformance with Plan 2025 is discussed in Finding 7 above.

The proposed application to rezone the subject property from the RTO-L-E Zone to the RTO-PD Zone aligns with and furthers the purposes of the zoning ordinance by allowing a greater flexibility in design standards to provide public benefits which in this case will improve pedestrian circulation and create public spaces. It also furthers purposes of Plan 2035 and the sector plan, in concentrating development at a high density in a Walkable Node as designated by the sector plan and in a regional transit district and the Innovation Corridor as designated by Plan 2035.

b. **Section 27-3602(c) – Planned Development (PD) Decision Standards**

**Prior to the approval of the PD zone, the applicant shall demonstrate to the satisfaction of the District Council that the entire development:**

**(1) Is in conformance with the General Plan, the applicable Area Master Plan or Sector Plan, or any applicable Functional Master Plan;**

**Plan 2035**

This application is in conformance with Plan 2035 as discussed in detail in Finding 7 above.

**Sector Plan**

The Sector Plan recommends Residential High (Map 8: Approved Land Use South, page 60) land use on the subject property. The sector plan defines Residential High land use as detached and attached dwelling units and associate areas at densities higher than 20 dwelling units/acre (du/acre). The proposal to replace two existing multifamily buildings with two new multifamily buildings is consistent with the recommended land use. The Sector Plan identifies six distinct areas to become walkable nodes and provides recommendations for each. All corridor nodes are considered to be walkable nodes and are identified as desirable and appropriate locations for transit-oriented, mixed-use development at medium to high densities (page 48).

The proposed project is in the 'Downtown College Park' walkable node, meets the recommended density, and is located close or adjacent to transit stops. The application meets the recommendations for this designated area in ways specified below:

**Policy 1: Develop a series of pedestrian-friendly, transit-oriented, mixed-use walkable nodes at appropriate locations along the Central US 1 Corridor (page 65).**

The proposed project is pedestrian friendly and transit-oriented, meeting Policy 1 goals for walkable nodes – though the proposal does not include commercial use mixed with the principal residential use.

**Policy 2: Establish a strong sense of place along the Central US 1 Corridor by ensuring the highest quality of development** (page 67).

The applicant proposes relatively strong placemaking measures in the form of a development centered on pedestrian promenade and generally high standards for architecture anticipated, in line with Policy 2

**Policy 3: Create appropriate transitions between the higher intensity walkable nodes and existing residential neighborhoods** (page 68).

Policy 3 calls for transitional development between higher and lower-density areas. This is not a directly applicable standard to the proposed project, as it is in the center of the walkable node, and not on the border of the walkable node.

**Chapter 2 Plan Vision** (page 39)

**Vision 1: Improved Mobility Through Walking, Transit, and Biking**

- **The plan envisions shared and dedicated bike lanes, widened sidewalks, and a pedestrian-oriented streetscape along the length of the corridor** (page 41).
- **In designated walkable nodes, the pedestrian environment is enhanced with transit stops, street-oriented buildings with ground floor retail, and on-street parking** (page 41).

The proposed project includes a more pedestrian-oriented access across the site with the proposed pedestrian promenade and extension of Ancestors Lane. The site is close to existing and future stops for multiple modes of transit. However, the proposal does not include a mix of uses aside from recreational features or on-street parking.

**Vision 2: Unique, Walkable Nodes Along US 1**

- **Each walkable node is directly and uniquely influenced by adjacent neighborhoods. Building height, scale, and type will be tailored to the existing businesses and**

**residents, while accommodating desirable growth and change (page 42).**

The proposed height, scale, and design of the project would match existing abutting residential development, complement adjacent business and institutional uses, and accommodate growth in a manner sought by this plan.

### **Vision 3: Enhanced Sense of Place**

- **New construction in College Park should respect and reinforce community character. The plan specifies infill development appropriate to its particular urban condition. In walkable nodes around transit stops, main street buildings and more substantial mixed-use buildings will predominate. In other areas, infill construction should be consistent with the scale and character of neighboring buildings (page 43).**
- **During the charrette, College Park residents expressed a strong desire for neighborhood serving retail and more local businesses. Located within short walking distances of existing neighborhoods, the pedestrian-friendly nodes are ideal places for neighborhood-oriented commerce (page 43).**

The proposed project will not incorporate commercial uses, but will closely match the scale and design of abutting residential developments and contribute to better defined streetscape. This enhanced walkability would apply to the commercial dimension spoken to by members of the public at the above-mentioned charette.

### **Specific recommendations for the 'Downtown College Park' node**

**"The vision for downtown includes the re-establishment of its role as the focus of community activity. The area's tradition of multistory, multiuse buildings with retail on the first floor and either residences or offices on the upper floors should be reinstated. The range of hotel, dining, and entertainment uses that serve the university should be increased, and parking garages should accommodate new development" (page 79). "The core of the downtown area is located at Knox Road" (page 80).**

**The Sector Plan recommends to provide central public plazas that are spatially defined by building frontages and provide human-scaled façades, storefronts, and signage for pedestrian interest. "Street-oriented architecture would present doors, windows, balconies, and porches that face the street" (page 82).**

The proposed project meets urban design recommendations specific to the Downtown College Park Walkable node (page 78), in providing multistory residential development, promoting a high degree of leisure activity serving the university, and being structurally-parked. The only shortcoming regarding this section is the lack of commercial uses proposed.

### **Land Use and Urban Design Goals**

- **Incorporate new civic spaces and plazas connected by a network of streets, sidewalks, and trails (page 51).**
- **Create attractive, active streetscapes that provide safe pathways and enhanced connectivity for pedestrians and bicyclists (page 51).**

The project includes two plazas. Specifically, the pedestrian promenade is designed as a pedestrian route and connected to adjacent sidewalks and campus footpaths.

### **Corridorwide Policies**

#### **Policy 1: Increase mobility in College Park by adopting multimodal transportation principles and improving street network connectivity (page 61).**

The proposed project is oriented to pedestrian use and promotes pedestrian safety, linking up to surrounding pedestrian networks and creating new internal pedestrian connections. The project would also be served by immediately-adjacent to nearby transit options in nearly all modes—bus, metro, and future light rail.

#### **(2) Meets the purposes of the proposed PD zone;**

The purposes of the RTO-PD Zone are provided in Section 27-4303(d)(1), in which the application demonstrates conformance by providing vibrant, high density development, appropriate maximization of housing development in a priority area, walkable and bicycle and transit-accessible development, optimum density to support transit viability and local economic and activity diversity, bicycle and pedestrian access priority in design, and inviting, distinct and safe public space. An analysis of how the proposed development meets the specific purposes of the RTO-PD Zone and Section 27-4303(d)(1) is provided in Finding 8.f.

#### **(3) Satisfies all applicable standards of the proposed PD zone; and**

The applicable standards of the R-PD Zone are the intensity, dimensional, and use standards for the R-PD Zone, which are found in

Sections 27-4303(d)(2) and (d)(3) of the Zoning Ordinance. All standards are shown on Sheet C-1 of the proposed basic plan.

Regarding the intensity and dimensional standards as established in Sections 27-4303(d)(2) and (d)(3) and in the PD basic plan, staff note that:

- Proposed standards for block length, lot area, lot width, commercial floor area ratio, lot coverage, build-to line, rear yard depth, building façade transparency, and structure height are identical to those of the base RTO-L-E Zone where specified and conform to sector plan recommendations where unspecified in the ordinance (build-to line minimum).
- Proposed maximum density, 10 dwelling units per acre above the base RTO-L-E Zone's maximum, is less than that of recent bordering developments with equal or less-permissive zoning.
- Proposed minimum yard depths (not including rear) are less than RTO-L-E base zone standards, but in line with sector plan recommendations.

Per Section 27-4303(d)(2), the specific uses allowed in an individual RTO-PD Zone shall be established in the PD basic plan. The proposed multifamily dwellings are a permitted use. The use is also consistent with the recommended land uses in Plan 2035 and the sector plan.

The intensity and dimensional standards for the RTO-PD Zone are found in Section 27-4303(d)(3) and are to be established with the PD basic plan. All standards are shown on the proposed basic plan. Standards include the minimum density, maximum density, net lot area, lot width, lot coverage, and structure heights.

Additional standards provided in Section 27-4303(d)(4) of the Zoning Ordinance state that the following criteria must be met with the RTO-PD Zone:

#### **Location Standards:**

##### **An R-PD Zone may only be located on lands:**

- **Within a Regional Transit District as designated on the Growth Policy Map in the General Plan or the applicable Area Master Plan or Sector Plan, as may be amended from time to time; or**
- **Within that portion of the Innovation Corridor as designated on the Strategic Investment Map in the General Plan or the applicable Area Master Plan or Sector Plan, as may be amended from time to time,**

**located within that portion of the City of College Park between the Capital Beltway/I-95, south to the city's southern boundary.**

The property is located within both the Purple Line Regional Transit District and the portion of the Innovation Corridor designated as appropriate for the requested rezoning.

**Use Mixing:**

**The zone should be designed to provide a mix of uses. The integration of residential and nonresidential uses is strongly encouraged to allow residents to meet more of their daily needs within the zone.**

**Vertical Mixing of Residential and Nonresidential Uses:**

**The vertical mixing of residential uses with nonresidential uses within a single project or building, with residential development on upper floors, is strongly encouraged in the Core area and encouraged in the Edge area.**

**Horizontal Mixing of Residential and Nonresidential:**

**The horizontal mixing of stand-alone residential developments and adjacent stand-alone nonresidential or mixed-use developments in the zone is allowed, provided the developments are well-integrated in terms of complementary uses, access and circulation, and compatible design.**

The applicant cites observations of plentiful commercial activity within walking distance of the site and unfavorable trends in market demand for retail as well as feedback from the community during a preapplication neighborhood meeting that did not favor commercial uses on the site in justifying a considered elimination of commercial uses in the proposal. The proposal does not include any commercial uses on the site. Staff recommend that commercial is approved with PD so that it may be added in the future, if market conditions change, without requiring an amendment. The proposed development includes a recreational component in the pedestrian promenade.

**Shopping Centers:**

**Shopping center shall be a minimum of two stories (multi-story).**

Commercial is not proposed and any commercial added should be integrated into a vertical mixed-use development. If added, commercial should be at the ground floor and should be oriented toward the street and open space of the development.

### **Blocks and Alleys:**

**The zone shall be laid out in blocks, streets, and alleys, to maximum extent practicable.**

This project is redevelopment of a site that is part of a much larger block that extends from US 1 to Gilford Drive. The project proposes a pedestrian promenade that will divide the site into smaller more walkable areas.

### **Streets:**

**Streets shall be organized according to a hierarchy based on function, capacity, and design speed. They should terminate at other streets within the development and connect to existing and projected through streets outside the development.**

The proposed extension of Ancestors Lane on the east side of the property is the only proposed street. It will require future dedication by the property to the east and north to be completed. In the short term, it will provide access to the parking structure. When finished, it will terminate at Knox Road to meet this standard.

### **Private Sidewalks and Private Street Trees:**

- **Sidewalks shall be located on both sides of every street, with a planting strip between the curb and the sidewalk, as established in the PD Basic Plan. Street trees shall be spaced between 40-50 feet on center.**
- **Sidewalks shall be at least 15 feet wide along street frontages in the Core area, and at least 10 feet wide in the Edge area.**
- **Sidewalks shall maintain a pedestrian "clear zone" a minimum width of 5 feet that is unobstructed by any permanent or nonpermanent object.**
- **At least one walkway from an adjacent sidewalk shall be provided to each pedestrian entrance.**
- **Where a sidewalk, greenway path, or other walkway crosses a street, driveway, or drive aisle, the crossing shall be clearly marked with a change in paving material, color, or height, decorative bollards, or similar features.**

All sidewalk standards will be satisfied by the proposal except for width, which is proposed to be 6 feet, rather than the prescribed 10. While a width of 6 feet would be consistent with that of adjacent sidewalks, a width of 10 feet is required.

#### **Connectivity:**

**The internal vehicular, bicycle, and pedestrian circulation systems shall be designed to allow vehicular, bicycle, and pedestrian cross-access between the internal system and adjoining lots and development, as well as to any nearby or adjacent transit station.**

The applicant states that internal and external pedestrian, bicycle and vehicular connections are maximized to the greatest practicable extent. Although there is a lack of pedestrian through connections on the site's eastern and western borders. There are proposed walkways along these borders to pedestrian entrance to the buildings, but they do not continue the full width of the block. The central pedestrian promenade and future extension of Ancestors Lane will improve circulation on, through, and around the site for all models of transit.

#### **Building Configuration:**

- In the Edge area, and where appropriate, buildings should be used to define the street edge and the distinction between the public domain of the street and the private space of individual lots. To this end, buildings should have a consistent, setback alignment along the street frontage.**
- Buildings should be designed with a common architectural scheme. The intent should not be to create a uniform appearance, but rather a distinct sense of place.**

The statement of justification (SOJ) does show that representative architecture that will follow surrounding architectural schemes and a general site layout that will define the proposed pedestrian promenade and streets to north, and south. The proposal is in conformance with edge requirements. The design will be refined at the time of detailed site plan (DET).

#### **Parking:**

- All proposed new or additional off-street surface vehicle parking shall be located to the rear or side of the development's principal building(s) or in a parking structure.**

- **Surface parking lots with more than 100 parking spaces shall be organized into smaller modules that contain fewer spaces each and are visually separated by buildings or landscaped swales**
- **All vehicle parking lots and structures shall provide clearly identified pedestrian routes between parking areas and the primary pedestrian entrance(s) to the building(s) served by the parking areas**

Regarding parking standards, parking will be hidden within the interior of the site, in two structures, in line with the standards of the zone. Concepts and design for these structures will be provided at the time of DET.

**Transparency:**

**Where the façade of a principal building other than a single-family or two-family dwelling abuts or faces a street frontage or pedestrian way, or an adjoining transit station or public gathering space, a percentage of the street-level façade area shall be comprised of transparent window or door openings to allow views of interior spaces and merchandise so as to enhance safety and create a more inviting environment for pedestrians.**

Regarding transparency standards, street level facades will be designed to allow views of interior spaces, with higher transparency than minimum standards for the zone. Detailed concepts, materials and design for facades will be provided at the time of DET.

**Open Space Design:**

**Open space should be designed in a hierarchy of formal and informal spaces and used to enhance activity and identity. Formal open spaces consist of squares, greens, common areas, or other park-like settings where people may gather. Such areas should be bounded by streets and/or buildings. Informal open spaces are encouraged to be located throughout the zone, and take the form of walking paths, greenways, parks, passive recreation areas, and natural areas.**

The applicant proposes an interior pedestrian promenade running north to south between the two proposed residential buildings. The promenade will provide a range of formal and informal spaces such as a hardscaped plaza, and a more naturally landscaped green, both configured as gathering spaces with southern plaza being more formal and the north landscape area less formal. The two envisioned

gathering spaces and the variously-landscaped pedestrian paths connecting them would be framed strongly by the proposed high-rise buildings, as recommended by this standard.

The applicant also proposes a small park at the southeastern corner of the site, bounded by the proposed Ancestors Lane extension and an abutting shopping center retaining wall. To ensure that this small "pocket park" will be open to the public, a condition of approval has been included in the Recommendation section of this technical staff report, ensuring public access to this park.

**(4) Will not adversely impact the surrounding properties.**

The proposed development will not adversely affect the surrounding properties. As discussed in part 7, the immediate vicinity of the site includes a busy shopping center and UMD, both intense uses which would benefit from increased customer, student, and employment bases within walking distance. The site is also directly bordered on the remaining sides by residential redevelopments of similar-to-greater intensity, and the proposed project would complement them in a more attractive framing of surrounding streets, among other functional and aesthetic benefits. While there has been some concern over increased vehicular traffic impacts, the applicant has included safety measures surrounding vehicle access in their proposal, and a traffic study will be performed during the PPS.

**c. Section 27-4301(d)(1)(P) requires the Basic Plan include specific public benefits and project amenities in accordance with Section 27-4301(d)(3).**

Public benefits, as mentioned above, are defined by Section 27-4301(d)(3)(A) of the Zoning Ordinance as "superior features in a Planned Development zone that benefit the surrounding neighborhood, or the public in general, to a significantly greater extent than would likely result from development of the site under a base zone." Public benefits must meet all of the following criteria (Section 27-4301(d)(3)(B) of the Zoning Ordinance):

- i. Benefits shall be tangible and quantifiable items;**
- ii. Benefits shall be measurable and able to be completed or arranged prior to issuance of the first certificate of use and occupancy;**
- iii. Benefits must primarily benefit the surrounding neighborhood or service a critical Countywide need; and**
- iv. Benefits must significantly exceed applicable standards in PART 27-6: Development Standards.**

Section 27-4301(d)(3)(C) of the Zoning Ordinance contains a non-exhaustive list of ways for exhibiting public benefits. Public benefits are required to significantly exceed what would be required if the project were developed under the base zone.

The Prince George's County District Council is presumed to have already determined the proper zone for the subject property, and therefore, public benefits are required to be proffered by an applicant in exchange for the District Council's consideration of the applicant's request for more favorable zoning. Public benefits should generally be commensurate with the benefit to the applicant of the Planned Development zoning. They should not include any public improvements that will otherwise be required by the applicant to obtain other development approvals, such as improvements required to address public facility adequacy under the Subdivision Regulations.

### **Architecture and Design**

The applicant proposes several aspects of architecture and design of the project which will exceed base zoning standards:

- Fenestration of the street-facing façade of the ground floor is proposed to exceed 25 percent, above the required 15 percent under the base zoning. This is addressed in proposed Condition 1 in the Recommendation section of this technical staff report.
- The project is proposed to meet green building standards criteria to the extent it earns at least eight points under the scoring system set forth in Section 27-61603 of the Zoning Ordinance, above the required four points under the base zoning. This is addressed in proposed Condition 2, in the Recommendation section of this technical staff report.
- The applicant proposes to provide 204 bicycle parking spaces, above the required 104 spaces under the base zoning. This is addressed in proposed Condition 3.
- The applicant proposes to provide 12.5 percent of the area of the site as open space for the proposed pedestrian promenade, above the required 7.5 percent under the base zoning. This is included as proposed Condition 4 in the Recommendation section of this technical staff report.

### **Greenway/Pedestrian Promenade**

Also mentioned in this technical staff report, as a greenway or interior promenade, this is the public space between the two proposed buildings. As proposed, it is designed as a park-like pedestrian through-way between the buildings, leading from Hartwick Road north through the site, over its steep incline toward the northern side of the site to Knox Road, incorporating stairs, ramps, seating and vegetative landscape features. The northern end of the promenade, or greenway, will be located across Knox Road, from a footpath leading into the UMD campus. The promenade is intended to be an extension of the university and College Park pedestrian network, to make the area more walkable. The northern and southern ends of the promenade feature small plazas – a larger more formal, hardscaped one along Hartwick Road with tables and chairs and a smaller one consisting of landscaping, shade trees and informal seating, along Knox Road. Both ends of the

promenade will feature bike racks, and bike ramps are proposed as part of the stairways.

The applicant has specified several elements to be included in the pedestrian promenade, as required by Condition 5 in the Recommendation section of this technical staff report. The promenade will include the following features:

- one piece of public art
- At least four benches or seating areas
- At least one bicycle repair station
- A bicycle trough along its stairways
- At least one interactive artwork installation in addition to the one of piece public art
- At least two trash receptacles and two recycling receptacles
- At least two wayfinding signs

Staff recommend the following considerations be considered at the time of DET: the applicant should orient amenities, access points and balconies towards the pedestrian promenade to further activate it. The buildings and the pedestrian promenade should create a design that is centered around a theme or is cohesive. Staff suggest making this a gateway to the university, providing wayfinding signage and lighting that acts as both public art and architectural interest and wayfinding towards the university.

### **Ancestors Lane Extension**

The applicant notes the City of College Park's priority for a corridor along the eastern border of the site, for a 24-foot-wide northern extension of Ancestors Lane, a street to the south of the property. The route would include a 4-foot-wide landscaped strip and a 5-foot-wide sidewalk. Staff do not support the extension of Ancestors Lane as a public benefit under Section 27-4301(d)(3)(B), as the street is already required per Section 27-6206(k) of the Zoning Ordinance, which provides standards for block length. Staff note that a dedication of this corridor would be required for any redevelopment of the property to the north, and the applicant is not currently in a position to provide this, as they do not own this lot.

### **Pocket Park/Greenspace Along Ancestors Lane**

The applicant proposes to establish an area of the property to the east of Ancestors Lane as a public pocket park. A retaining wall on the abutting shopping center property frames the site of the proposed pocket park. The applicant has specified several elements to be included in the pocket park, as required by Condition 6 in the Recommendation section of this technical staff report. The pocket park will feature at least the following elements.

- one piece of public artwork

- a beehive, a little free library, and/or a little free art gallery
- one bench or seating area
- a pollinator garden
- one wayfinding sign

### **Conclusions on public benefits offered**

The applicant has specified and quantified several architecture and design features with collective characteristics significantly above the requirements of the base zoning. Except for the open space set-aside, the remaining proffers are eligible as contributing to the architecture and design public benefit under Section 27-4301(d)(3)(B). Staff support the listed features collectively as a public benefit under this section.

The applicant has specified and quantified several features of the proposed pedestrian promenade, beyond the requirements of the base zoning. These specified and quantified features support the notion of the proposed pedestrian promenade as an above and beyond public serving amenity.

As discussed above, staff do not consider the proposed extension of Ancestors Lane to be an eligible public benefit, as it is a required street under the Zoning Ordinance, and the portion proposed to be completed by this project is a proposed vehicular access point to the property, not public access through the block.

The applicant has specified several features of the proposed Ancestors Lane pocket park. Staff find the pocket park and its proposed elements to be an effective use of the space and an above and beyond benefit to the neighborhood.

Combined, the enhanced design features, promenade, and pocket park meet the minimum requirement for enhanced public benefits, to grant the additional density proposed with this development. At the time of DET, the applicant will need to show a cohesive design that uses architecture and open space features to strengthen the design and relationship to the university and College Park, as a whole.

d. **Section 27-4301(a) – General Purposes of Planned Development Zones.**

**The Planned Development (PD) zones are established and intended to encourage innovative land planning and site design concepts that support a high quality of life and achieve a high quality of development, environmental sensitivity, energy efficiency, and other County goals and objectives by:**

**(1) Reducing the inflexibility of zone standards that sometimes results from strict application of the zone development, form, and design standards established in this Ordinance;**

The flexibility provided by the RTO-PD Zone allows the applicant to develop the site at a greater density and intensity, which is conducive to more

innovative design and stronger placemaking via the proposed interior promenade. This will also promote greater pedestrian safety and viability. The development will also feature high-quality architecture, design and landscaping that will be introduced and evaluated at the time of DET.

Pursuant to the proposed development standards, a maximum of 678 multifamily dwelling units is proposed. Without a rezoning, the applicant would need to develop the property in accordance with the standards of the existing RTO-L-E Zone, which would allow a maximum of 632 units.

The purposes of the RTO-PD Zone are generally to promote vibrant, walkable environments accessible to transit that contribute to a neighborhood's full social and economic functioning within a compact area. The RTO-PD zone is also meant to channel as much growth as reasonably possible into designated areas fitting the above descriptions of walkability and transit access, in part by allowing greater density. A more complete consideration of the RTO-PD Zone's purposes and requirements is provided in Finding 8.f. below.

The proposed high density multifamily development with an innovative central pedestrian and placemaking feature in the interior promenade is appropriate for the purposes of the RTO-PD Zone.

**(2) Allowing greater freedom and flexibility in selecting:**

**(A) The form and design of development;**

The site would be developed in a dense, block and alley-based form, with two high rise residential buildings directly fronting the bordering streets and framing a landscaped interior pedestrian promenade, with three small public spaces. The design allows for greater pedestrian safety and connection to surrounding areas, and a more complete streetscape with stronger placemaking, complementing existing multifamily developments bordering the site.

The sector plan recommends the property for Residential High land use, with at least 20 residential dwelling units per acre. The proposed maximum density of 150 dwelling units per acre fits the recommended land use density.

The proposed density is intended to contribute to a more vibrant, pedestrian and transit accessible environment. Greater numbers of future residents would live within walking distance of UMD and adjacent commercial activity. They would also have direct transit access to much of the Washington metropolitan area. The economy of the neighborhood would be enhanced by their presence.

**(B) The ways by which pedestrians, bicyclists, transit users, and motorists circulate;**

The proposed PD Zone would promote the pedestrian-centered nature of the access and circulation designs. Buildings are oriented toward the street and to surrounding sidewalks, with parking hidden in the interior of the buildings and subordinated functionally and aesthetically to pedestrian circulation to a greater degree than required under the base zoning. The development will extend the more attractive framing of the surrounding streets from where new high-density developments to the west of the site have begun to do this. The proposed interior pedestrian promenade links up with the campus footpath across Knox Road to the north, formalizing the development's integration into UMD's pedestrian network. Bike racks are proposed for both ends of the promenade, along with ramps on the promenade's stairways.

**(C) The location and design of the development respective and protective of the natural features of the land and the environment;**

There are no environmentally sensitive features on the site, nor does it lie on environmentally sensitive lands; it is currently developed with two multifamily residential buildings and almost entirely paved and impervious.

The proposal includes stormwater retention features for the development, comprising collection and conveyance structures for stormwater draining to a central holding tank beneath the lower-lying portion of the interior promenade. The applicant states that architecture and design features and overall principles, currently unspecified and to be presented at later stages of review, will promote energy efficiency and minimal environmental impacts of the proposed development.

**(D) The location and integration of open space and civic space into the development; and**

As discussed in previous sections of this technical staff report, the requested rezoning promotes innovative incorporation of public space into the proposed development, in the form of a central pedestrian promenade and a peripheral pocket park. The block and alley layout, as discussed in other sections of this technical staff report, is more conducive to public spaces, attractively framing them.

The proposed interior promenade is well designed and landscaped, with two larger end segments designed as outdoor seating and gathering spaces. The promenade is framed by the two proposed

high rise, high density residential buildings in a similar attractive manner to a full or complete street.

The proposed Ancestors Lane pocket park is an effective use of liminal space, as determined by the overall plan for the site, framed well by the eastern side of the proposed eastern building and the existing shopping center retaining wall.

**(E) Design amenities.**

The Mark at College Park development proposes a variety of design principles that would be responsive to the purposes of the RTO-PD Zone. These principles include, but are not limited to the following:

- A block and alley layout promoting walkability, transit access, attractive streets and interstitial spaces, and critical economic and social mass via density.
- Strong and distinct landscaping and design for the central promenade, contributing to its function as a public passive and gathering space in addition to that of a pedestrian and bicycle access link.

**(3) Where appropriate, allowing greater freedom in providing a well-integrated mix of uses in the same development, including a mix of nonresidential development, housing types, lot sizes, and densities/intensities;**

No commercial uses are proposed for the site, though the applicant emphasizes that the immediate vicinity of the proposed project includes UMD and commercial activity in the area, both within short walking distance. The development includes a recreational component.

**(4) Allowing more efficient use of land, with coordinated and right-sized networks of streets and utilities;**

The requested planned development rezoning enables greater density and intensity of the proposed development, both of which increase the economic and environmental efficiency or sustainability of the use of the site. Designing for greater density also tends to lead to a more human scale, safer, and more attractive design of streets. The alley and block layout proposed for this project reinforce these positive qualities.

Vehicle access is proposed from two points along Hartwick Road, promoting pedestrian safety and circulation through and around the site over vehicular access to all sides of it as with more typical approaches. The Knox Road frontage that is on the side of UMD, is importantly left entirely to pedestrian and bicycle access.

Though the eastern and western borders of the site lack proposed complete pedestrian through connections, the central promenade is well conceived as a pedestrian and bicycle link to UMD's pedestrian and bicycle network. Adjacent sidewalks would continue along the site's street frontages, more attractively framed than under the current situation or allowed under current zoning.

Though some water supply alignments are specifically proposed, utility configuration will be discussed in more detail at later evaluation stages.

**(5) Promoting development forms and patterns that respect the character of established surrounding neighborhoods and other types of land uses;**

As discussed in previous sections, the proposed development will enhance the character of its immediate surrounding neighborhood. The UMD campus to the north and the shopping center to the east are intense activity centers that would benefit from a larger and denser student population within short walking distance. The proposed development would also continue the streetscaping and character benefits of similar developments already completed to the south and west of the site, and be aesthetically and functionally harmonious with them.

**(6) Improving community services and facilities and enhancing functionality of vehicular access and circulation; and**

As discussed in (4) above, the proposed development controls vehicular access while expanding bicycle and pedestrian access and safety, and promoting transit access. This promotes a more attractive, economically strong, and safe urban environment, but it also improves vehicular access and circulation. A less chaotic vehicle access regime standardizes traffic flow and minimizes conflict points. Increased pedestrian, bicycle and transit use also decreases vehicle congestion on and around the site as well as in the neighborhood and beyond. For a more comprehensive analysis of this issue, a traffic impact study will be required at the time of PPS.

**(7) Promoting development forms that respect and take advantage of a site's natural, scenic, and man-made features, such as rivers, lakes, wetlands, floodplains, trees, historic features, and cultural and archeological resources.**

The site straddles a steep slope separating a cretaceous terrace on which the UMD campus sits from a lower-lying alluvial area. This feature has strongly influenced the character of nearby similar developments, which incorporate wide, dramatic stairways in the walkways between their buildings. The proposed interior promenade seeks to accentuate this same topography to attain more distinctive character for the site. As previously discussed, staff suggested more focal point features to leverage this quality fully that were not all adopted in revised plans.

e. **Section 27-4301(d) – General Standards for All Planned Development Zones.**

**Before approving a PD zone classification, the District Council shall find that the application for the PD zone classification, as well as the PD Basic Plan and Conditions of Approval, comply with the following standards:**

**(1) PD Basic Plan.**

**(A) Establish a statement of planning and development goals for the zone that is consistent with the General Plan and the applicable Area Master Plan or Sector Plan and purposes of the PD Zone;**

The applicant states that their SOJ is intended as their statement of planning and development goals for the subject RTO-PD Zone.

**(B) Establish the specific principal, accessory, and temporary uses permitted in the zone. They shall be consistent with the Principal Use Tables (and may only be selected from uses identified as Allowable in the desired PD zone) in Section 27-5101(e), Principal Use Table for Planned Development Zones, and the purposes of the particular type of PD zone, and be subject to applicable use-specific standards identified in the PD Basic Plan, and any additional limitations or requirements applicable to the particular type of PD zone;**

The proposed permitted principal uses for the development include all allowable principal uses in the RTO-PD Zone, as listed in Table 27-5101(e) of the Zoning Ordinance.

The proposed permitted accessory uses include all allowable accessory uses in the RTO-PD Zone, as listed in Table 27-5201(d) of the Zoning Ordinance.

The proposed permitted temporary uses include all allowable temporary uses in the RTO-PD Zone, as listed in Table 27-5301(d) of the Zoning Ordinance.

**(C) Establish the general location of each development area in the zone, its acreage, types and mix of land uses, number of residential units (by use type), nonresidential floor area (by use type), residential density, and nonresidential intensity. The residential density and nonresidential intensity shall be consistent with the general purposes of the PD zone and the specific requirements of the individual PD zone;**

The site plan provides the type, location and density of the residential development proposed. The proposal is consistent with the general purposes and specific requirements of the PD zone.

**(D) Establish the dimensional standards that apply in the PD zone. The dimensional standards shall be consistent with the requirements of the individual PD zone, and its purposes;**

The proposed dimensional standards are shown in the development summary above.

**(E) Where relevant, establish the standards and requirements that ensure development on the perimeter of the PD zone is designed and located to be compatible with the character of adjacent existing or approved development. Determination of compatible character shall be based on densities/intensities, lot size and dimensions, building height, building mass and scale, form and design features, location and design of parking facilities, hours of operation, exterior lighting, siting of service areas, and any other standards deemed appropriate by the District Council;**

The applicant states that the scale of the proposed rezoning and development does not warrant separate standards. Staff add that multifamily developments bordering the site are at an equal or greater density and intensity than those proposed for this site.

**(F) Establish the general location, amount, and type (whether designated for active or passive recreation) of open space, consistent with the purposes of the individual PD zone;**

Section 27-6403 of the Zoning Ordinance states that the open space set-aside proportion for developments in an RTO-PD Zone, is 7.5 percent. The applicant has provided an open space set-aside exhibit for the proposal, which shows an open space set-aside proportion of 12.5 percent.

**(G) Identify the general location of environmentally sensitive lands, resource lands, wildlife habitat, and waterway corridors, and ensure protection of these lands consistent with the purposes of the individual PD zone and the requirements of this Ordinance;**

There are no environmentally sensitive lands, resource lands, wildlife habitat, or waterway corridors on the site, as it is fully developed and almost entirely paved over where not occupied by the site's two buildings.

**(H) Identify the general location of existing on-site and adjacent historic sites and districts and archeological and cultural resources;**

Staff have confirmed that there are no on-site or adjacent historic sites or districts, or archaeological or cultural resources.

**(I) Identify the general on-site pedestrian circulation system, including any existing on-site and adjacent pedestrian circulation systems (pedestrian and bicycle pathways, and trails), and how it will connect to off-site pedestrian systems in ways that are consistent with the purposes of the individual PD zone, and the requirements of this Ordinance;**

The public benefits and general PD zone requirements findings above discuss the existing and proposed pedestrian and bicycle circulation layouts. Sidewalks would line the northern and southern borders of the site as they do now, continuing off the site to the east and west. The interior promenade is flush with a campus footpath to the north across Knox Road. Knox Road also features a bike lane on its northern side.

**(J) Identify the general design and layout of the on-site transportation circulation system, including the general location of all public and private streets, existing or projected transit corridors, and how they interface with the pedestrian circulation system, and connect to existing and planned County and regional systems in a manner consistent with the purposes of the individual PD zone, and the requirements of this Ordinance;**

The on-site pedestrian circulation, public benefits, and general PD zone requirements sections above discuss sidewalks, bike lanes and the interior promenade of the site. The site abuts Knox Road to the North and Hartwick Road to the south. Both proposed vehicular access points are on Hartwick Road, one at each southern corner. The eastern access point will be provided slightly up the eastern border of the site via a new northern stub-extension of Ancestors Lane. In line with requirements of the RTO-PD Zone, the site would have direct access to multiple bus lines, adjacent access to more bus lines, be in close proximity to future College Park stations on the future Purple light rail line, and be within a mile or short bus or light rail trip of the College Park – University of Maryland Metro Station.

**(K) Identify the general location of on-site potable water and wastewater facilities, and how they will connect to existing and planned County and regional systems in a manner consistent with the purposes of the individual PD zone, and the requirements of this Ordinance;**

The submitted site plan identifies the general locations of water supply and sanitary sewer connections expected for the site, with a water supply connection serving the west building connected to the middle of its northern frontage from the Knox Road water supply line, and another water supply connection from the southern side of the east building to the Hartwick Road water supply line, and a

sanitary outlet for the site leaving the southwest corner of the west building and connecting to the sanitary pipe on Hartwick Road.

**(L) Identify the general location of on-site storm drainage facilities, and how they will connect to existing and planned County systems, in a manner consistent with the purposes of the individual PD zone, and the requirements of this Ordinance;**

The submitted site plan identifies stormwater collection, conveyance and detention devices proposed for the site and their locations. See the General Purposes of Planned Development Zones section above for a more detailed discussion of these features.

**(M) Identify the general location and layout of all other on-site and off-site public facilities serving the development (including any municipal public facilities, when the subject property is located within a municipality), and how they are consistent with the purposes of the individual PD zone. The other on-site and off-site public facilities considered shall include—but not limited to—parks, schools, and facilities for fire protection, police protection, EMS, stormwater management, and solid waste management;**

The two closest fire stations to the site are Affirmed Fire Protection Co. and College Park Volunteer Fire Department Co. 12. The site is served by University Park Elementary School, Buck Lodge Middle School, and Northwestern High School. The site is also served by the Hyattsville-Division I Prince George's County Police Department.

**(N) Establish provisions addressing how transportation, potable water, wastewater, stormwater management, and other public facilities will be provided to accommodate the proposed development;**

Sections (I), (J), (K), and (L) in the above findings discuss specific provisions for each of these necessities.

**(O) Establish the development standards that will be applied to development in accordance with Section 27-4301(d)(2), Development Standards.**

Compliance with these standards will be fully detailed and evaluated in future stages of the review process, but general descriptions of the development standards are noted in the development data summary section above, in accordance with Section 27-4301(d)(2) of the Zoning Ordinance.

**(P) Include specific public benefits and project amenities in accordance with Section 27-4301(d)(3).**

See Finding 8.c. above.

**f. Section 27-4303(d) – Regional Transit-Oriented Planned Development (RTO-PD) Zone**

**(1) The purposes of the Regional Transit-Oriented Planned Development (RTO-PD) Zone are:**

**(A) To provide lands for the establishment of high-quality, vibrant, high-density, mixed-use, transit-accessible development that supports economic development, reduces automobile dependency, supports walkable areas, and provides opportunities for alternative modes of travel;**

The RTO-PD Zone allows the applicant the flexibility to achieve the requested density and intensity to make a multifamily development viable.

The density, street orientation, and pedestrian promenade component of the proposed development will promote pedestrian and bicycle access and use, and support adjacent and nearby businesses with customers and employees living in a more accessible location.

**(B) To capture the majority of the County's future residential and employment growth and development;**

The proposed project would increase the number of residential units and residential share of an area of the county and specific site prioritized to host the most intense future development.

**(C) To incorporate key elements of walkable and bikeable areas that is well-connected to a regional transportation network through a range of transit options;**

The proposed development is within a dense, walkable area classified as a Walkable Node by the applicable sector plan, and would bring residential units oriented more toward the street and pedestrian travel than the current housing on the site, which is surrounded by parking. The proposal also includes an interior pedestrian and bicycle promenade lined up with a footpath into the university campus to the north, functioning as a southern extension of this path and extending the formalized pedestrian network of the area.

The proposed development is close to two future Maryland Transit Administration (MTA) Purple Line light rail stations at UMD, which

will provide direct service north into Montgomery County, and south toward the College Park – University of Maryland Metro Station and the New Carrollton Metro Station. The site also already features three bus lines stopping directly at the existing buildings, and more bus services that can be reached at US 1, a short walk to the east.

**(D) To provide the "critical mass" of use types and densities and intensities needed for intense, transit-supportive, mixed-use, transit-accessible development;**

Due to market analysis and community feedback provided at the preapplication neighborhood meeting, the applicant has made clear that the proposal will not involve commercial uses. However, the proposed rezoning would contribute to the residential density dimension of this purpose. The proposed project would be dense, transit-supportive and accessible.

**(E) To encourage a dynamic live, work, shop, and play environment that serves as an economic driver for the County's Regional Transit Districts;**

While the proposed project would not feature commercial uses, its density, pedestrian street orientation and student residents would contribute to the surrounding neighborhoods employment, retail and recreational uses by ensuring presence of residents for more hours of the day.

**(F) To include a well-integrated mix of complementary uses—including office, retail, personal services, entertainment, public and quasi-public, flex, medical, lodging, eating or drinking establishments, residential, and recreational;**

The proposed development includes a significant recreational component complementary to the principal residential use, and serves the general public.

**(G) To provide multiple, direct, and safe vehicular, bicycle, and pedestrian connections between developments, and prioritize transit, pedestrian, and bicyclist access;**

The proposed development would include two vehicular access points, one on the southwestern corner of the site on Hartwick Road, the other on the Ancestors Lane right of way on the lower eastern side of the site. There are three proposed pedestrian access points: two on the western side of the western building, and one on the eastern side of the eastern building, all at the ends of paths from Knox and Hartwick Roads. These paths do not continue from one road to the other, but the proposed pedestrian and bicycle promenade between the two buildings extends between the two roads. The promenade is flush with a pedestrian path into the UMD

campus to the north and is intended to function as a southern extension of it. Both roads bordering the site feature sidewalks to relatively walkable similar apartments to the west and the shopping center to the east along US 1 (Baltimore Avenue). The promenade is proposed to include bicycle ramps, pump stations, racks and other features. Both roads bordering the site are labeled by the applicant as bike routes, but while they do not feature voluminous high speed vehicle traffic, only Knox Road currently features bicycle infrastructure. The proposed promenade is designated as a bike route and a strong potential cycling destination or waypoint.

**(H) To incorporate buildings, open spaces, and other site features that are arranged and designed to create an inviting, walkable, safe, socially-interactive environment;**

The proposed project's orientation to the street and pedestrian promenade framed by its two buildings promote inviting, walkable, safe, and socially-interactive qualities. Direct street-fronting buildings are inviting, as is the well-landscaped and attractively-designed pedestrian promenade. The central location and density of the proposed project promote walkability, as does the configuration of the site around the promenade linked to the campus footpath to the north.

**(I) To include distinctive and engaging public spaces that help create an identity and sense of place for the zone; and**

The defined and attractive proposed design of the interior promenade on the site makes it distinctive and promotes a strong sense of place. The pedestrian orientation of the proposed project also promotes placemaking at a more basic level, in moving away from automobile-oriented dominance of parking and wide roadways.

**(J) To provide a range of housing options.**

The proposed use is for multifamily development. Other housing types exist nearby, but the high-density multifamily land use is what the sector plan envisions for the site. The development will contribute to the mix of housing types in the overall sector plan area.

**g. Section 27-4402 – Policy Area Overlay Zones**

The subject property is located within Aviation Policy Area 6. The purpose of the Aviation Policy Area Overlay Zone is to establish standards of safety and compatibility for the occupants of land in the immediate vicinity of airports with traffic patterns over land in Prince George's County. The height of the building will have to demonstrate conformance with Federal Aviation Administration requirements at time of DET.

h. **Part 27-6 - Applicable Development Standards**

Per Section 27-3602(a)(5)(H), Planned Development Zoning Map Amendment Submittal Requirements, of the Zoning Ordinance, a planned development zoning map amendment (PD-ZMA) application shall include a proposed PD basic plan and proposed PD conditions of approval addressing all requirements and standards set forth in Section 27-4300, Planned Development Zones, of the Zoning Ordinance.

Per Section 27-4301(d)(2), General Standards of All Planned Development Zones, before approving a PD zone classification, the Prince George's County District Council shall find that the application for the PD zone classification, as well as the PD basic plan and conditions of approval, comply with the development standards in Part 27-6, Development standards and the 2018 *Prince George's County Landscape Manual* (Landscape Manual) shall apply to all development in each PD zone. Conformance with the development standards will also be further evaluated at the time of DET.

As part of the PD-ZMA application, the applicant requests four modifications to the development standards (per Section 27-4301(d)(2)).

- First, the applicant requests a modification to the public utility provision requirement as stated in Section 24-4205 of the Prince George's County Subdivision Regulations, citing presence of sufficient utility infrastructure; However, only those development standards in the Zoning Ordinance that apply to a subdivision approval may be modified at the time of Basic Plan and staff finds this request impermissible since it seeks to modify a provision of the Subdivision Regulations.
- Second, the applicant requests a reduction in the minimum vehicle stacking space standard as stated in Section 27-6206(m)(2)(A) of the Zoning Ordinance, as the applicant states the standard is more appropriate for conventional suburban development;
- Third, the applicant requests halving the minimum required off-street parking space standards as stated in Section 27-6305(a) of the Zoning Ordinance, as bordering similar developments provide similar parking space by proportion to their numbers of residential units;
- Fourth, the applicant requests a reduction in the minimum number of required off-street loading berths as stated in Section 27-6310 of the Zoning Ordinance, as the buildings are proposed to be fully furnished with minimum need for bulk moving.

Staff agree that these requested modifications to the development standards are reasonable and appropriate given the characteristics of the proposed development and of the site.

As described in the applicant's SOJ, staff find that the proposed development will meet the applicable development standards. The following discussion is offered:

**(1) Section 27-6200 Roadway Access, Mobility, and Circulation**

The site will be served by two vehicular access points: one on the proposed west building's Hartwick Road frontage, in its southwestern corner, the other along eastern border of the site on the southeast corner of the proposed east building. The eastern access point will be at the end of a new stub extension of Ancestors Lane, which continues to the south.

The site will be served by sidewalks on both of its street frontages, which will tie into existing sidewalks extending off-site to the east and west. The site will be bisected by a pedestrian promenade through the middle of the site from Hartwick Road to Knox Road, which is intended as a southern extension of a campus footpath across Knox Road to the north. The promenade will ascend a steep slope in its northern portion, and incorporate stairways, ramps, and bicycle walking ramps to aid users of all abilities.

The site will include bicycle racks at the ends of the interior promenade to serve residents and visitors. The abutting streets are put forth as proposed bike routes by the applicant. Only Knox Road, to the north and fronting the UMD campus, has a currently existing bike lane. The site has a bus stop serving three routes directly on its Knox Road frontage, with nearby US 1 hosting more. The MTA Purple Line light rail service is under construction, and soon to serve College Park and the university with multiple stops that will be within a short walk of the site. The College Park - University of Maryland Metro Station is within a mile of the site.

**(2) Section 27-6300 Off-Street Parking and Loading**

Parking is proposed to be within the interior of the proposed buildings and partially underground, surrounded and hidden by the residential portions of the buildings to enable orientation of the buildings to the street and better pedestrian safety and function. As discussed in the proposed modifications section above, reductions in required parking are sought by the applicant due to the proposed nature of the development and use.

**(3) Section 27-6400 Open Space Set-Asides**

Section 27-6403 states that the open space set-aside amount for a development in the RTO-PD Zone is 7.5 percent. Features that can count toward the open space set-aside amount include natural features (lakes, ponds, rivers, streams, bays, shorelines, wetlands, drainageways, and other riparian areas), active recreational areas (areas and facilities used for active recreational purposes, such as ballfields, playgrounds, tennis courts, pools, jogging trails, community buildings, clubhouses, and land dedicated for parks), passive recreation (plantings and gardens), squares, forecourts, plazas, required landscape areas and agricultural buffers, stormwater

management (SWM) areas treated as site amenities, and public access easements with paths or trails.

At the current stage of review, an open space set-aside proportion of 12.5 percent is proposed, which will consist of the interior promenade and the Ancestors Lane pocket park.

**(4) Section 27-6500 Landscaping**

This development will be required to demonstrate conformance to the Landscape Manual at the time of DET. Per Section 27-4301(d)(2), any modifications to the Landscape Manual may only be made pursuant to alternative compliance or a major departure.

**(5) Section 27-6600 Fences and Walls**

All fences and walls within the proposed development will be required to demonstrate conformance with the section at the time of DET.

**(6) Section 27-6700 Exterior Lighting**

A lighting plan or photometric plan will be required at the time of DET, demonstrating how all exterior lighting would comply with the standards of this Section.

The applicant has not proposed detailed concepts for lighting at this stage of review, but has indicated it will be an emphasized feature.

**(7) Section 27-6800 Environmental Protection and Noise Controls**

Generally, the site does not contain sensitive environmental features, being occupied almost entirely by buildings and paved surface. Staff have provided discussion of environmental requirements to which this plan will be subject, however, the applicant has obtained a required natural resources inventory (NRI) for the site, confirming the lack of woodland or regulated environmental features (REF). The proposed development will require a Type 2 tree conservation plan (TCP2) at the time of DET. The woodland conservation and afforestation thresholds of 15 percent will need to be met on-site. The NRI did identify two specimen trees on the site, impacts to which will be evaluated at later stages of review. The applicant has proposed designs for SWM devices on the site, but the site will also be subject to a required SWM concept plan at the time of DET. An initial Natural Resources Conservation Service-based soil analysis for the site found no geotechnical issues. The proposed project will also require an approved Grading, Erosion, and Sediment Control Plan at the time of DET.

**(8) Section 27-6900 Multifamily, Townhouse, and Three-Family Form and Design Standards**

The project is proposed to consist entirely of multifamily dwelling units. Standards for multifamily development found in Section 27-6900 of the Zoning Ordinance speak to site access and parking, building orientation, length and façade variation and materials, window transparency, roofs, garages, and outdoor activity areas. These standards are designed more for suburban multifamily development rather than the urban-style compact development proposed, but the proposed project generally surpasses these standards, where applicable, which will be evaluated in more detail at the time of DET.

**(9) Section 27-61000 Nonresidential and Mixed-Use Form and Design**

There is no nonresidential use proposed as part of this project.

**(10) Section 27-61200 Neighborhood Compatibility Standards**

The surrounding area is developed with similar and higher-density student housing, a major university campus, and a shopping center, with detached single-family housing further out. The proposed development is at an appropriate density for the intense bordering activities of the UMD campus and the shopping center to the east. Detailed designs must conform to applicable sections of the Landscape Manual. Conformance with this section will be demonstrated at the time of DET.

**(11) Section 27-61500 Signage**

No signage was proposed with the subject application. Signage proposed in subsequent applications are required to conform to this development standard section.

**(12) Section 27-61600 Green Building Standards**

The applicant shall strive to utilize green building techniques applicable for the proposed residential development. Green building techniques will be evaluated at the time of DET.

**9. Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are incorporated herein by reference, and major findings are summarized, as follows:

- a. **Historic Preservation**—In a memorandum dated February 10, 2025 (Stabler, Smith, Chisholm to King), Historic Preservation staff stated that following a search of current and historic photographs, topographic and historic maps, and locations of currently known archaeological sites, the probability of archaeological sites on the property was low and an archaeological study is not recommended.
- b. **Community Planning**—In a memorandum dated March 3, 2025 (Tariq to King), the Community Planning Section provided a review of the proposed development and its conformance to the sector plan, which has been incorporated into Findings 6 and 7 above.

c. **Environmental Planning**—In a memorandum dated February 21, 2025 (Meoli to King), the Environmental Planning Section included a review of the proposed development.

### **Natural Resources Inventory**

Section 27-6802 of the Zoning Ordinance requires an approved NRI plan with PD-ZMA applications. Approved NRI-115-2024 was included in the application and confirms that the site does not contain woodland or REF. No further information is needed at this time.

### **Woodland Conservation**

The project is subject to the 2024 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) and environmental regulations contained in Subtitles 24, 25, and 27 of the Prince George's County Code. The woodland conservation and afforestation thresholds will remain at 15 percent with the proposed RTO-PD Zone. The site does not qualify for a standard letter of exemption from the WCO because the site is greater than 40,000 square feet. All future development applications will require tree conservation plans in accordance with the WCO. Per Section 25-121(c)(3) of the County Code, the woodland conservation and afforestation thresholds shall be met on-site.

### **Specimen Trees**

The approved NRI-115-2024 identifies two specimen trees located on the site. Any impacts to the specimen trees will be evaluated with future development applications.

### **Regulated Environmental Features**

The approved NRI-115-2024 confirms that the site does not contain REF.

### **Stormwater Management**

Section 27-3605(c)(5)(F)(x) of the Zoning Ordinance requires an approved SWM concept plan and approval letter to be submitted with the subject application. A SWM concept plan will be reviewed by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). The plan will be submitted and reviewed with the future PPS and DET.

### **Soils**

Section 27-6809, Unsafe Lands, of the Zoning Ordinance, states that “all applications shall conform to the requirements pertaining to unsafe land in Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations.” Section 24-4101(c)(1) of the Subdivision Regulations states “The Planning Director or Planning Board, as appropriate, shall restrict or prohibit the subdivision of land found to be unsafe for development. The restriction or prohibition may be due to: a) natural conditions, including but not limited to flooding, erosive stream action, high water table, unstable soils, severe slopes or soils that are unstable either because they are highly erodible or prone to significant movement or deformation (Factor of Safety < 1.5), or b) man-made conditions on the land, including but not limited to unstable fills or slopes.”

According to the United States Department of Agriculture Natural Resource Conservation Service Web Soil Survey, the predominant soils found to occur include Urban land-Christiana-Downer complex. Christiana clay is mapped on the site, but no geotechnical issues have been identified at this time.

### **Erosion and Sediment Control**

Section 27-6805 of the Zoning Ordinance requires an approved grading, erosion, and sediment control plan. Development shall comply with the requirements for sedimentation and erosion control in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the County Code.

Erosion and sediment control will be addressed at the time of DET, along with the TCP2. The TCP2 must reflect the ultimate limits of disturbance not only for installation of permanent site infrastructure, but also for the installation of all temporary infrastructure, including erosion and sediment control measures.

- d. **Transportation Planning**—In a memorandum dated February 18, 2025 (Smith to King), the Transportation Planning Section finds that transportation facilities, as well as pedestrian and bicycle facilities within the proposed application, are consistent with Section 27-3602. The proposed re-zoning of the property will not impair the ability to make transportation-related recommendations that are supported by an approved master plan or functional master plan, or included in the Subdivision Regulations and Zoning Ordinance.
- e. **Subdivision**—In a memorandum dated February 1, 2025 (Gupta to King), the Subdivision Section provided a review of the subject application and noted the following:
  - A PPS and certificate of adequacy will be required for the proposed development following approval of this application, per Section 24-3402(b)(1) of the Subdivision Regulations.
  - The proposed site layout and lotting pattern will be further evaluated with the PPS and must comply with all design standards contained in the Subdivision Regulations.
  - A final plat of subdivision is required subsequent to approval of this zoning map amendment, and following the approval of the PPS, before any permits may be approved for development of this site.

It is noted that, at the time of PPS, on-site and off-site bicycle and pedestrian facilities, transportation improvements, and requirements for mandatory parkland dedication will be applicable. The required analysis and features are applicable in the base zone. Accordingly, the public benefit features proposed shall exceed those facilities which are typically already required.

- f. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated February 24, 2025 (Thompson to King), DPR provided an evaluation of the subject application and support the proposal.

- g. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire/EMS Department did not offer comments on the subject application.
- h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated January 7, 2025 (Branch to King), DPIE's Site/Road Plan Review Division provided the following comments:
  - (1) The 2018 Water and Sewer Plan designates Condo Phases I and II in water and sewer Category 3 inside the Sewer Envelope, in the Growth Tier, and within Tier 1 under the Sustainable Growth Act – Planned for public sewer service.
  - (2) Water and sewer lines abut the properties in both Knox Road and Hartwick Road. Water and sewer line extensions or on-site systems may be required to service any proposed development and must be approved by the Washington Suburban Sanitary Commission (WSSC) before recordation of a final plat. Both properties currently have active accounts with WSSC.
- i. **Prince George's County Department of Public Works and Transportation (DPW&T)**—At the time of the writing of this technical staff report, DPW&T did not offer comments on the subject application.
- j. **Maryland State Highway Administration (SHA)**—At the time of the writing of this technical staff report, SHA did not offer comments on the subject application.
- k. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, WSSC did not provide any comments.
- l. **Prince George's County Health Department**—In a memorandum dated January 23, 2025 (Adepoju to King), the Health Department stated they did not have comments or recommendations.
- m. **City of College Park**—As noted in a report dated March 14, 2025, the City of College Park City Council voted to support this application with a list of considerations.

**10. Community Feedback:** At the time of the writing of this technical staff report, the Prince George's County Planning Department had not received written correspondence or direct communication from members of the public regarding the subject application.

## **RECOMMENDATION**

Based upon the foregoing evaluation and analysis, Zoning staff recommend that the Planning Board adopt the findings of this report and APPROVE Zoning Map Amendment ZMA-2024-002, for The Mark at College Park, subject to the following conditions:

1. At least 25 percent fenestration for the street-facing façade area of ground floor for each building shall be composed of windows and doors, exceeding the base zoning requirement of at least 15 percent, per Section 27-6903(g) of the Prince George's County Zoning Ordinance.
2. The development shall earn at least eight Green Building points from the Green Building Point System provided in Table 27-61603(b) of the Prince George's County Zoning Ordinance, exceeding the base zoning requirements of at least four points, per Section 27-61603 of the Zoning Ordinance.
3. At least 204 bicycle parking spaces within the development shall be provided, exceeding the base zoning requirements of at least 104 spaces, per Section 27-6309(a)(2) of the Prince George's County Zoning Ordinance.
4. In accordance with Section 27-4301(d)(1)(P) of the Prince George's County Zoning Ordinance, a publicly accessible greenway/pedestrian promenade shall be provided which shall include the following:
  - a. Two plazas, one each at the north and south ends of the greenway/pedestrian promenade
  - b. An Americans with Disabilities Act-compliant ramp ascending the steep portion at the northern end of the promenade, in addition to stairways at this location.
  - c. One piece of public art
  - d. At least four benches/seating areas
  - e. At least one bicycle repair/"fix it" station
  - f. One bicycle trough
  - g. At least one piece of interactive artwork
  - h. At least two trash and two recyclable receptacles
  - i. At least two wayfinding signs
5. In accordance with Section 27-4301(d)(1)(P) of the Prince George's County Zoning Ordinance, a publicly accessible greenspace/pocket park shall be provided in the specified portion of the property, which shall include at least the following:
  - a. One piece of public artwork
  - b. One beehive, free little art gallery, or free little library
  - c. One bench/seating area

- d. A pollinator garden
- e. One wayfinding sign

6. At the time of detailed site plan, the site plan shall include a section on required public benefits as outlined in these conditions, their required features, and how the site plan satisfies these requirements.

**Consideration:**

- 1. The applicant should consider providing electric vehicle charging spaces as a feature of the proposed parking structures.
- 2. The applicant should consider orienting amenities, access points, and balconies toward the pedestrian promenade to further activate it. The buildings and pedestrian promenade should create a design centered around a theme or one that is cohesive, making this a gateway to the University of Maryland, and should provide wayfinding signage and lighting that act as public art and provide architectural interest and wayfinding towards the university.

# THE MARK AT COLLEGE PARK

Zoning Map Amendment

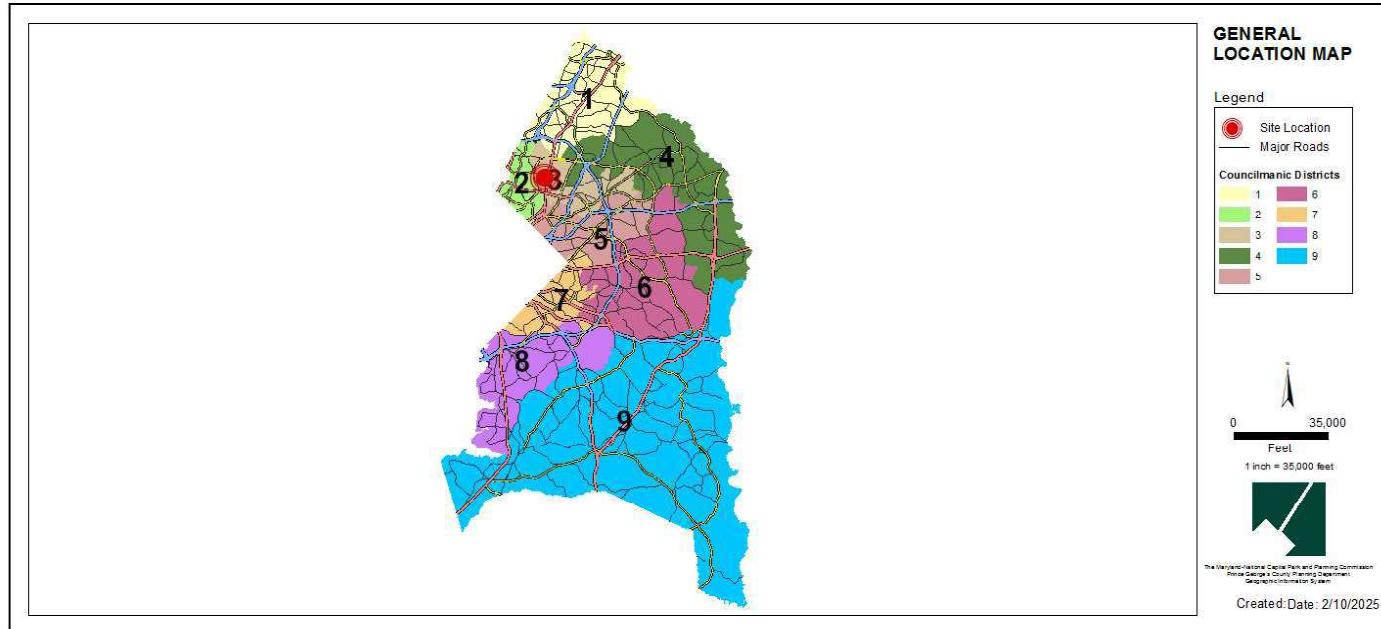
Staff Recommendation: APPROVAL with conditions



# GENERAL LOCATION MAP

Council District: 03

Planning Area: 66

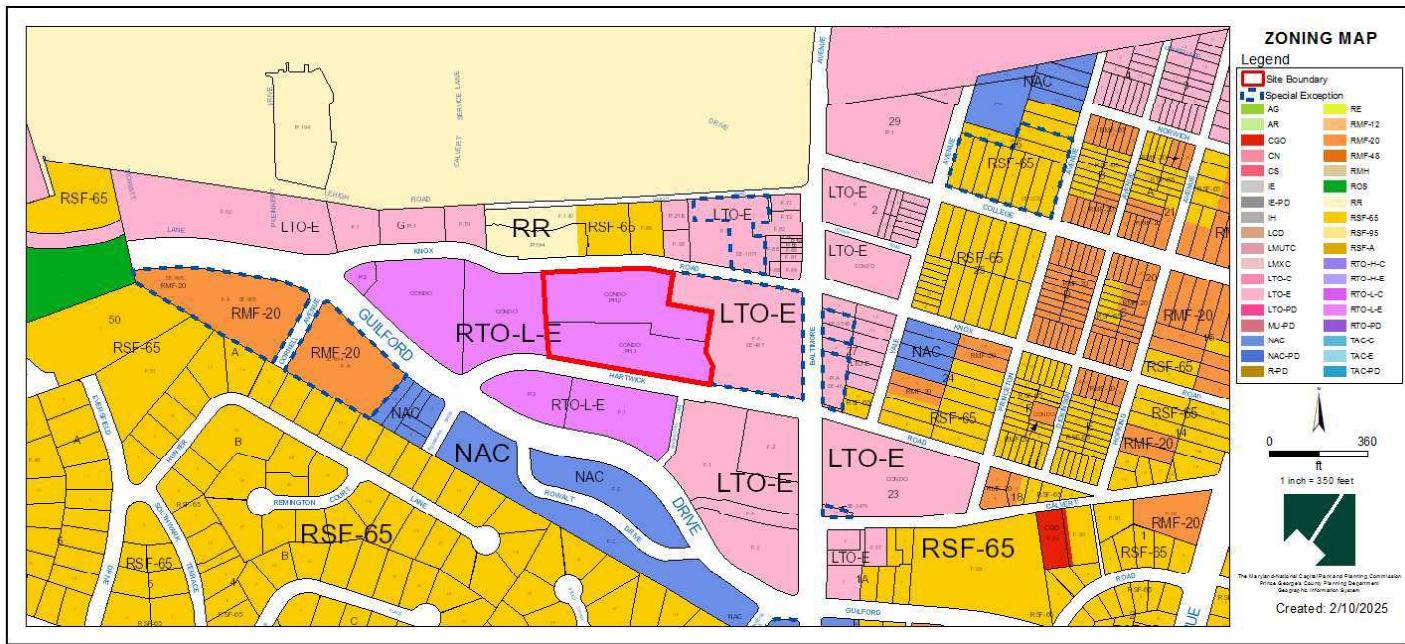


## SITE VICINITY MAP



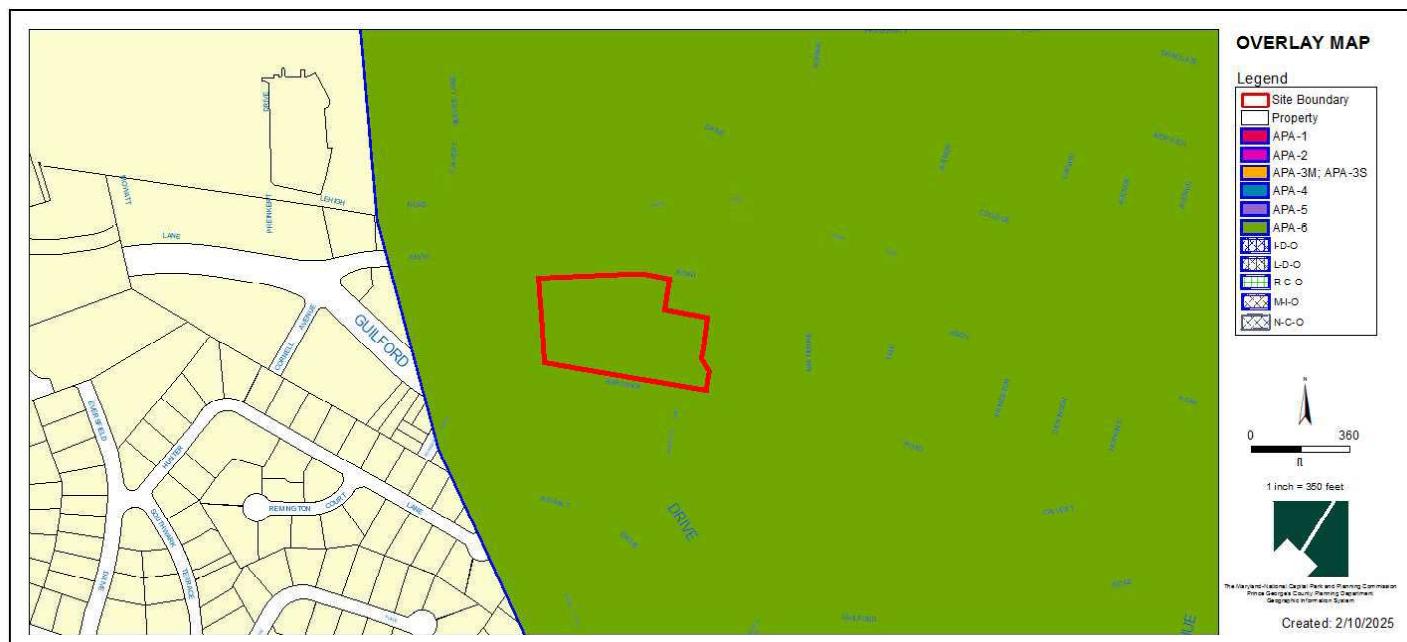
# ZONING MAP

Property Zone: RTO-L-E



# OVERLAY MAP

Overlay Zone: APAO-6

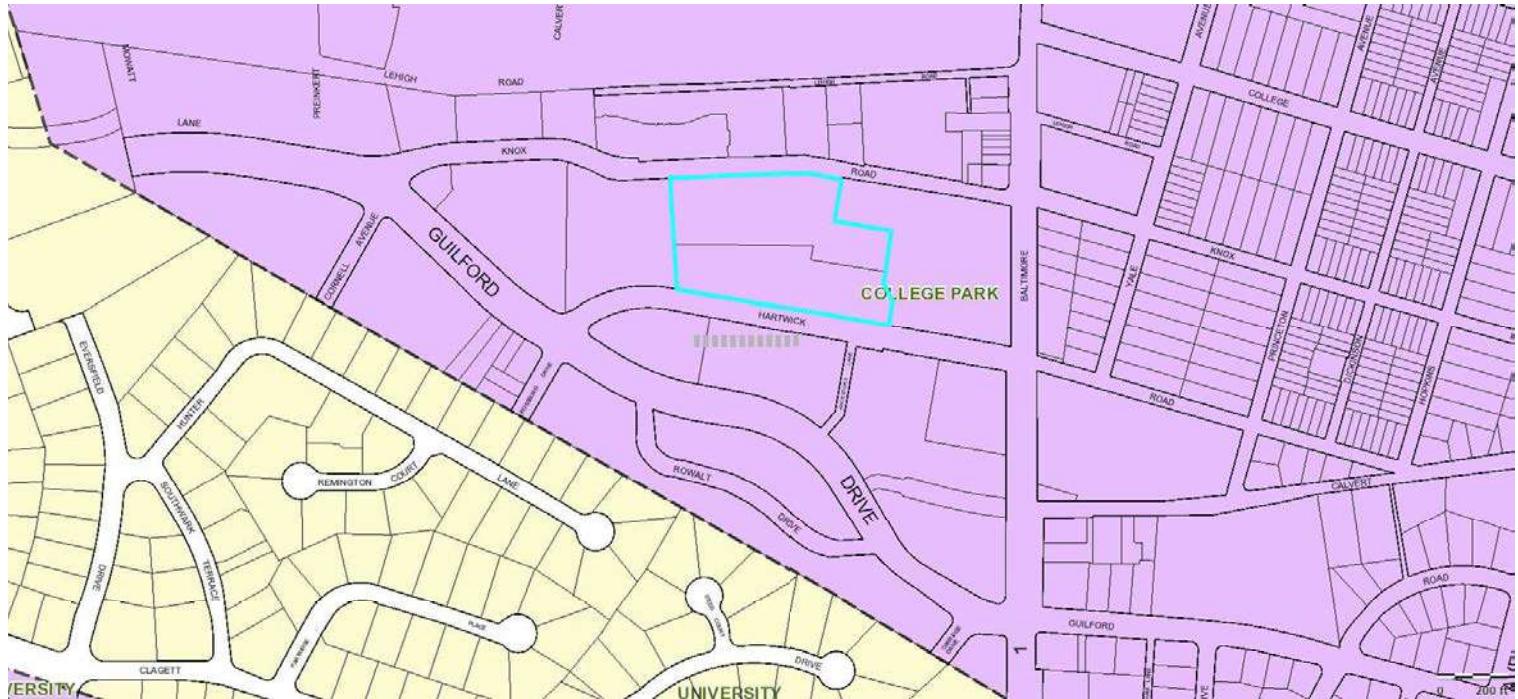




The Maryland-National Capital Park and Planning Commission  
**Prince George's County Planning Department**

Case: ZMA-2024-002

# MUNICIPAL BOUNDARY



Item: 7

05/01/2025

Slide 6 of 19

## MASTER PLAN RIGHT-OF-WAY MAP



## BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED

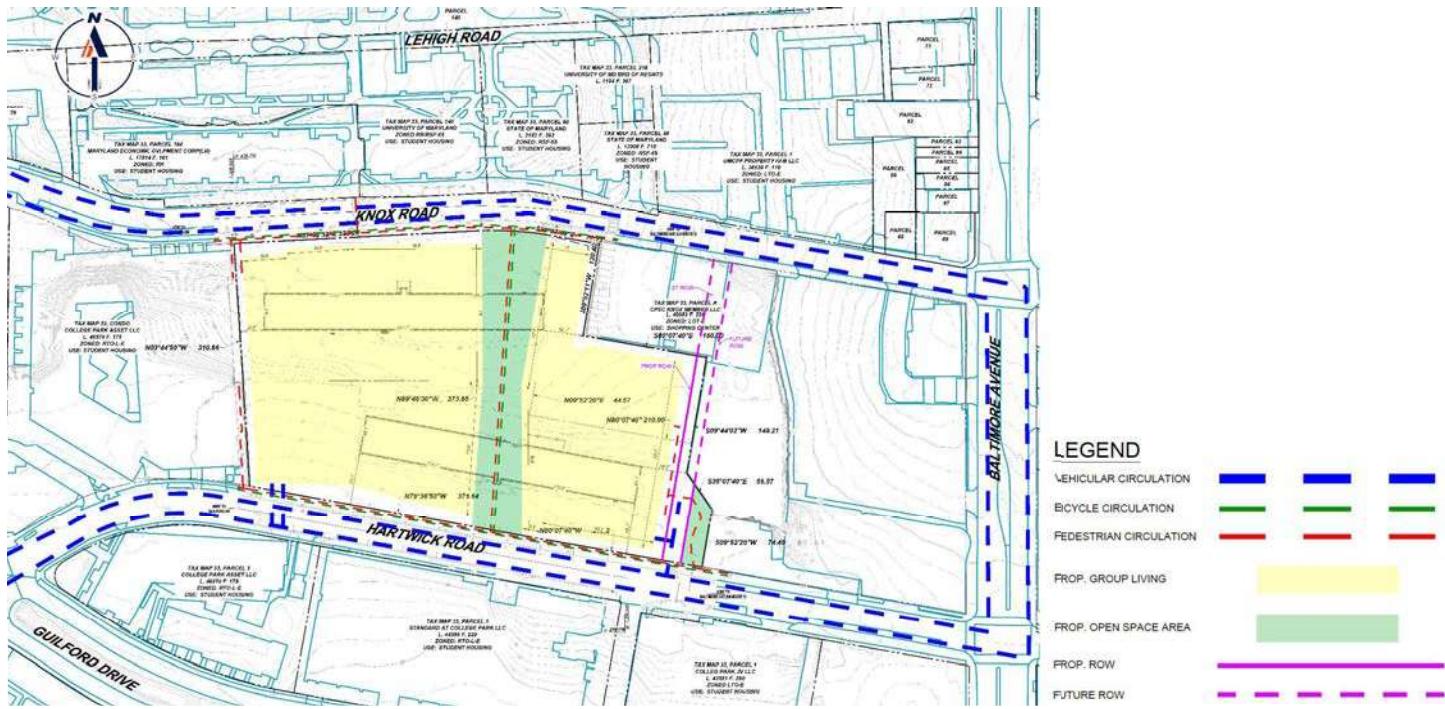


## BASIC PLAN

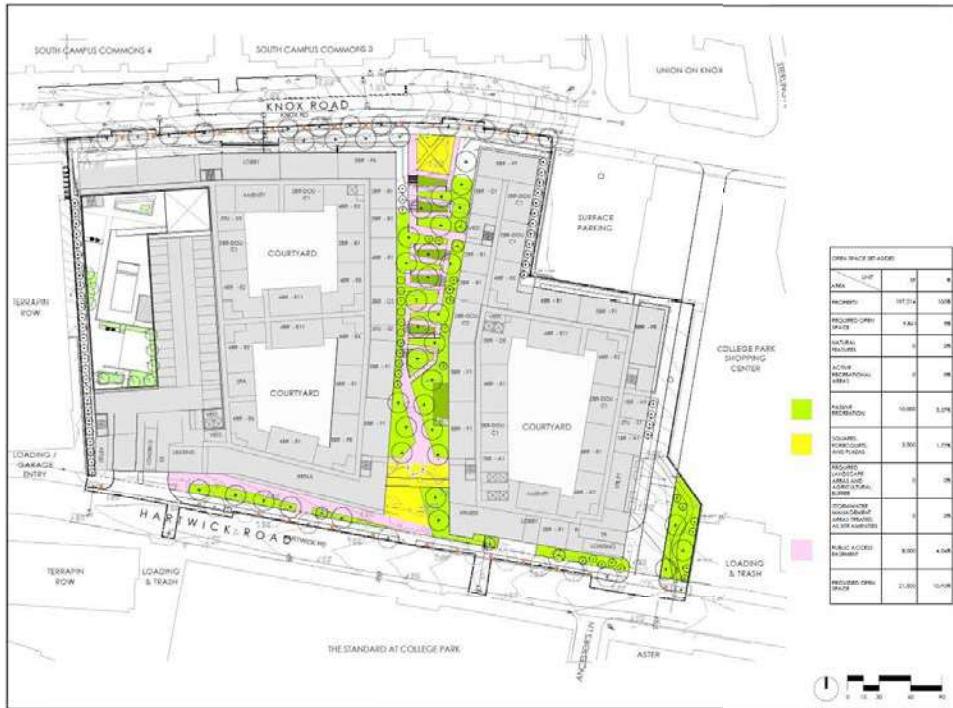




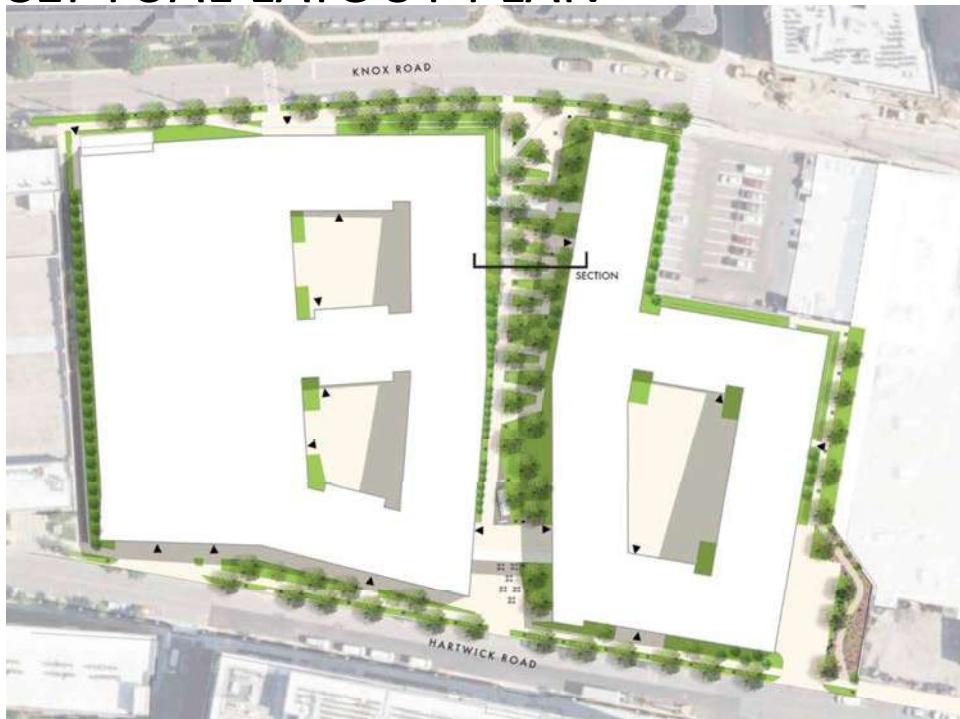
# CIRCULATION & CONNECTIVITY PLAN



## OPEN SPACE SET ASIDE EXHIBIT



## CONCEPTUAL LAYOUT PLAN



THIS PLAN IS CONCEPTUAL IN NATURE AND  
THE ACTUAL DESIGN WILL BE DETERMINED AT  
THE APPROPRIATE TIME IN THE DEVELOPMENT  
PROCESS.

## PROPOSED GREENWAY- CONCEPTUAL SECTION



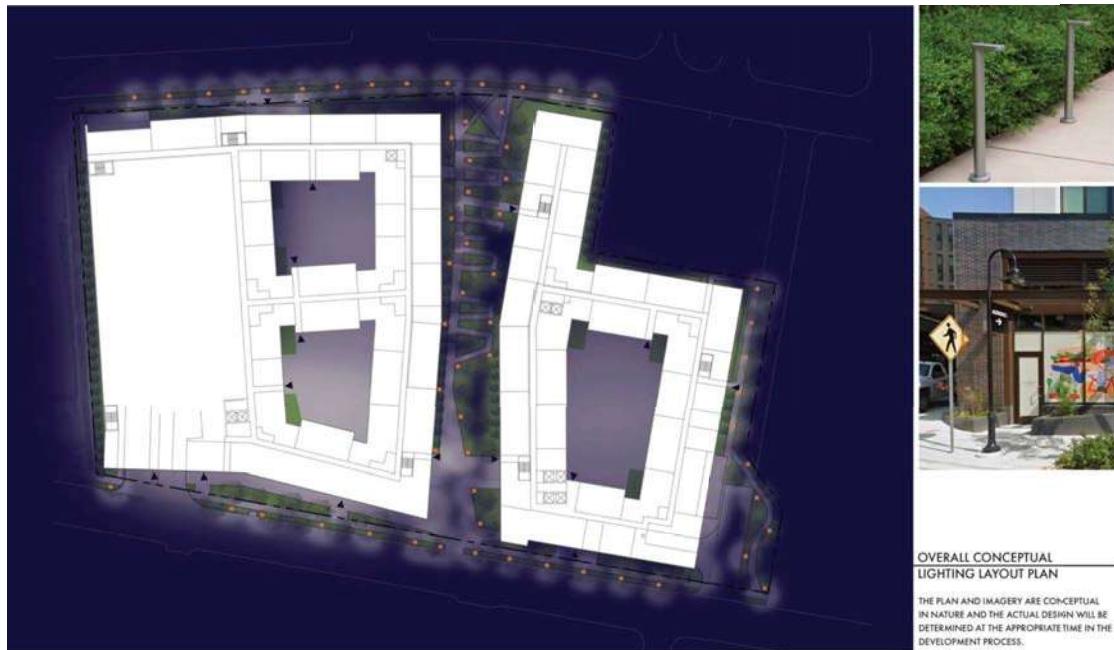
THE SECTION IS CONCEPTUAL IN NATURE AND THE ACTUAL DESIGN WILL BE DETERMINED AT THE APPROPRIATE TIME IN THE DEVELOPMENT PROCESS.

Promenade Typical Section

LANDMARK PROPERTIES | THE MARK COLLEGE PARK | COLLEGE PARK, MD

02.14.2025

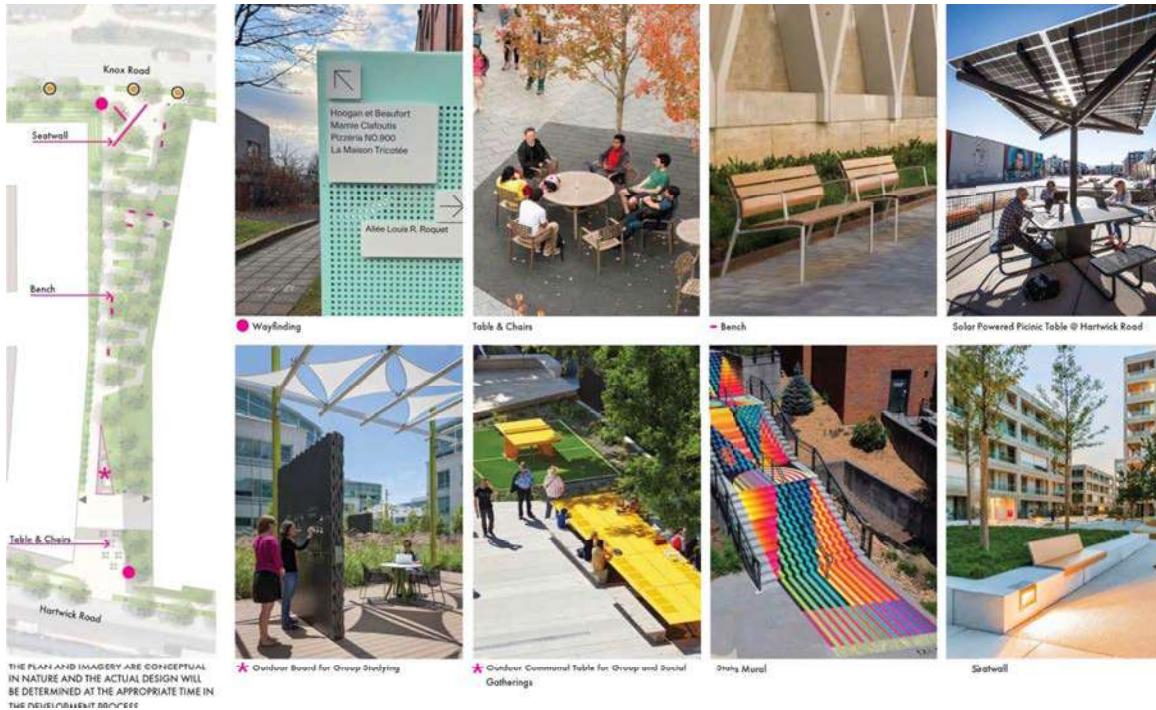
## PROPOSED GREENWAY- CONCEPTUAL LIGHTING



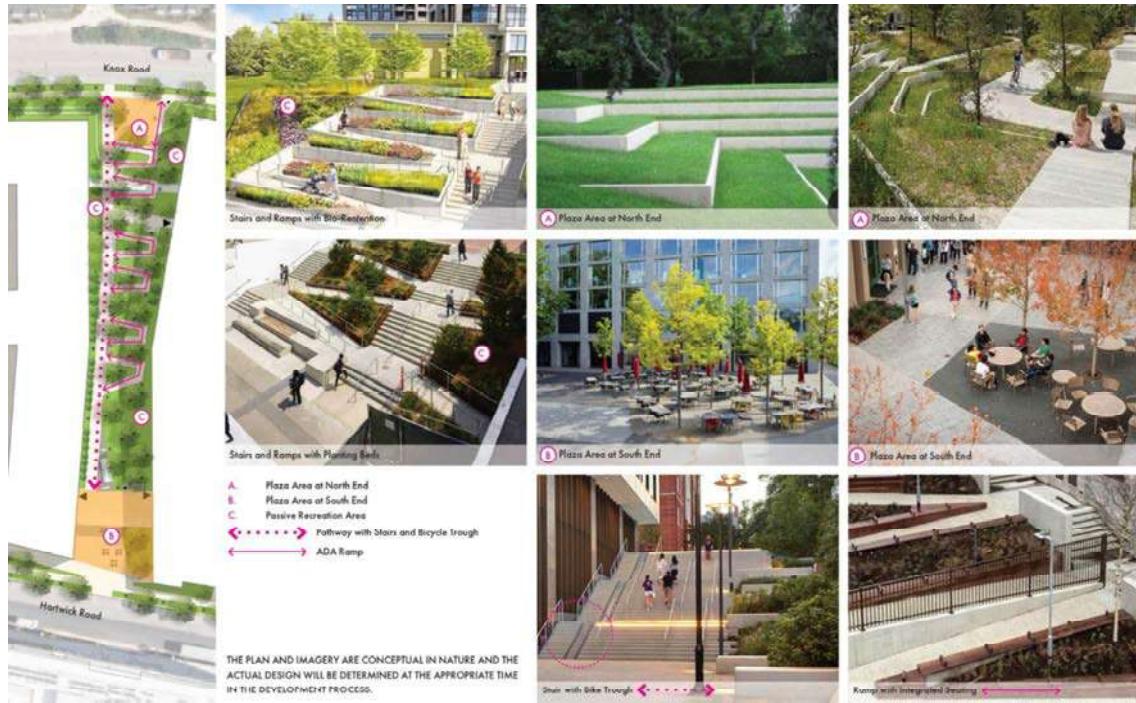
LIVE LAND  
DESIGN STUDIO

LANDMARK PROPERTIES | THE MARK COLLEGE PARK | COLLEGE PARK, MD  
02/14/2025

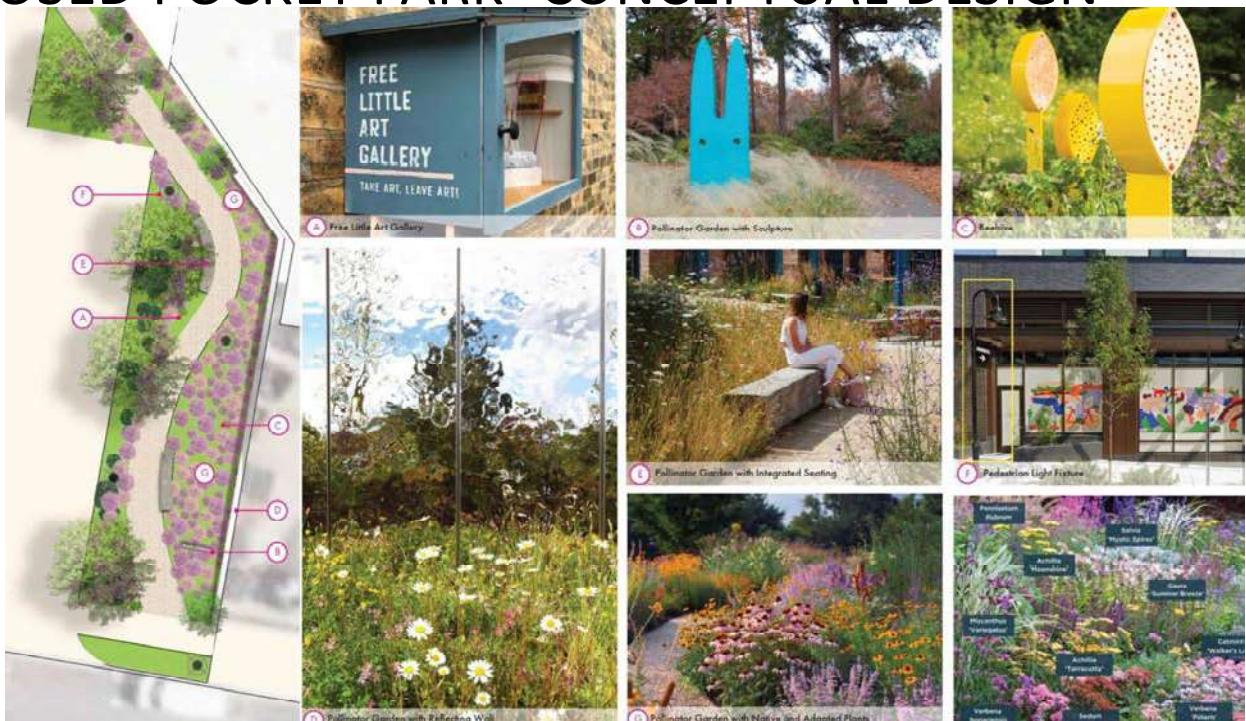
## PROPOSED GREENWAY- CONCEPTUAL DESIGN



## PROPOSED GREENWAY- CONCEPTUAL DESIGN



## PROPOSED POCKET PARK- CONCEPTUAL DESIGN



## PROPOSED ARCHITECTURE (REPRESENTATIVE)

Representative Architecture



THESE IMAGES ARE CONCEPTUAL IN NATURE AND THE ACTUAL DESIGN WILL BE DETERMINED AT THE APPROPRIATE TIME IN THE DEVELOPMENT PROCESS.

**WDG** Architecture. Planning. Interiors.

2/14/2025  
Washington, DC - Dallas, TX

## STAFF RECOMMENDATION

### APPROVAL with conditions

- ZMA-2024-002

#### Major Issues:

- None

#### Applicant Required Mailings:

- Informational Mailing: 08/13/2024
- Acceptance Mailing: 12/19/2024

# ZMA-2024-002 The Mark at College Park

## Backup 5/1/25

### Contents:

- applicant statement of justification – SDRC response 2/14/2025
- basic plan – SDRC response 2/14/2025
- referral memorandum – Historic Preservation Planning 2/10/2025
- referral memorandum – Community Planning 3/3/2025
- referral memorandum – Environmental Planning 2/21/2025
- referral memorandum – Transportation Planning 2/18/2025
- referral memorandum – Subdivision Planning 2/1/2025
- referral memorandum – Prince Georges County Department of Parks and Recreation 2/24/2025
- referral memorandum – Prince Georges County Department of Permitting, Inspections and Enforcement 1/7/2025
- referral memorandum – Prince Georges County Health Department 1/23/2025
- applicant letter – Public Benefits 3/27/2025

**PLANNED DEVELOPMENT  
ZONING MAP AMENDMENT  
ZMA-2024-002**

**STATEMENT OF JUSTIFICATION**

## **I. INTRODUCTION**

The Mark at College Park, LLC (the “**Applicant**”) by and through its attorneys, CLHatcher LLC, submits this Planned Development (“PD”) Zoning Map Amendment (“ZMA”) Justification Statement (the “**Statement**”) to demonstrate that the proposed rezoning of the subject property is in compliance with the applicable provisions of Subtitle 27 of the Prince George’s County Code (the “**Zoning Ordinance**”), the *2010 Approved Central US 1 Sector Plan and Sectional Map Amendment* (the “**Master Plan**”), and other applicable review requirements and criteria. The subject property is located at 4330 Hartwick Road and 4313 Knox Road, known as College Park Towers, and consists of ±4.62 acres located north of Hartwick Road and south of Knox Road, approximately 347 feet west of the intersection of Hartwick Road and US 1 (Baltimore Avenue) (the “**Property**”).

The Property is zoned RTO-L-E (Regional Transit-Oriented, Low-Intensity, Edge) pursuant to the Zoning Ordinance. Development on the Property is subject to the recommendations of the Master Plan and the Property is located within the College Park/UM Metro/M Square Purple Line Regional Transit District Growth Policy Area and the Innovation Corridor of the *Plan Prince George’s 2035 Approved General Plan* (the “**General Plan**”).

As described in detail herein, the Applicant proposes to rezone the Property from the RTO-L-E (Regional Transit-Oriented, Low-Intensity, Edge) Zone to the RTO-PD (Regional Transit-Oriented – Planned Development) Zone, pursuant to §27-3602 of the Zoning Ordinance (the “**Proposed Rezoning**”).<sup>1</sup> Accordingly, the Applicant respectfully requests that the District Council approve this ZMA application.

## **II. PROPERTY DATA**

*Location:* 4330 Hartwick Road and 4313 Knox Road,  
College Park, MD 20740.

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<sup>1</sup> The Applicant is submitting this PD-ZMA for approval of the Proposed Rezoning. This ZMA and this Statement may be amended from time to time to accurately reflect modifications or changes to the Proposed Rezoning of the Property.

<i>Tax Map #:</i>	33-C4.
<i>Frontage:</i>	Knox Road (to the north). Hartwick Road (to the south).
<i>Election District:</i>	1.
<i>Legislative District:</i>	21.
<i>Councilmanic District:</i>	3.
<i>Acreage:</i>	$\pm 4.62$ Acres.
<i>Current Zoning:</i>	RTO-L-E (Regional Transit-Oriented, Low-Intensity, Edge).
<i>Municipality:</i>	College Park.
<i>Subdivision:</i>	College Park Towers Condominium Phase 1 and Phase 2.
<i>Existing Water Category:</i>	W-3.
<i>Existing Sewer Category:</i>	S-3.
<i>Historic:</i>	N/A.
<i>Master Plan &amp; SMA:</i>	<i>The 2010 Approved Central US 1 Sector Plan and Sectional Map Amendment.</i>
<i>General Plan:</i>	<i>Plan Prince George's 2035.</i>
<i>Growth Policy Area:</i>	College Park/UM Metro/M Square Purple Line Regional Transit District; Innovation Corridor.

### **III. EXISTING AREA AND SURROUNDING NEIGHBORHOOD**

The Property is located in the City of College Park in the RTO-L-E Zone north of Hartwick Road and south of Knox Road, approximately 347 feet west of the intersection of Hartwick Road and US 1 (Baltimore Avenue). The Property is bound to the west by the Terrapin Row Apartments and the Aspen Heights College Park

apartment complexes in the RTO-L-E Zone; to north by the Knox Road right-of-way and University of Maryland-owned student housing in the RR (Rural Residential) and the RSF-65 (Residential, Single-Family-65) Zones; to the east by the College Park Shopping Center consisting of various retail and commercial uses in the LTO-E (Local Transit-Oriented, Edge) Zone and US 1 (Baltimore Avenue); and to the south by the Hartwick Road right-of-way and the Standard at College Park in the RTO-L-E Zone. Further to the west past the Terrapin Row Apartments and the Aspen Heights College Park Apartments and across the Guilford Drive right-of way are the Hope Lutheran Church and Student Center and the Catholic Student Center in the RMF-20 (Residential, Multifamily – 20) Zone; to the north past the University of Maryland-owned student housing buildings and across the Lehigh Road right-of-way is the University of Maryland South Campus in the RR Zone; to the east past the College Park Shopping Center and across the US 1 (Baltimore Avenue) right-of-way are various commercial and retail uses in the LTO-E Zone and two (2) single-family residential homes in the RSF-65 (Residential, Single-Family – 65) Zone; and to the south past the Standard at College Park apartment complex and across the Guilford Drive right-of-way are Maryland State-owned student housing buildings in the NAC (Neighborhood Activity Center) Zone and single-family residential homes in the RSF-65 Zone.

#### **IV. PROPOSED PLANNED DEVELOPMENT ZONING MAP AMENDMENT**

ZMA-2024-002 is proposed to rezone the Property from the RTO-L-E (Regional Transit-Oriented, Low-Intensity, Edge) Zone to the RTO-PD (Regional Transit-Oriented – Planned Development) Zone, pursuant to §27-3602 of the Zoning Ordinance (the “**Proposed Rezoning**”). Following the Proposed Rezoning, the Applicant proposes to develop two (2) high-density buildings consisting of multifamily residential dwellings (the “**Proposed Development**”). The Proposed Development will comply with the applicable development standards of the RTO-PD Zone to redevelop the Property with context-sensitive infill development that is compatible with the surrounding neighborhood.

## V. LAND USE BACKGROUND

### A. 2014 *Plan Prince George's 2035 General Plan (the "General Plan")*

The Property is located within the General Plan's College Park/UM Metro/M Square Purple Line Regional Transit District Growth Policy Area. The General Plan stipulates that Regional Transit Districts are "high-density, vibrant, and transit-rich mixed-use areas envisioned to capture the majority of future residential and employment growth and development in the County." The Proposed Development will provide high-quality and high-density multifamily residential development, which contributes to meeting the housing and employment needs of the surrounding community dominated by the University of Maryland, its students, and employees. Further, the siting and scale of the Proposed Development is compatible with the surrounding high-density multifamily residential developments.

The Property is also located in the Mixed-Use generalized future land use area. The General Plan stipulates that properties within the Mixed-Use future land use area and the College Park/UM Metro/M Square Purple Line Regional Transit District should be used (i) as a mix of "residential, commercial, employment and institutional uses" that "vary with respect to their dominant land uses," (ii) with housing mix being comprised "[p]redominantly [of] high-rise and mid-rise apartments and condos, townhouses," and (iii) with a residential density of 40 or more dwelling units per acre. The Proposed Development is designed in a way that significantly advances these General Plan goals by providing the residential component of the residential and University of Maryland-centric Mixed-Use generalized future land use area with multifamily residential uses in high-rise apartment buildings with residential density exceeding 40 dwelling units per acre.

### B. *The 2010 Approved Central US 1 Sector Plan and Sectional Map Amendment*

The Proposed Development is subject to the recommendations and objectives outlined in the Master Plan, which designates the Property in the Residential High future land use area. The Master Plan stipulates that properties in the Residential High land use area should be developed with “[d]etached and attached dwelling units and associated areas at densities higher than 20 dwelling units/acre.” The Proposed Development advances these Master Plan recommendations and goals by providing attached residential multifamily dwelling units at high densities exceeding twenty (20) dwelling units per acre. Further, the development of high-density student-housing building within the walkable node in close proximity to the University of Maryland advances various Master Plan goals, policies, recommendations and strategies, such as:

- Concentrating higher density residential development in the walkable nodes;<sup>2</sup>
- Concentrating student housing in locations that are adjacent and in close proximity to the University of Maryland;<sup>3</sup> and
- Preserving the character of the surrounding residential neighborhood.<sup>4</sup>

## VI. ANALYSIS – PLANNED DEVELOPMENT ZONING MAP AMENDMENT

### A. §27-3602(b) – PD ZMA Procedure

*(b) This Subsection identifies additions or modifications to the standard review procedures in Section 27-3400, Standard Review Procedures, that apply to development applications for a PD map amendment. Figure 27-3602(a) identifies key steps in the planned development map amendment procedure.*

#### *(1) Pre-Application Conference*

*See Section 27-3401, Pre-Application Conference.*

Comment: The Applicant participated in a pre-application conference with M-NCPPC Staff on July 26, 2024. The Applicant provided an overview of the subject ZMA application and received comments from several applicable M-NCPPC Sections, including Urban Design, Subdivision, Zoning, and Environmental Planning Staff.

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<sup>2</sup> See Master Plan, Housing Policy 1; Master Plan, Economic Development and Revitalization Policy 5; and Master Plan, Land Use and Urban Design Goals (Page 51).

<sup>3</sup> See Master Plan, Housing Policy 1.

<sup>4</sup> See Master Plan, Land Use and Urban Design Goals (Page 51).

*(2) Pre-Application Neighborhood Meeting*

*See Section 27-3402, Pre-Application Neighborhood Meeting.*

Comment: Pursuant to and in accordance with Sections 27-3402 and 27-3602(b)(1) of the Zoning Ordinance, the Applicant conducted a Pre-Application Neighborhood Meeting for ZMA-2024-002 on September 19, 2024 at College Park City Hall, 7401 Baltimore Avenue, Council Chamber (2<sup>nd</sup> Floor), College Park, MD 20740. The Applicant has prepared and provided a neighborhood meeting summary together with this ZMA application. In addition, the Applicant has provided a copy of the neighborhood meeting summary via email to all neighborhood meeting attendees that provided an email address.

**B. §27-3602(a) – PD Submittal Requirements**

*(a) Planned Development (PD) Map Amendment Submittal Requirements*

*(1) The PD map amendment application shall be submitted to the Planning Director by the owner of the property or his authorized representative.*

Comment: The PD ZMA application has been submitted by the Applicant, the contract purchaser of the Property, which has been authorized to submit such application by the owner of the Property.

*(2) PD map amendment plats and site plans shall be prepared by a licensed professional engineer, architect, landscape architect, or land use planner.*

Comment: All PD ZMA plats and site plans submitted together with this Statement have been prepared by a licensed professional engineer, architect, landscape architect, or land use planner.

*(3) Upon filing the application, the applicant shall pay to the Planning Board a fee to help defray the costs related to processing the application.*

Comment: The Applicant has paid or will pay all fees due to the Planning Board in connection with this PD-ZMA application.

*(4) If more than 1 drawing is used, all drawings shall be at the same scale (where feasible).*

Comment: Where feasible, all drawings submitted together with this Statement are at the same scale.

(5) *A PD map amendment application shall include the following:*

(A) *A signed application form, which shall include:*

(i) *The name, address, and telephone number of the applicant, and an indication of the applicant's status as contract purchaser, agent, or owner;*

(ii) *The street address of the property, name of any municipality the property is in, and name and number of the Election District the property is in;*

(iii) *The name, address, and signature of each owner of record of the property. Applications for property owned by a corporation must be signed by those officers empowered to act for the corporation;*

(iv) *The name, address, and telephone number of the correspondent;*

(v) *A statement listing the name, and the business and residential addresses, of all individuals having at least a five percent (5%) financial interest in the property or the contract purchaser(s);*

(vi) *If any owner or contract purchaser(s) is a corporation, a statement listing the officers of the corporation, their business and residential addresses, and the date on which they assumed their respective offices. This statement shall also list the current Board of Directors, their business and residential addresses, and the dates of each Director's term. An owner that is a corporation listed on a national stock exchange shall be exempt from the requirement to provide residential addresses of its officers and directors; and*

(vii) *If the owner or contract purchaser(s) is a corporation (except one listed on a national stock exchange), a statement containing the names and residential addresses of those individuals owning at least five percent (5%) of the shares of any class of corporate security (including stocks and serial maturity bonds).*

Comment: The Applicant has submitted a PD ZMA application together with this Statement.

(B) *Four copies of an accurate plat, prepared, signed, and sealed by a registered engineer or land surveyor, which shall show:*

- (i) *The present configuration of the property, including bearings and distances (in feet) and the total area of the property (in either acres or square feet);*
- (ii) *The property's lot and block number, subdivision name, and plat book and page number, if any; or a description of its acreage, with reference to liber and folio numbers;*
- (iii) *The names and owners of record, or subdivision lot and block numbers, of adjoining properties;*
- (iv) *The name, location, distance to the center line, and right-of-way width of all abutting streets. If the property is not located at the intersection of 2 streets, the distance to, and the name of, the nearest intersecting street shall be indicated;*
- (v) *A north arrow and scale (no smaller than 1 inch equals 400 feet);*
- (vi) *The total area of the property (in either square feet or acres);*
- (vii) *The location of all existing buildings on the property; and*
- (viii) *The subject property outlined in red.*

Comment: Four copies of an accurate plat, prepared, signed, sealed by a registered engineer or land surveyor, and showing the information required by this provision, have been submitted together with this Statement.

- (C) *Four copies of the zoning map page on which the property is located, plotted to scale and outlined in red;*

Comment: Four copies of the zoning map page showing the Property's location (plotted to scale with the Property outlined in red) have been submitted together with this Statement.

- (D) *A vicinity map;*

Comment: A vicinity map has been submitted together with this Statement.

- (E) *A copy of the applicant's informational mailing letter, list of addresses, and signed affidavit of mailing;*

Comment: A copy of the Applicant's informational mailing letter, list of addresses, and signed affidavit of mailing has been submitted together with this Statement.

- (F) *Any required State Ethics Commission affidavits;*

Comment: Any required State Ethics Commission affidavits have been provided by the Applicant together with this Statement.

*(G) A statement of justification detailing the legal basis by which the requested amendment can be approved, and any factual reasons showing why approval of the request will not be detrimental to the public health, safety, and welfare;*

Comment: The Applicant submits this Statement in satisfaction of this submittal requirement.

*(H) A proposed PD Basic Plan and proposed PD Conditions of Approval addressing all requirements and standards set forth in Section 27-4300, Planned Development Zones; and*

Comment: The Applicant submits this Statement, together with any attachments hereto and the associated PD ZMA site plans and plats as the proposed PD Basic Plan (collectively, the “**PD Basic Plan**”). The Applicant does not propose any PD Conditions of Approval at this time.

*(I) Any other pertinent information deemed necessary by the District Council, Zoning Hearing Examiner, or Planning Board.*

Comment: Upon request, the Applicant will provide any other pertinent information deemed necessary by the District Council, Zoning Hearing Examiner, and/or Planning Board.

### **C. §27-3602(c) – PD ZMA Decision Standards**

#### *(c) Planned Development (PD) Decision Standards*

*Prior to the approval of the PD zone, the applicant shall demonstrate to the satisfaction of the District Council that the entire development:*

*(1) Is in conformance with the General Plan, the applicable Area Master Plan or Sector Plan, or any applicable Functional Master Plan;*

Comment: As analyzed in Section V above, the Proposed Rezoning is proposed in conformance with the General Plan and Master Plan.

*(2) Meets the purposes of the proposed PD zone;*

Comment: As analyzed herein, the Proposed Rezoning meets the purposes of the proposed RTO-PD Zone.

*(3) Satisfies all applicable standards of the proposed PD zone; and*

Comment: As analyzed herein, the Proposed Rezoning satisfies all standards of the proposed RTO-PD Zone.

*(4) Will not adversely impact the surrounding properties.*

Comment: The Proposed Development will not adversely impact any of the surrounding properties. To the contrary, the Proposed Development will seamlessly integrate into the existing massing and scale of the neighborhood, providing additional open space to be used by both the public and future residents, and providing bicycle, vehicle, and pedestrian access between Hartwick Road and Knox Road. In addition, in coordination with the City of College Park Department of Planning & Community Development and M-NCPPC Staff, the Applicant proposes to meet a significant priority of the City of College Park by providing a portion of the extension of the Ancestor's Lane city right-of-way along the eastern boundary of the Property.

#### **D. §27-4301(a) – General Purposes of PD Zone**

##### *(a) General Purposes of Planned Development Zones*

*The Planned Development (PD) zones are established and intended to encourage innovative land planning and site design concepts that support a high quality of life and achieve a high quality of development, environmental sensitivity, energy efficiency, and other County goals and objectives by:*

*(1) Reducing the inflexibility of zone standards that sometimes results from strict application of the zone development, form, and design standards established in this Ordinance;*

*(2) Allowing greater freedom and flexibility in selecting:*

*(A) The form and design of development;*

*(B) The ways by which pedestrians, bicyclists, transit users, and motorists circulate;*

- (C) *The location and design of the development respective and protective of the natural features of the land and the environment;*
- (D) *The location and integration of open space and civic space into the development; and*
- (E) *Design amenities.*
  - (3) *Where appropriate, allowing greater freedom in providing a well-integrated mix of uses in the same development, including a mix of nonresidential development, housing types, lot sizes, and densities/intensities;*
  - (4) *Allowing more efficient use of land, with coordinated and right-sized networks of streets and utilities;*
  - (5) *Promoting development forms and patterns that respect the character of established surrounding neighborhoods and other types of land uses;*
  - (6) *Improving community services and facilities and enhancing functionality of vehicular access and circulation; and*
  - (7) *Promoting development forms that respect and take advantage of a site's natural, scenic, and man-made features, such as rivers, lakes, wetlands, floodplains, trees, historic features, and cultural and archeological resources.*

Comment: ZMA-2024-002 meets several of the purposes of PD Zones provided in Section 27-4301(a) of the Zoning Ordinance. ZMA-2024-002 uses innovative land planning and site design to efficiently develop the Property with high-quality student housing, provide a high quality of life and housing for University of Maryland students and the College Park community at large, promoting environmental sensitivity and energy efficiency, and, most importantly, meeting the significant housing needs of the County and the City of College Park. Further, The Applicant proposes to integrate open space into the Proposed Development by providing the design amenity of a pedestrian, bicycle and ADA-accessible greenway that is open to the public, provides for a gathering place for the community, and allows for easier and more direct travel to and from the University of Maryland for students living south of the Property across the Property. In addition to the pedestrian and bicycle circulation improvements provided by the pedestrian, bicycle and ADA accessible greenway, in coordination with the City of College Park Department of Planning &

Community Development and M-NCPPC Staff, the Applicant proposes to provide a portion of the extension of the Ancestor's Lane city right-of-way along the eastern boundary of the Property, which will enhance vehicular access across the Property and meet a significant priority of the City of College Park. Finally, the Applicant proposes building massing and form that is more compatible with adjacent existing development, such as the Standard at College Park and the Union on Knox developments, that conform to the Master Plan.

#### **E. §27-4301(d) – General Standards for PD Zones**

##### *(d) General Standards for All Planned Development Zones*

*Before approving a PD zone classification, the District Council shall find that the application for the PD zone classification, as well as the PD Basic Plan and Conditions of Approval, comply with the following standards:*

###### *(1) PD Basic Plan*

*The PD Basic Plan shall:*

*(A) Establish a statement of planning and development goals for the zone that is consistent with the General Plan and the applicable Area Master Plan or Sector Plan and purposes of the PD Zone;*

Comment: The Applicant submits this Statement as its statement of planning and development goals for the subject RTO-PD Zone.

*(B) Establish the specific principal, accessory, and temporary uses permitted in the zone. They shall be consistent with the Principal Use Tables (and may only be selected from uses identified as Allowable in the desired PD zone) in Section 27-5101(e), Principal Use Table for Planned Development Zones, and the purposes of the particular type of PD zone, and be subject to applicable use-specific standards identified in the PD Basic Plan, and any additional limitations or requirements applicable to the particular type of PD zone;*

Comment: The uses permissible in the subject RTO-PD Zone are:

- Principal: dwelling, multifamily, and all commercial uses permissible in RTO-PD Zones (including retail uses).
- Accessory: any accessory uses permissible in the RTO-PD Zone.
- Temporary: any temporary uses permissible in the RTO-PD Zone.

*(C) Establish the general location of each development area in the zone, its acreage, types and mix of land uses, number of residential units (by use type), nonresidential floor area (by use type), residential density, and nonresidential intensity. The residential density and nonresidential intensity shall be consistent with the general purposes of the PD zone and the specific requirements of the individual PD zone;*

Comment: The PD ZMA site plans submitted together with this Statement establish the general location of each development area in the zone, its acreage, types and mix of land uses, number of residential units (by use type), nonresidential floor area (by use type), residential density, and nonresidential intensity.

*(D) Establish the dimensional standards that apply in the PD zone. The dimensional standards shall be consistent with the requirements of the individual PD zone, and its purposes;*

Comment: The dimensional standards that apply in the subject RTO-PD Zone are provided herein below.

*(E) Where relevant, establish the standards and requirements that ensure development on the perimeter of the PD zone is designed and located to be compatible with the character of adjacent existing or approved development. Determination of compatible character shall be based on densities/intensities, lot size and dimensions, building height, building mass and scale, form and design features, location and design of parking facilities, hours of operation, exterior lighting, siting of service areas, and any other standards deemed appropriate by the District Council;*

Comment: The scale of the Proposed Rezoning and Proposed Development do not require separate standards for development on the perimeter of the PD Zone.

*(F) Establish the general location, amount, and type (whether designated for active or passive recreation) of open space, consistent with the purposes of the individual PD zone;*

Comment: The PD ZMA site plans submitted together with this Statement establish the general location, amount, and type (whether designated for active or passive recreation) of open space, consistent with the purposes of the subject RTO-PD Zone.

*(G) Identify the general location of environmentally sensitive lands, resource lands, wildlife habitat, and waterway corridors, and ensure*

*protection of these lands consistent with the purposes of the individual PD zone and the requirements of this Ordinance;*

Comment: No environmentally sensitive lands, resource lands, wildlife habitat, nor waterway corridors are located on the Property. Accordingly, this provision is inapplicable to ZMA-2024-002.

*(H) Identify the general location of existing on-site and adjacent historic sites and districts and archeological and cultural resources;*

Comment: This provision is inapplicable to ZMA-2024-002.

*(I) Identify the general on-site pedestrian circulation system, including any existing on-site and adjacent pedestrian circulation systems (pedestrian and bicycle pathways, and trails), and how it will connect to off-site pedestrian systems in ways that are consistent with the purposes of the individual PD zone, and the requirements of this Ordinance;*

Comment: The PD ZMA site plans submitted together with this Statement identify the general on-site pedestrian circulation system, including any existing on-site and adjacent pedestrian circulation systems (pedestrian and bicycle pathways, and trails).

*(J) Identify the general design and layout of the on-site transportation circulation system, including the general location of all public and private streets, existing or projected transit corridors, and how they interface with the pedestrian circulation system, and connect to existing and planned County and regional systems in a manner consistent with the purposes of the individual PD zone, and the requirements of this Ordinance;*

Comment: The PD ZMA site plans submitted together with this Statement identify the general design and layout of the on-site transportation circulation system, including the general location of all public streets, existing or projected transit corridors, and how they interface with the pedestrian circulation system, and connect to existing and planned County and regional systems.

*(K) Identify the general location of on-site potable water and wastewater facilities, and how they will connect to existing and planned*

*County and regional systems in a manner consistent with the purposes of the individual PD zone, and the requirements of this Ordinance;*

Comment: The PD ZMA site plans submitted together with this Statement identify the general location of on-site potable water and wastewater facilities, and how they will connect to existing and planned County and regional systems.

*(L) Identify the general location of on-site storm drainage facilities, and how they will connect to existing and planned County systems, in a manner consistent with the purposes of the individual PD zone, and the requirements of this Ordinance;*

Comment: The PD ZMA site plans submitted together with this Statement identify the general location of on-site storm drainage facilities, and how they will connect to existing and planned County systems.

*(M) Identify the general location and layout of all other on-site and off-site public facilities serving the development (including any municipal public facilities, when the subject property is located within a municipality), and how they are consistent with the purposes of the individual PD zone. The other on-site and off-site public facilities considered shall include—but not limited to—parks, schools, and facilities for fire protection, police protection, EMS, stormwater management, and solid waste management;*

Comment: The PD ZMA site plans submitted together with this Statement identify the general location and layout of all other on-site and off-site public facilities serving the development (including any College Park public facilities).

*(N) Establish provisions addressing how transportation, potable water, wastewater, stormwater management, and other public facilities will be provided to accommodate the proposed development;*

Comment: The Proposed Development will enhance transportation for bicycle and pedestrian facilities by providing a through-way from Knox to Hartwick through the proposed pedestrian, bicycle and ADA accessible greenway. Additionally, improvements to street-side pedestrian sidewalks will uphold the conditions of surrounding properties in conformance with the Master Plan. Existing infrastructure located in the Knox and Hartwick Road rights-of-way will be utilized for the provision of potable water and wastewater services for the expected use of the

Proposed Development. Finally, stormwater management will be provided through the utilization of both Low-Impact Development facilities (i.e., micro-bioretention) and structural practices (under-ground detention), which will provide both water quality and quantity flood management onsite.

*(O) Establish the development standards that will be applied to development in accordance with Section 27-4301(d)(2), Development Standards.*

Comment: The development standards that will be applied to the development in accordance with Section 27-4301(d)(2) are provided on Exhibit A, attached hereto and incorporated herein.

*(3) Public Benefits*

*(A) Public benefits are superior features in a Planned Development zone that benefit the surrounding neighborhood, or the public in general, to a significantly greater extent than would likely result from development of the site under a Base zone.*

Comment: The Public Benefits described below are superior features that benefit the surrounding neighborhood, or the public in general, to a significantly greater extent than would likely result from development of the site under the RTO-L-E Zone.

*(B) All public benefits shall meet the following criteria:*

- (i) Benefits shall be tangible and quantifiable items;*
- (ii) Benefits shall be measurable and able to be completed or arranged prior to issuance of the first certificate of use and occupancy;*
- (iii) Benefits must primarily benefit the surrounding neighborhood or service a critical Countywide need; and*
- (iv) Benefits must significantly exceed applicable standards in PART 27-6: Development Standards.*

Comment: Each of the Public Benefits described below will be tangible, quantifiable, measurable, be able to be completed or arranged prior to issuance of the first certificate of use and occupancy, and primarily for the benefit of the surrounding neighborhood and/or service a critical Countywide need and will significantly exceed the applicable development standards.

*(C) Public benefits may be exhibited in one or more of the following ways:*

- (i) Urban design and architecture superior to the high baseline expectation set by this Ordinance, including but not limited to high-quality materials and embellishments on all facades of all buildings, unique and/or signature architectural forms, innovative urban design relationships and placemaking, and demonstrated commitment to superior quality;*
- (ii) Superior landscaping;*
- (iii) Creation and/or preservation of open spaces;*
- (iv) Site planning demonstrating efficient and economical land utilization;*
- (v) Commemorative works and/or provision of public art;*
- (vi) Adaptive reuse of historic sites or resources;*
- (vii) Provision of affordable housing options;*
- (viii) Provision of employment and/or training opportunities;*
- (ix) Incorporation of social services and facilities, including, but not limited to, space dedicated for child or adult day care facilities and/or elderly care facilities available to the general public;*
- (x) Dedicated building space for uses to benefit the public, including, but not limited to, community educational or social development, promotion of the arts or similar programs, and/or business incubation;*
- (xi) Sustainable and environmental benefits to the extent they exceed the standards otherwise required by the County Code, including, but not limited to:*
  - (aa) Stormwater runoff controls in excess of those required by Subtitle 32 of the County Code and any other County stormwater management regulation;*
  - (bb) Incorporation of environmental site design and other natural design techniques to store, infiltrate, evaporate, treat, and retain runoff in close proximity to where runoff is generated; and/or*
  - (cc) Gardens, urban farms, or other on-site food production through permanent and viable growing space and/or structures.*
- (xii) Enhanced streetscape design and maintenance provisions;*
- (xiii) Outdoor children's play areas open to the general public and designed to provide safe, active recreation;*

(xiv) *Multimodal transportation improvements, including, but not limited to, electric vehicle charging stations, the location and funding of bike share stations, commuter services (such as guaranteed ride home services or information on bicycle and car share programs), the construction and maintenance of buffered/separated bike lanes, provision of comprehensive wayfinding signage, provision and maintenance of bus shelters and smart signage, etc.; and*

(xv) *Other public benefits and project amenities that substantially advance the policies, goals, and objectives of the General Plan or the applicable Area Master Plan, Sector Plan, or Functional Master Plans.*

Comment: The Applicant proposes to provide the public benefits listed below in connection with the Proposed Rezoning and Proposed Development. *Please note that renderings, images, plans and/or design provided in Exhibits B, B-1, B-2, B-3, B-4, C, D, and E, attached hereto, are conceptual in nature and provided for the purpose of illustration only. More detailed design will be provided at the appropriate stage in the development review process.*

- **Greenway** – The pedestrian, bicycle and ADA accessible greenway will be designed in a manner that significantly exceeds the requirements of the base RTO-L-E Zone and the applicable Development Standards set forth in Part 27-6 of the Zoning Ordinance. The greenway provides open space and passive recreation areas along the interior facades of the proposed buildings featuring trees, shrubbery, groundcover, and select seating areas, creating several welcoming spaces for both members of the neighborhood and residents of the Proposed Development to relax, gather and enjoy the outdoors. In addition, the design of the greenway includes plazas at the northern and southern ends of the greenway, which will act as community hubs for social interaction and will offer seating, gathering space, and additional high-quality landscaping for the enjoyment of residents of both the Proposed Development and of the surrounding neighborhood. The provision of the plazas will advance the Master Plan recommendation to promote plazas to provide gathering spaces for enjoyment of the outdoors and community well-being in a manner significantly exceeding what would otherwise be required for the base RTO-L-E Zone and

the applicable Development Standards set forth in Part 27-6 of the Zoning Ordinance.<sup>5</sup> Finally, the greenway will enhance connectivity and act as a gateway to and from the University of Maryland campus to a far greater extent than what is required by the Zoning Ordinance for the base RTO-L-E Zone, offering a 5-foot-wide staircase, a 30-inch-wide bicycle trough, and an ADA-accessible ramp which will ease pedestrian and bicyclist movement over the relatively steep grade of the Property. This additional connectivity advances the Master Plan goal of creating attractive, active streetscapes that provide safe pathways and enhanced connectivity for pedestrians and bicyclists.<sup>6</sup> Conceptual design and representative images of the proposed greenway and its features are shown on Exhibit B, attached hereto.<sup>7</sup> Additionally:

- Exhibit B-1, attached hereto, shows conceptual architectural renderings of the design and view of the proposed greenway;<sup>8</sup>
- Exhibit B-2 attached hereto, shows the overall conceptual plan for the proposed greenway, including access points to and from the proposed buildings;<sup>9</sup>
- Exhibit B-3, attached hereto, shows the design and view of a typical section of the proposed greenway;<sup>10</sup> and

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<sup>5</sup> See Master Plan, Walkable Node Policy 2.

<sup>6</sup> See Master Plan, Land Use and Urban Design Goals (Page 51).

<sup>7</sup> Please note that renderings, images, plans and/or design provided in Exhibit B-1 are conceptual in nature and provided for the purpose of illustration only. More detailed design will be provided at the appropriate stage in the development review process.

<sup>8</sup> Please note that renderings, images, plans and/or design provided in Exhibit B-2 are conceptual in nature and provided for the purpose of illustration only. More detailed design will be provided at the appropriate stage in the development review process.

<sup>9</sup> Please note that renderings, images, plans and/or design provided in Exhibit B-3 are conceptual in nature and provided for the purpose of illustration only. More detailed design will be provided at the appropriate stage in the development review process.

<sup>10</sup> Please note that renderings, images, plans and/or design provided in Exhibit B-4 are conceptual in nature and provided for the purpose of illustration only. More detailed design will be provided at the appropriate stage in the development review process.

- Exhibit B-4, attached hereto, shows the proposed conceptual lighting plan and representative images of the lighting to be used in connection with the proposed greenway.<sup>11</sup>
- ***Ancestor's Lane*** – The Applicant's proposal to provide a portion of the extension of Ancestor's Lane along the eastern boundary of the Property is not required by the Zoning Ordinance. Instead, the Applicant has offered to provide this portion of the extension on the Property to meet a significant priority of the City of College Park and to significantly enhance connectivity and circulation for members of the community across the Property. The portion of the Ancestor's Lane extension proposed in connection with the Proposed Development will include a 24-foot-wide street within a 28-foot-wide public access easement and will serve as a mid-block throughway in continuation of the existing Ancestor's Lane located south of Hartwick Road. Along the Ancestor's Lane extension, Applicant proposes to provide both a 4-foot-wide landscaped strip and a 5-foot-wide sidewalk within a public access easement to accommodate additional pedestrian access between Knox Road and Hartwick Road. Further, street lighting will be provided along the extension to match existing lighting within the existing Ancestor's Lane, which will accentuate the public space and prioritize pedestrian safety. Finally, the Applicant proposes to integrate mural walls that are integrated into the design of the building façade and/or the retaining wall facing the Ancestor's Lane extension to enhance visual interest and encourage community engagement. Conceptual design of the proposed Ancestor's Lane extension is shown on Exhibit C, attached hereto.<sup>12</sup>
- ***Pocket "Park" / Greenspace Along Ancestor's Lane*** – The construction of the Ancestor's Lane right-of-way along the eastern boundary of the Property will

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<sup>11</sup> Please note that renderings, images, plans and/or design provided in Exhibit B are conceptual in nature and provided for the purpose of illustration only. More detailed design will be provided at the appropriate stage in the development review process.

<sup>12</sup> Please note that renderings, images, plans and/or design provided in Exhibit C are conceptual in nature and provided for the purpose of illustration only. More detailed design will be provided at the appropriate stage in the development review process.

segment a small portion of the Property to the east of Ancestor's Lane from the remainder of the Property. The Applicant proposes to offer this portion of the Property as a greenspace (or pocket "park") open to the public. This greenspace will advance the Master Plan recommendation to promote pocket parks to provide gathering spaces for neighborhood events, enjoyment of the outdoors and community well-being in a manner significantly exceeding what would otherwise be required for the base RTO-L-E Zone and the applicable Development Standards set forth in Part 27-6 of the Zoning Ordinance.<sup>13</sup> The greenspace will feature a pollinator garden with native plants which will both support local biodiversity and enhance visual interest, a seating area that encourages gathering of members of the neighborhood, and a pathway that will provide connectivity and promote pedestrian accessibility and mobility. Conceptual design and representative images of the proposed greenspace and its features are shown on Exhibit D, attached hereto.<sup>14</sup>

- ***Architecture Superior to Zoning Ordinance Requirements*** – The planning and architectural design proposed to be incorporated into the Proposed Development will be superior to the high baseline expectation set by the Zoning Ordinance. The Proposed Development's planning and architecture will be driven by placemaking, pedestrian connectivity, contextual design, and sustainability. Thoughtfully designed buildings will provide meaningful and carefully composed backdrops to College Park's public spaces. The Proposed Development's planning and architecture may include several elements, including areas, above and beyond that required by the Zoning Ordinance. These elements may include:

- Rigorous site planning and properly designed landscape architecture, creates comfortable and pleasing outdoor spaces by balancing shade and

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<sup>13</sup> See Master Plan, Walkable Node Policy 2.

<sup>14</sup> Please note that renderings, images, plans and/or design provided in Exhibit D are conceptual in nature and provided for the purpose of illustration only. More detailed design will be provided at the appropriate stage in the development review process.

light, shaping passive and active spaces, and facilitating intuitive wayfinding.

- A spectrum of exterior lighting that is focused on both aesthetics and safety.
- Proper lighting at the streets, building entrances, and public Greenway, with direct and indirect lighting.
- Contextual design, referencing the colors, materials, scale, patterns, and proportions of surrounding buildings, creating a more harmonious environment and integrated neighborhood.
- The Mark will also include many sustainable features that will benefit the environment by reducing energy and water consumption.

Representative images of the planning and architectural design that may be used in connection with the Proposed Development are shown on Exhibit E, attached hereto.<sup>15</sup>

#### *(4) Development Phasing Plan*

*If development in the PD zone is proposed to be phased, the PD Basic Plan shall include a development phasing plan that identifies the general sequence or phases in which the zone is proposed to be developed, including how residential and nonresidential development will be timed, how infrastructure (public and private), open space, and other amenities will be provided and timed, how development will be coordinated with the County's capital improvement program, and how environmentally sensitive lands will be protected and monitored.*

Comment: The Proposed Development is not proposed to be phased. Accordingly, this provision is inapplicable to ZMA-2024-002.

#### *(5) Conversion Schedule*

*The PD Basic Plan may include a conversion schedule that identifies the extent and timing to which one type of use may be converted to another type of use.*

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<sup>15</sup> Please note that renderings, images, plans and/or design provided in Exhibit E are conceptual in nature and provided for the purpose of illustration only. More detailed design will be provided at the appropriate stage in the development review process.

Comment: The Applicant does not intend to submit a conversion schedule at this time.

## **F. §27-4303(d) – RTO-PD Zone Standards**

### *(1) Purposes*

*The purposes of the Regional Transit-Oriented Planned Development (RTO-PD) Zone are:*

- (A) To provide lands for the establishment of high-quality, vibrant, high-density, mixed-use, transit-accessible development that supports economic development, reduces automobile dependency, supports walkable areas, and provides opportunities for alternative modes of travel.*
- (B) To capture the majority of the County's future residential and employment growth and development;*
- (C) To incorporate key elements of walkable and bikeable areas that is well-connected to a regional transportation network through a range of transit options;*
- (D) To provide the "critical mass" of use types and densities and intensities needed for intense, transit-supportive, mixed-use, transit-accessible development;*
- (E) To encourage a dynamic live, work, shop, and play environment that serves as an economic driver for the County's Regional Transit Districts;*
- (F) To include a well-integrated mix of complementary uses—including office, retail, personal services, entertainment, public and quasi-public, flex, medical, lodging, eating or drinking establishments, residential, and recreational;*
- (G) To provide multiple, direct, and safe vehicular, bicycle, and pedestrian connections between developments, and prioritize transit, pedestrian, and bicyclist access;*
- (H) To incorporate buildings, open spaces, and other site elements that are arranged and designed to create an inviting, walkable, safe, socially-interactive environment;*
- (I) To include distinctive and engaging public spaces that help create an identity and sense of place for the zone; and*
- (J) To provide a range of housing options.*

Comment: ZMA-2024-002 meets several of the purposes of the RTO-PD Zone provided in Section 27-4301(a) of the Zoning Ordinance, including:

- Establishing high-quality, vibrant, high-density, and transit-accessible student housing that supports economic development, reduces automobile dependency, supports walkable areas, and provides significant opportunities for pedestrian and bicycle travel to and from the University of Maryland and the core areas of the City of College Park;
- Providing a significant contribution to the current and future housing needs of the City of College Park, as well as the critical mass of the high-density residential and student housing needed in an intense, transit-supportive and accessible portion of the City of College Park in close proximity to the University of Maryland;
- Incorporating key elements of walkable and bikeable areas, such as the pedestrian, bicycle and ADA-accessible greenway that connects directly to commonly used paths to and through the University of Maryland campus;
- Encouraging a dynamic live and work (and/or study) environment in close proximity to the University of Maryland, which serves as an economic driver for the Regional Transit Districts that the Property is located within;
- Providing multiple, direct, and safe vehicular, bicycle, and pedestrian connections between developments to the south of the Property through the developments to the north of the Property to and through the University of Maryland campus, such as the pedestrian, bicycle and ADA-accessible greenway that connects directly to commonly used paths to and through the University of Maryland campus and the provision of the Ancestor's Lane extension on the Property, in a manner that prioritizes transit, pedestrian, and bicyclist access;
- Arranging and designing the proposed buildings, open spaces, and other site elements, such as the pedestrian, bicycle and ADA-accessible greenway in a

manner that creates an inviting, walkable, safe, socially-interactive environment;

- Including distinctive and engaging public spaces, such as the greenway between the proposed building that will help create an identity and sense of place for the proposed RTO-PD zone; and
- Providing a range of unit types and sizes within the student housing development.

*(2) Use Standards*

*The specific principal, accessory, and temporary uses allowed in an individual RTO-PD Zone shall be established in the PD Basic Plan (see Section 27-4301(d), General Standards for All Planned Development Zones). Uses shall be consistent with the applicable Area Master Plan or Sector Plan, and the purposes of the RTO-PD Zone.*

Comment: The specific uses allowed within the Proposed Development will be:

- Principal: dwelling, multifamily, and all commercial uses permissible in RTO-PD Zones (including retail uses).
- Accessory: any accessory uses permissible in the RTO-PD Zone.
- Temporary: any temporary uses permissible in the RTO-PD Zone.

*(3) Intensity and Dimensional Standards – RTO-PD Zone (Edge area) – In accordance with Sections 27-4301(d) and 27-4303(d)(3) of the Zoning Ordinance, the Applicant submits Table §27-4303(d)(3) below as the intensity and dimensional standards to be established by the PD Basic Plan within the RTO-PD Zone, Proposed Rezoning and Proposed Development:*

**TABLE §27-4303(d)(3) – RTO-PD – Intensity and Dimensional Standards**

<b>Standard</b>	<b>Proposed Standard</b>
Block length, min.   max. (ft.)	400   800
Lot area, min. (sf.)	5,000
Lot width, min. (ft.)	50
Density, min. (du/net lot area)	20.00
Floor area ratio (FAR), min. (nonresidential & mixed-use)	No Requirement
Lot coverage, min.   max. (% of net lot area)	No Requirement   80
Density, max. (du/net lot area)	150
Floor area ratio (FAR), max.	No Requirement
Build-to line, min.   max. (ft.)	0   35
Building width in build-to zone, min. (% of lot width)	70
Front yard depth, min. (ft.)	0
Side yard depth, min. (ft.)	0

Rear yard depth, min. (ft.)	0
Building façade transparency, min. (% of street-level façade area)	
Abutting or facing a street frontage or pedestrian way	No Requirement
Facing a transit station or public gathering space	No Requirement
Principal and accessory structure height, min   max. (ft.)	35   126

Comment: The Intensity and Dimensional Standards above are proposed for the following reasons:

- Block length, min. | max. (ft.) – 400 | 800 – The proposed standard is identical to the standard for residential uses within the base zone (RTO-L-E).
- Lot area, min. (sf.) – 5,000 – The proposed standard is identical to the standard for residential uses within the base zone (RTO-L-E).
- Lot width, min. (ft.) – 50 – The proposed standard is identical to the standard for residential uses within the base zone (RTO-L-E).
- Density, min. (du/net lot area) – 20.00 – The proposed standard is identical to the standard for residential uses within the base zone (RTO-L-E).
- Floor area ratio (FAR), min. (nonresidential & mixed-use) – No requirement – The proposed standard is identical to the standard for residential uses within the base zone (RTO-L-E).
- Lot coverage, min. | max. (% of net lot area) – No requirement | 80 – The proposed standard is identical to the standard for residential uses within the base zone (RTO-L-E).
- Density, max. (du/net lot area) – 150.00 – The proposed standard is 10 du/net lot area higher than the standard for residential uses within the base zone (RTO-L-E). The maximum density proposed is similar to the actual density of similarly situated multifamily projects near the Property within the City of College Park:

Project	Actual Density (du/ac)
University View	169
The Standard	154
The Hub	232
Aspen Heights	152

- Floor area ratio (FAR), max. – No requirement – The proposed standard is identical to the standard for residential uses within the base zone (RTO-L-E).
- Build-to line, min. | max. (ft.) – 0 | 35 – The proposed maximum standard (35 feet) is identical to the standard for residential uses within the base zone (RTO-L-E). The proposed minimum standard is 15 feet less than the standard for residential uses within of the base zone (RTO-L-E). However, the proposed minimum standard is in accordance with the minimum “build-to line” standards contained the Master Plan which are applicable to the Property.
- Building width in build-to zone, min. (% of lot width) – 70 – The proposed standard is identical to the standard for residential uses within the base zone (RTO-L-E).
- Front yard depth, min. (ft.) – 0 – The proposed minimum standard is 10 feet less than the standard for residential uses within the base zone (RTO-L-E). However, the proposed minimum standard is in accordance with the minimum side yard depth standards contained the Master Plan, which anticipates “zero lot line” development on the Property.
- Side yard depth, min. (ft.) – 0 – The proposed minimum standard is 5 feet less than the standard for residential uses within the base zone (RTO-L-E). However, the proposed minimum standard is in accordance with the minimum side yard depth standards contained the Master Plan, which anticipates “zero lot line” development on the Property.
- Rear yard depth, min. (ft.) – 0 – The proposed standard is identical to the standard for residential uses within of the base zone (RTO-L-E).
- Building façade transparency, min. (% of street-level façade area):
  - Abutting or facing a street frontage or pedestrian way – No requirement – The proposed standard is identical to the standard for residential uses within the base zone (RTO-L-E).

- Facing a transit station or public gathering space – No requirement – The proposed standard is identical to the standard for residential uses within the base zone (RTO-L-E).
- Principal and accessory structure height, min. | max. (ft.) – 35 | 126 – The proposed standard is identical to the standard for residential uses within of the base zone (RTO-L-E).

*(4) Other Standards*

*Location Standards*

*An RTO-PD Zone may only be located on lands:*

- *Within a Regional Transit District as designated on the Growth Policy Map in the General Plan, as may be amended from time to time; or*
- *Within that portion of the Innovation Corridor as designated on the Strategic Investment Map in the General Plan, as may be amended from time to time, located within that portion of the City of College Park between the Capital Beltway/I-95, south to the city's southern boundary.*

Comment: The Property is located within (a) College Park/UM Metro/M Square Purple Line Regional Transit District, and (b) that portion of the Innovation Corridor located within that portion of the City of College Park between the Capital Beltway/I-95, south to the city's southern boundary. Accordingly, the proposed RTO-PD Zone is permissible on the Property.

*Use Mixing*

*The zone should be designed to provide a mix of uses. The integration of residential and nonresidential uses is strongly encouraged to allow residents to meet more of their daily needs within the zone.*

Comment: The Proposed Development was initially designed to provide a mix of residential and retail uses. However, upon further evaluation by the Applicant of the need for retail space at the Property and the surrounding neighborhood, as reinforced by the feedback provided by community members during the Pre-Application Neighborhood Meeting on September 19, 2024, the Applicant has elected to instead proposed the development of two (2) buildings providing only multifamily residential uses.

### *Vertical Mixing of Residential and Nonresidential Uses*

*The vertical mixing of residential uses with nonresidential uses within a single project or building, with residential development on upper floors, is strongly encouraged in the Core area and encouraged in the Edge area.*

Comment: The Proposed Development was initially designed to provide a mix of residential and retail uses. However, upon further evaluation by the Applicant of the need for retail space at the Property and the surrounding neighborhood, as reinforced by the feedback provided by community members during the Pre-Application Neighborhood Meeting on September 19, 2024, the Applicant has elected to instead proposed the development of two (2) buildings providing only multifamily residential uses. Accordingly, the Proposed Development will not include any vertical mixing of uses.

### *Horizontal Mixing of Residential and Nonresidential*

*The horizontal mixing of stand-alone residential developments and adjacent stand-alone nonresidential or mixed-use developments in the zone is allowed, provided the developments are well-integrated in terms of complementary uses, access and circulation, and compatible design.*

Comment: The Applicant does not propose the horizontal mixing of stand-alone residential and nonresidential or mixed-use developments within the Proposed Development. Accordingly, this standard is inapplicable to ZMA-2024-002.

### *Shopping Centers*

*Shopping centers shall be a minimum of two stories (multi-story).*

Comment: The Applicant does not propose to develop a shopping center within the Proposed Development. Accordingly, this standard is inapplicable to ZMA-2024-002.

### *Blocks and Alleys*

*The zone shall be laid out in blocks, streets, and alleys, to the maximum extent practicable.*

Comment: As shown on the PD ZMA site plans, the PD zone will be laid out in blocks, streets and alleys to the maximum extent possible.

### *Streets*

*Streets shall be organized according to a hierarchy based on function, capacity, and design speed. They should terminate at other streets within the development and connect to existing and projected through streets outside the development. Street stubs should be provided to adjacent open land to provide for future connections. Gated streets are prohibited.*

Comment: The Applicant does not propose any private streets within the Proposed Development. Accordingly, this provision is inapplicable to the Proposed Development with respect to private streets. However, the Applicant (in coordination with M-NCPPC Staff and the City of College Park Department of Planning & Community Development) proposes to provide a portion of the extension of the Ancestor's Lane city right-of-way along the eastern boundary of the Property. The portion of the Ancestor's Lane extension on the Property will connect to the Knox Road right-of-way to the south of Property and will end at the Property's boundary which abuts the College Park Shopping Center, allowing for future connection to any portion of the Ancestor's Lane right-of-way provided on adjacent property.

#### *Private Sidewalks and Private Street Trees*

- *Sidewalks shall be located on both sides of every street, with a planting strip between the curb and the sidewalk, as established in the PD Basic Plan. Street trees shall be spaced between 40-50 feet on center.*

Comment: As shown on the PD ZMA site plans, sidewalks will be provided along the frontages of the Hartwick Road and Knox Road rights of way with a planting strip between the curb and sidewalk. In accordance with the Master Plan street trees along the frontages of the Hartwick Road and Knox Road rights of way will be spaced ±30 feet on center.

- *Sidewalks shall be at least 15 feet wide along street frontages in the Core area, and at least 10 feet wide in the Edge area.*

Comment: As shown on the PD ZMA site plans, sidewalks will be provided along the frontages of the Hartwick Road and Knox Road rights of way. The sidewalks provided will be 6 feet in width in order to maintain consistency with the sidewalks along the frontage of the adjacent Terrapin Row property, which provides 6 feet of sidewalk

width along its frontages. The Applicant intends to request a variance from this standard allowing for a sidewalk width of 6 feet.

- *Sidewalks shall maintain a pedestrian "clear zone" a minimum width of 5 feet that is unobstructed by any permanent or nonpermanent object.*

Comment: As shown on the PD ZMA site plans, sidewalks proposed in connection with the Proposed Development will maintain a pedestrian “clear zone” of at least 5 feet that is unobstructed by any permanent or nonpermanent object.

- *At least one walkway from an adjacent sidewalk shall be provided to each pedestrian entrance.*

Comment: As shown on the PD ZMA site plans, at least one walkway from an adjacent sidewalk will be provided at each pedestrian entrance into the proposed buildings within the Proposed Development.

- *Where a sidewalk, greenway path, or other walkway crosses a street, driveway, or drive aisle, the crossing shall be clearly marked with a change in paving material, color, or height, decorative bollards, or similar features.*

Comment: Within the Proposed Development, wherever a sidewalk, greenway path, or other walkway crosses a street, driveway, or drive aisle, the crossing will be clearly marked with a change in paving material, color, or height, decorative bollards, and/or similar features.

### *Connectivity*

*The internal vehicular, bicycle, and pedestrian circulation systems shall be designed to allow vehicular, bicycle, and pedestrian cross-access between the internal system and adjoining lots and development, as well as to any nearby or adjacent transit station.*

Comment: Any internal vehicular, bicycle, and/or pedestrian circulation systems within the Proposed Development will be designed, to the maximum extent practicable, to allow vehicular, bicycle, and/or pedestrian cross-access between the internal system and adjoining lots and development, as well as to any nearby or adjacent transit station.

### *Building Configuration*

- *In the Core area, public and quasi-public buildings and uses, including government facilities, cultural facilities, religious institutions, assembly uses, and schools, should serve as focal points and landmarks for the zone and are encouraged to be located on prominent sites.*

Comment: The Property is located in the Edge area of the RTO-L Zone. Accordingly, this provision is inapplicable to ZMA-2024-002.

- *In the Core area, buildings shall be configured in relation to the site and other buildings so that building walls frame and enclose at least two of the following:*
  - *The corners of street intersections or entry points into the development;*
  - *A "main street" pedestrian and/or vehicle access corridor within the development site;*
  - *Parking areas, public spaces, or other site amenities on at least three sides; or*
  - *A plaza, pocket park, square, outdoor dining area, or other outdoor gathering space for pedestrians.*

Comment: The Property is located in the Edge area of the RTO-L Zone. Accordingly, this provision is inapplicable to ZMA-2024-002.

- *In the Edge area, and where appropriate, buildings should be used to define the street edge and the distinction between the public domain of the street and the private space of individual lots. To this end, buildings should have a consistent, setback alignment along the street frontage.*

Comment: As shown on the PD ZMA site plans, buildings within the Proposed Development will have a consistent setback alignment along street frontages to define the street edge and the distinction between the public domain of the street and the private space of individual lots.

- *Buildings should be designed with a common architectural scheme. The intent should not be to create a uniform appearance, but rather a distinct sense of place.*

Comment: As shown on the PD ZMA site plans, buildings within the Proposed Development will be designed with a common architectural scheme to create a

distinct sense of place. Further, the Proposed Development includes a pedestrian, bicycle and ADA-accessible greenway that is open to the public, seamlessly unifies the two proposed buildings, provides a connection between Hartwick Road and Knox Road, and distinctly creates a sense of place within the proposed RTO-PD Zone.

#### *Parking*

- *All proposed new or additional off-street surface vehicle parking shall be located to the rear or side of the development's principal building(s) or in a parking structure.*

Comment: As shown on the PD ZMA site plans submitted together with this Statement, off-street parking within proposed RTO-PD Zone will be located within two (2) parking structures.

- *Surface parking lots with more than 100 parking spaces shall be organized into smaller modules that contain fewer spaces each and are visually separated by buildings or landscaped swales.*

Comment: The Applicant does not propose any surface parking lots outside of the two (2) parking structures within the Proposed Development. Accordingly, this provision is inapplicable to ZMA-2024-002.

- *All vehicle parking lots and structures shall provide clearly identified pedestrian routes between parking areas and the primary pedestrian entrance(s) to the building(s) served by the parking areas*

Comment: The parking structures proposed within the Proposed Development will provide clearly identified pedestrian routes between parking areas and the primary pedestrian entrances to the buildings on the Property to be served by the parking areas.

#### *Transparency*

*Where the façade of a principal building other than a single-family or two-family dwelling abuts or faces a street frontage or pedestrian way, or an adjoining transit station or public gathering space, a percentage of the street-level façade area shall be comprised of transparent window or door openings to allow views of interior spaces and merchandise so as to enhance safety and create a more inviting environment for pedestrians.*

Comment: Street-level façade areas within the Proposed Development shall be comprised of transparent window or door openings to allow views of interior spaces and merchandise. The proposed street-level façade areas will provide for transparency in excess of that which would otherwise be required in the RTO-L-E Zone.

#### *Open Space Design*

*Open space should be designed in a hierarchy of formal and informal spaces and used to enhance activity and identity. Formal open spaces consist of squares, greens, common areas, or other park-like settings where people may gather. Such areas should be bounded by streets and/or buildings. Informal open spaces are encouraged to be located throughout the zone, and take the form of walking paths, greenways, parks, passive recreation areas, and natural areas.*

Comment: Open space within the Proposed Development will be used to enhance activity and identity and be designed in a hierarchy of formal and informal spaces, such as the ADA-compliant and pedestrian and bicycle accessible greenway that is open to the public, bounded by the proposed buildings and the Hartwick and Knox Road rights-of-way, provides for a park-like setting with seating and plantings that promotes its use as a gathering place for the community, and allows for easier and more direct travel to and from the University of Maryland for students living south of the Property across the Property.

## **VII. CONCLUSION**

The Applicant respectfully requests that the District Council grant approval of ZMA-2024-002. The above analysis and submitted plans establish that this application satisfies the required findings that the District Council must make to approve a ZMA application.

## EXHIBIT A

### PROPOSED MODIFIED SUBDIVISION AND DEVELOPMENT STANDARDS APPLICABLE TO RTO-PD ZONE

Below are Applicant's proposed modifications to the Subdivision Regulations and Development Standards of the Zoning Ordinance, which are permitted to be modified pursuant to Section 27-4301(d)(2) of the Zoning Ordinance. Except as modified in the Statement or this Exhibit A, the Proposed Development will be governed by the provisions of Part 24-4 of the Subdivision Regulations and of Part 27-6 of the Zoning Ordinance, which would otherwise apply to the Proposed Development in the RTO-L-E Zone. Applicant proposes all new language **bold underlined in blue** and all deleted language *italicized stricken-through in red*.

#### *24-4205. Public Utility Easements*

*All roads (public or private) shall have a public utility easement at least ten feet in width. For Redevelopment and Revitalization projects, the public utility easement may be reduced by the Planning Director for good cause, after due consideration of any adverse impacts. The public utility easement shall be located outside the sidewalk, where a sidewalk is constructed or these Regulations or Subtitle 27: Zoning Ordinance require a sidewalk, and shall be contiguous to the right-of-way.*

Comment: The Applicant proposes to remove the requirement to provide public utility easements on the Property due all applicable public utilities being located within the rights-of-way along the northern and southern boundaries of the Property. Applicant will submit for approval a variance regarding the public utility easement requirements will be required at the time of Preliminary Plan of Subdivision review. Such variances for projects within the City of College Park are commonly reviewed and approved by M-NCPPC at the time of Preliminary Plan of Subdivision.

#### 27-6206(m) Vehicle Stacking Space

##### Table 27-6206(m)(2).a

Table 27-6206(m)(2).a: Minimum Stacking Lane Distance for Vehicular Parking Area Entrance Driveway	
Number of Off-Street Parking Spaces (1)	Minimum Stacking Lane Distance (ft) (2)
1 - 49	25
50 <del>— 249</del> <u>or more</u>	50
<del>250 — 499</del>	<del>100</del>
<del>500 or more</del>	<del>100 + 15 ft for every additional 50 spaces beyond 500</del>

**Table 27-6206(m)(2).a: Minimum Stacking Lane Distance for Vehicular Parking Area Entrance Driveway**

Number of Off-Street Parking Spaces (1)	Minimum Stacking Lane Distance (ft) (2)
<b>NOTES:</b>	
(1) Entrances into parking structures may be credited towards the stacking lane distance standard provided the parking structure entrance is accessed from a development driveway and not a primary drive aisle.	
(2) Stacking lane distance is measured from the intersection of the driveway with the street right-of-way, along the centerline of the stacking lane, to its intersection with the centerline of the first entrance into a parking area or other internal intersecting driveway.	

**Comment:** The minimum stacking lane regulations generally speak to suburban development and, more specifically, towards surface parking lots. Because the Proposed Development involves the redevelopment of the Property in a developed, urban, and high-density location, the proposed minimum stacking lane distance regulations are more appropriate for the Proposed Development.

### ***27-6305. Off-Street Parking Space Standards***

**Table 27-6305(a):**

TABLE 27-6305(a): Minimum Number of Off-Street Parking Spaces			
Principal Use Category	Principal Use Type	Off-Street Parking Standards	
		RTO and LTO Zones (Base and PD)	
Core	Edge		
Household Living Uses	Dwelling, multifamily	No minimum	<u>0.5 per DU (all studio and 1 BR)</u> <u>0.675 per DU (all other unit types)</u>

**Comment:** The proposed standard for Minimum Number of Off-Street Parking Spaces above are proposed to reflect the standard Minimum Number of Off-Street Parking Spaces applicable to the Property under the base regulation as reduced by 50% pursuant to Section 27-4204(b)(D)(i) (Reduced Minimum Vehicle Parking Space Requirements). Additionally, the proposed standard conforms to the actual parking spaces provided by similarly situated developments near the Property within the City of College Park:

Project	Off-Street Spaces (space/du)
University View	0.92 per DU
The Standard	0.88 per DU
The Hub	0.56 per DU
Aspen Heights	0.77 per DU
Union on Knox	0.97 per DU

## 27-6310. Loading Area Standards

### (a) Minimum Number of Off-Street Loading Berths

~~Any new development involving the routine vehicular delivery or shipping of goods, supplies, or equipment to or from the development shall provide a sufficient number of off-street loading berths to accommodate the delivery and shipping operations of the development's uses in a safe and convenient manner. Table 27-6310(a): Minimum Number of Off-Street Loading Berths, sets forth the minimum number of loading berths for the different principal uses. For proposed uses not listed in Table 27-6310(a): Minimum Number of Off-Street Loading Berths, the requirement for a use most similar to the proposed use shall apply. The minimum number of off-street loading berths per building shall be 1 loading berth.~~

Table 27-6310(a): Minimum Number of Off-Street Loading Berths		
Principal Use Classification/Category	Gross Floor Area (GFA) of Building	Minimum Number of Loading Berths
<i>Institutional and Commercial Uses</i>		
<i>Retail Sales and Service Uses</i>	<i>At least 5,000 sq. ft. but less than 10,000 sq. ft.</i>	<i>1</i>
	<i>At least 10,000 sq. ft. but less than 100,000 sq. ft.</i>	<i>2</i>
	<i>Each additional 100,000 sq. ft. or major fraction thereof</i>	<i>add 1</i>
<i>Household Living Uses (Multifamily only) and Group Living Uses (Assisted Living Facility only)</i>	<i>At least 100 dwelling units and up to 300 dwelling units</i>	<i>1</i>
	<i>Each additional 200 dwelling units or major fraction thereof</i>	<i>add 1</i>
<i>Purpose driven student. Loading are different</i>		

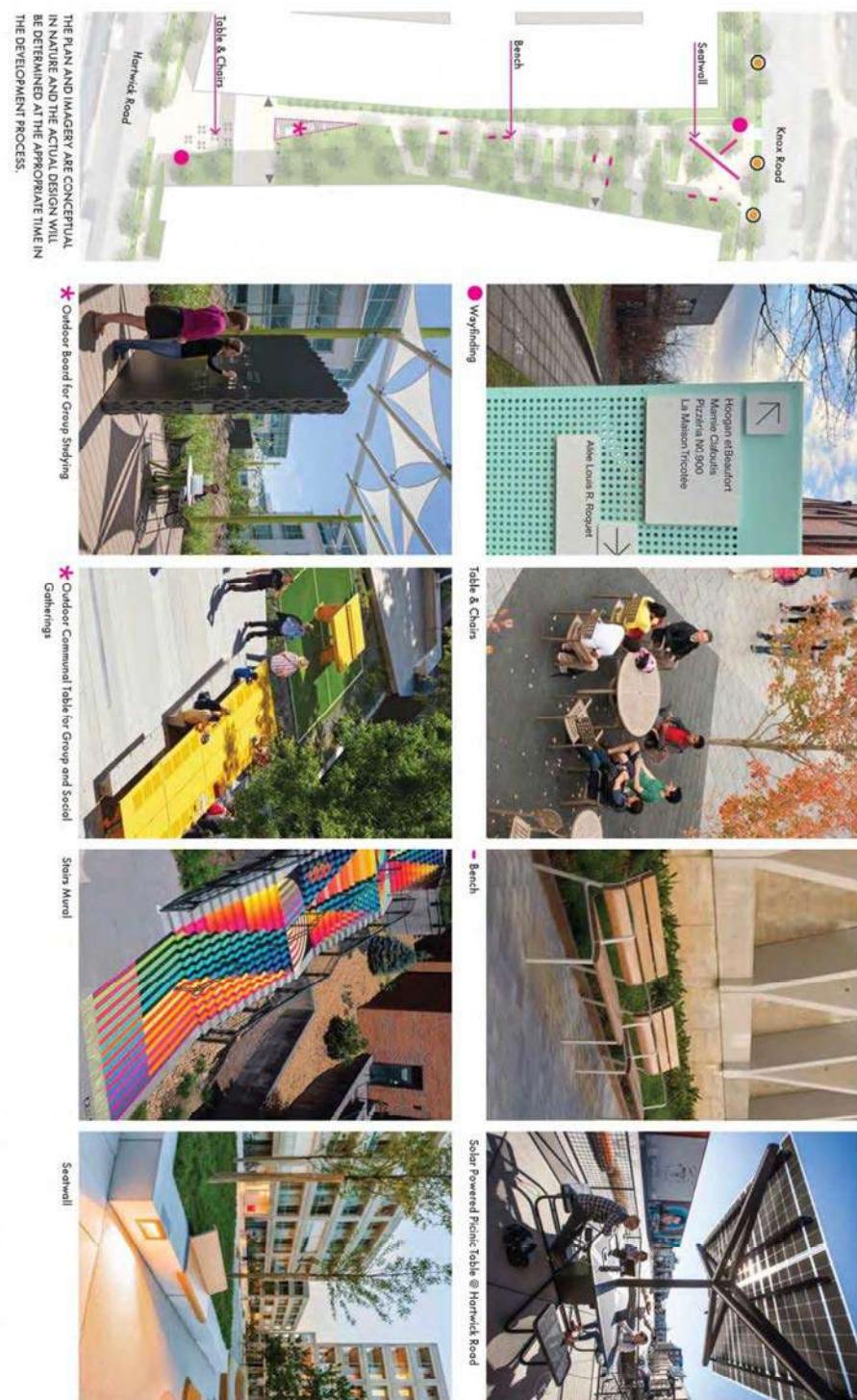
Comment: The proposed Minimum Number of Off-Street Loading Berths reflect the Proposed Development's use as a purpose-driven, fully furnished residential development. The loading berth needs of the Proposed Development will be minimal relative to the types of development anticipated by the standard Minimum Number of Loading Berths regulation contained in Section 27-6310(a).

**EXHIBIT B**

**PROPOSED GREENWAY**  
**CONCEPTUAL DESIGN AND REPRESENTATIVE IMAGES**



*\* The plans, images and/or design provided in Exhibit B are conceptual in nature and provided for the purpose of illustration only. More detailed design will be provided at the appropriate stage in the development review process.*



LIVE-LAND  
DESIGN STUDIO

THE PLAN AND IMAGERY ARE CONCEPTUAL IN NATURE AND THE ACTUAL DESIGN WILL BE DETERMINED AT THE APPROPRIATE TIME IN THE DEVELOPMENT PROCESS.

LANDMARK PROPERTIES | THE MARK COLLEGE PARK | COLLEGE PARK, MD  
02/14/2025

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THE PLAN AND IMAGERY ARE CONCEPTUAL IN NATURE AND THE  
ACTUAL DESIGN WILL BE DETERMINED AT THE APPROPRIATE TIME  
IN THE DEVELOPMENT PROCESS



*\* The plans, images and/or design provided in Exhibit B are conceptual in nature and provided for the purpose of illustration only. More detailed design will be provided at the appropriate stage in the development review process.*

**EXHIBIT B-1**  
**PROPOSED GREENWAY**  
**CONCEPTUAL ARCHITECTURAL RENDERINGS**



THESE RENDERINGS ARE CONCEPTUAL IN NATURE AND THE ACTUAL DESIGN WILL BE DETERMINED AT THE APPROPRIATE TIME IN THE DEVELOPMENT PROCESS.

GREENWAY FROM HARTWICK ROAD

2/14/2025

**WDG** Architecture. Planning. Interiors. Washington, DC • Dallas, TX

*\* The renderings, images and/or design provided in Exhibit B-1 are conceptual in nature and provided for the purpose of illustration only. More detailed design will be provided at the appropriate stage in the development review process.*



THESE RENDERINGS ARE CONCEPTUAL IN NATURE AND THE ACTUAL DESIGN WILL BE DETERMINED AT THE APPROPRIATE TIME IN THE DEVELOPMENT PROCESS.

GREENWAY FROM MID-BLOCK  
2/14/2025

WDG Architecture, Planning, Interiors

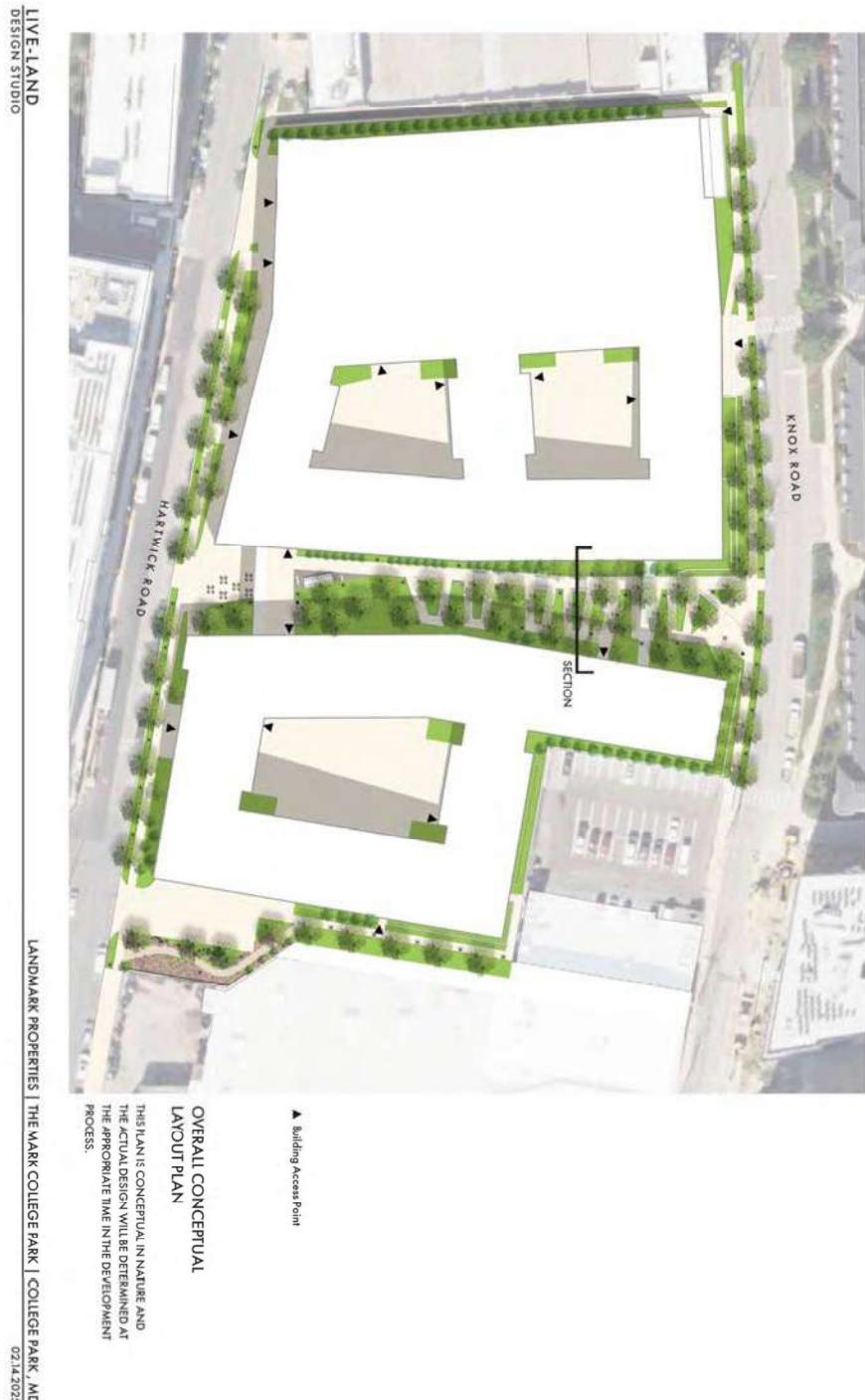
Washington, DC Dallas, TX

*\* The renderings, images and/or design provided in Exhibit B-1 are conceptual in nature and provided for the purpose of illustration only. More detailed design will be provided at the appropriate stage in the development review process.*



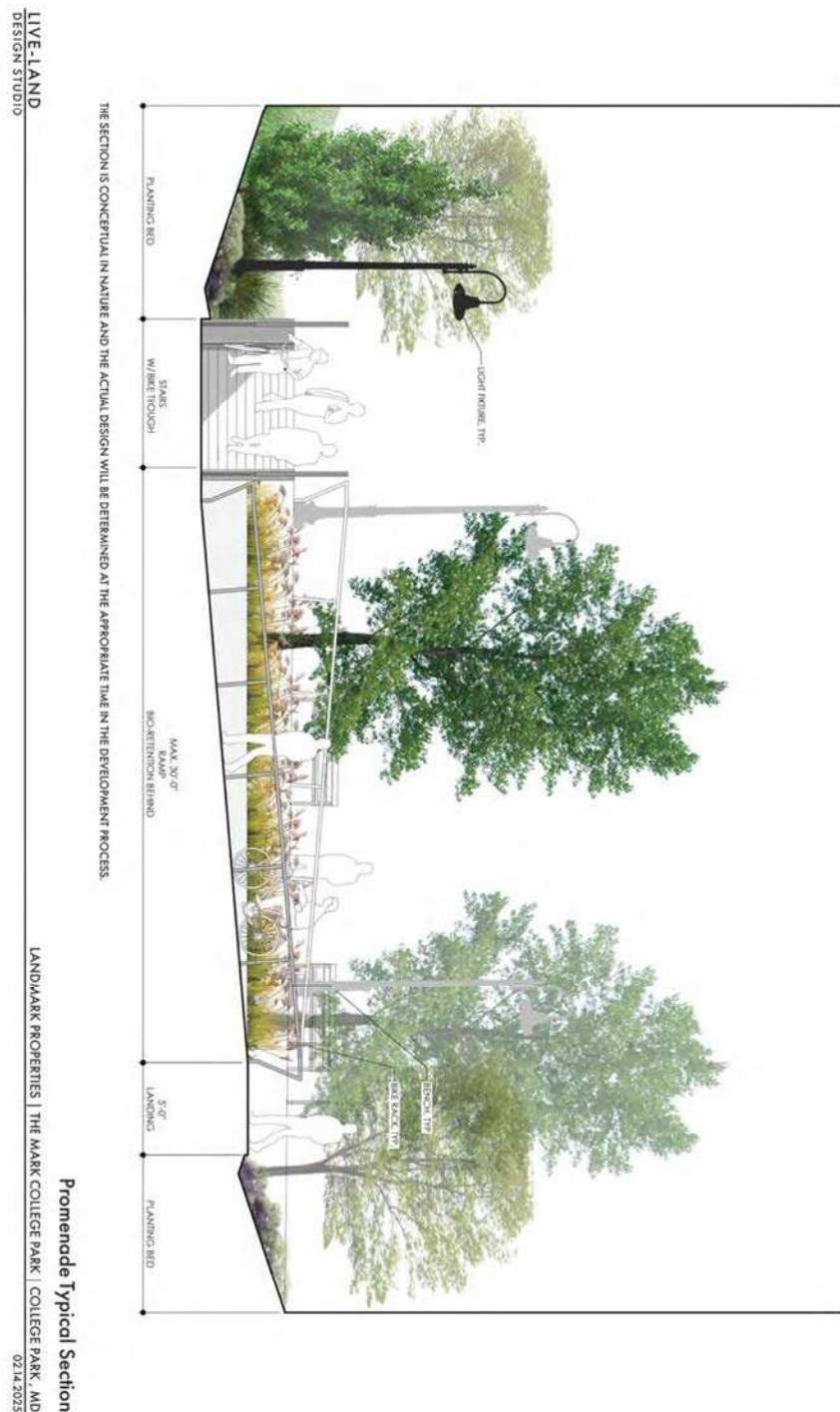
*\* The renderings, images and/or design provided in Exhibit B-1 are conceptual in nature and provided for the purpose of illustration only. More detailed design will be provided at the appropriate stage in the development review process.*

**EXHIBIT B-2**  
**PROPOSED GREENWAY**  
**CONCEPTUAL LAYOUT PLAN**



*\* The plans, images and/or design provided in Exhibit B-2 are conceptual in nature and provided for the purpose of illustration only. More detailed design will be provided at the appropriate stage in the development review process.*

**EXHIBIT B-3**  
**PROPOSED GREENWAY**  
**CONCEPTUAL TYPICAL SECTION**



\* The section, plans, images and/or design provided in Exhibit B-3 are conceptual in nature and provided for the purpose of illustration only. More detailed design will be provided at the appropriate stage in the development review process.

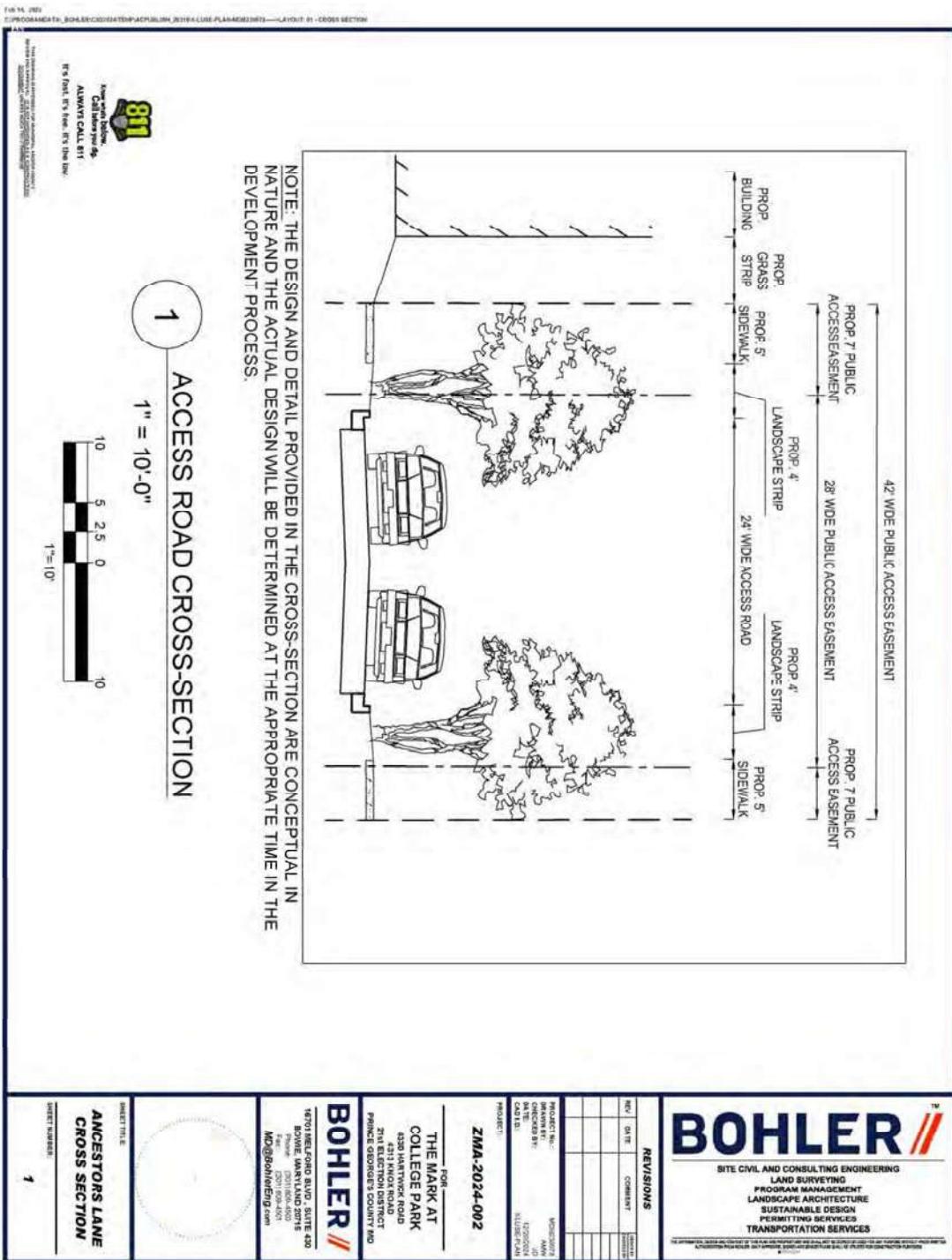
**EXHIBIT B-4**  
**PROPOSED GREENWAY**  
**CONCEPTUAL LIGHTING LAYOUT PLAN**



*\* The plans, images and/or design provided in Exhibit B-4 are conceptual in nature and provided for the purpose of illustration only. More detailed design will be provided at the appropriate stage in the development review process.*

**EXHIBIT C**

# PROPOSED ANCESTOR'S LANE EXTENSION CONCEPTUAL DESIGN



*\* The renderings, plans, images and/or design provided in Exhibit C are conceptual in nature and provided for the purpose of illustration only. More detailed design will be provided at the appropriate stage in the development review process.*

## EXHIBIT D

### PROPOSED GREENSPACE CONCEPTUAL DESIGN AND REPRESENTATIVE IMAGES



\* The renderings, plans, images and/or design provided in Exhibit D are conceptual in nature and provided for the purpose of illustration only. More detailed design will be provided at the appropriate stage in the development review process.

#### Ancestor Lane Green Space

The green space near Hornwick Road and the College Park Shopping Center will provide a green for the community, featuring a pollinator garden with native plants to support local biodiversity.

A reflecting wall will extend the green view, enhancing the visual experience and creating a sense of openness within the space.

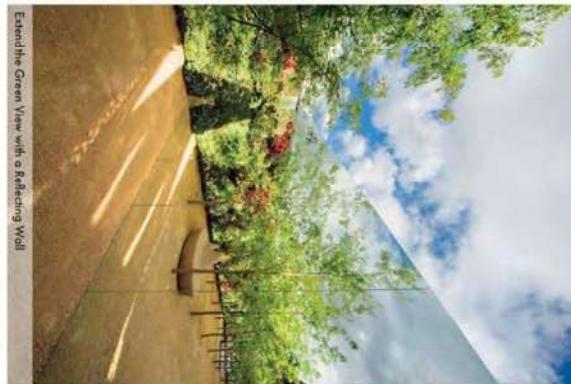
A beehive will be added around the pollinator garden, promoting local wildlife and contributing to environmental sustainability, while also serving as an art installation to add to the aesthetic value of the area.

A 'Free Little Art Gallery' will be introduced to allow community members to display and exchange artwork, fostering cultural engagement and encouraging creativity within the community.

A pathway will provide connectivity for future extensions of the Ancestor Lane connection, promoting pedestrian accessibility and mobility.

Benches will be placed throughout the Ancestor Lane green space, offering seating for visitors to enjoy the surroundings and relax within this community hub.

THE IMAGERY AND DESIGN NARRATIVE ARE CONCEPTUAL IN NATURE AND THE ACTUAL DESIGN WILL BE DETERMINED AT THE APPROPRIATE TIME IN THE DEVELOPMENT PROCESS.



\* The renderings, plans, images and/or design provided in Exhibit D are conceptual in nature and provided for the purpose of illustration only. More detailed design will be provided at the appropriate stage in the development review process.

## **EXHIBIT E**

### **SUPERIOR ARCHITECTURE REPRESENTATIVE IMAGES**

THESE IMAGES ARE CONCEPTUAL IN NATURE AND THE ACTUAL DESIGN WILL BE DETERMINED AT THE APPROPRIATE TIME IN THE DEVELOPMENT PROCESS.



Representative Architecture

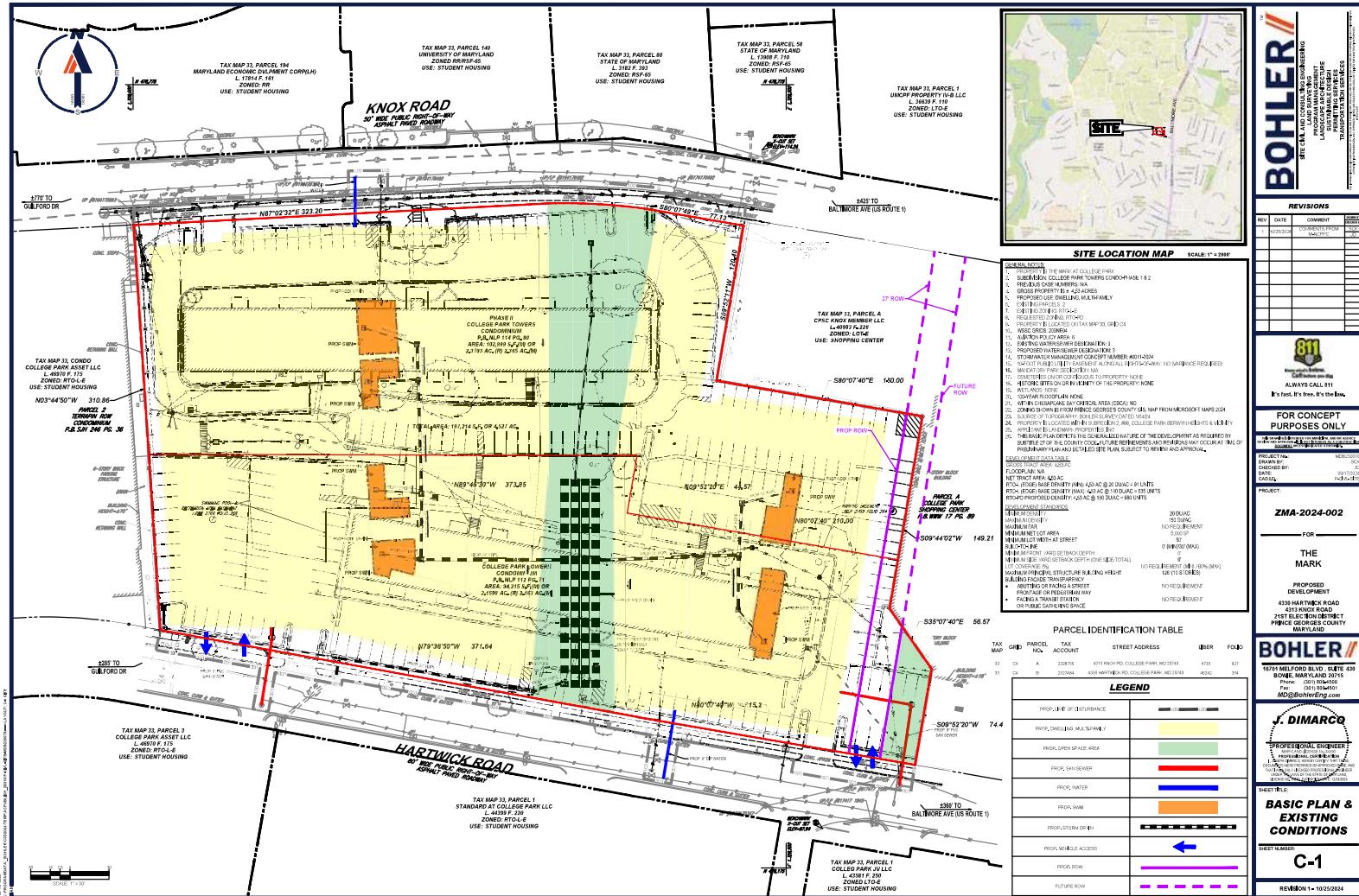


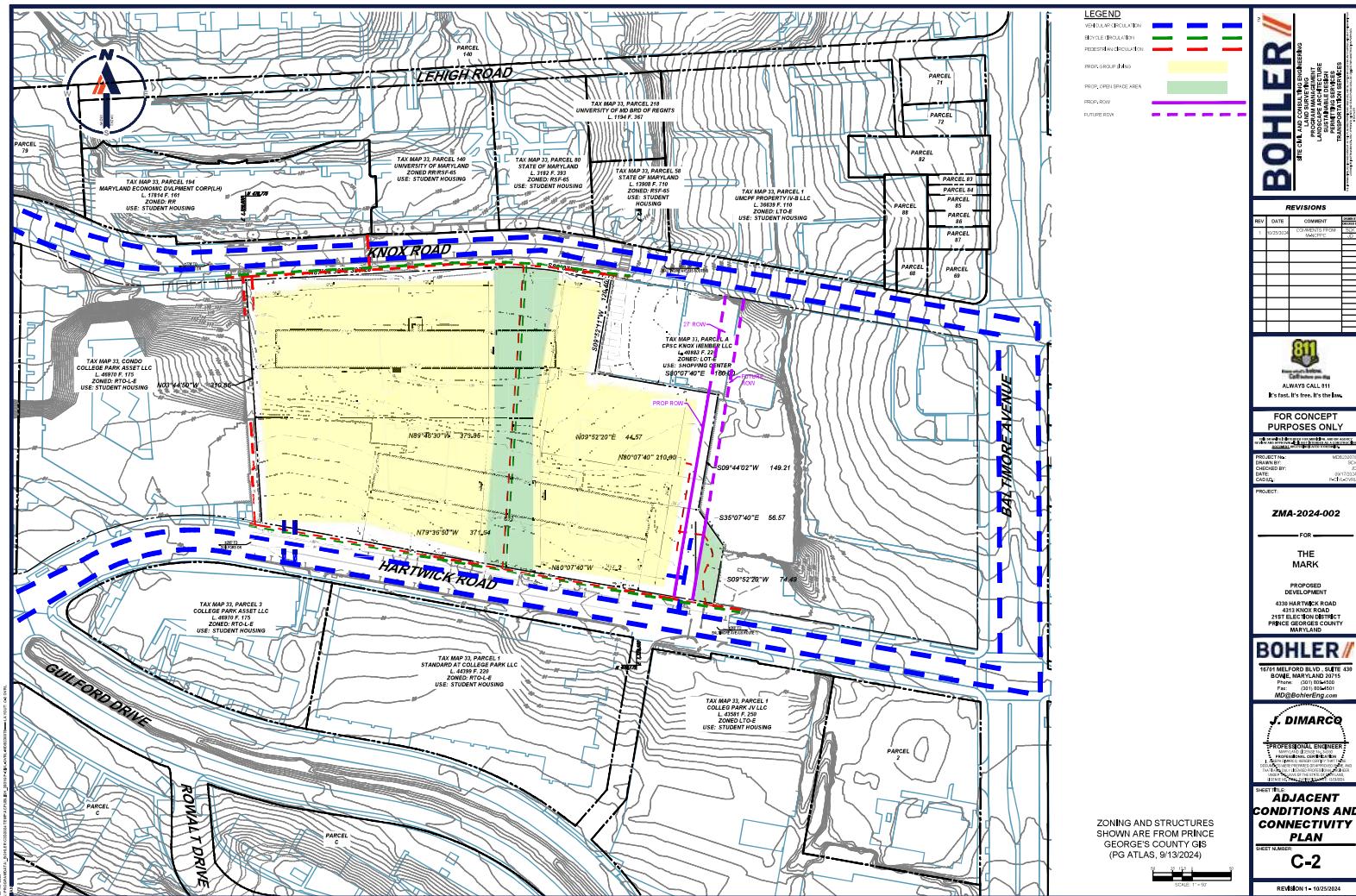
**WDG**

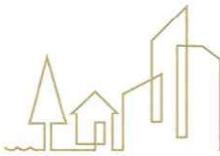
Architecture Planning Interiors.

2/14/2025  
Washington, DC   Dallas, TX

*\* The images and/or design provided in Exhibit E are conceptual in nature and provided for the purpose of illustration only. More detailed design will be provided at the appropriate stage in the development review process.*







The Maryland-National Capital Park and Planning Commission

 PRINCE GEORGE'S COUNTY  
Planning Department

1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Countywide Planning Division  
Historic Preservation Section

301-952-3680

February 10, 2025

**MEMORANDUM**

**TO:** Evan King, Zoning Section, Development Review Division

**VIA:** Thomas Gross, Planning Supervisor, Historic Preservation Section, Countywide Planning Division **TWG**

**FROM:** Tyler Smith, Historic Preservation Section, Countywide Planning Division **TAS**  
Amelia Chisholm, Historic Preservation Section, Countywide Planning Division **AGC**  
Jennifer Stabler, Historic Preservation Section, Countywide Planning Division **JAS**

**SUBJECT:** **ZMA-2024-002 The Mark at College Park**

The subject property comprises 4.52 acres and is located on the north side of Hartwick Road, approximately 635 feet west of its intersection with Baltimore Avenue (US Route 1). The subject property is zoned Regional Transit-Oriented, Low-Intensity (RTO-L-e), and located within the 2010 *Approved Central US 1 Corridor Plan* area. The subject application proposes rezoning the property from the RTO-L-e Zone to the Regional Transit-Oriented Planned Development (RTO-PD) Zone, for the development of two high-density multifamily residential buildings.

The 2010 *Approved Central US 1 Corridor Plan* includes goals and policies related to historic preservation (pages 287-296). However, these are not specific to the subject site or applicable to the proposed development. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites, indicates the probability of archeological sites within the subject property is low. A Phase I archaeology survey is not recommended. The subject property does not contain and is not adjacent to, any designated Prince George's County Historic Sites or resources. Historic Preservation staff recommend approval of ZMA-2024-002, The Mark at College Park, with no conditions.



March 03, 2025

## MEMORANDUM

**TO:** Evan King, Planner II, Countywide Planning Division

**VIA:** N. Andrew Bishop, Planner IV, Long-Range Section, Community Planning Division *NAB*

**VIA:** Frederick Stachura, Planning Supervisor, Neighborhood Revitalization Section, Community Planning Division

**FROM:** Maha Tariq, Planner II, Neighborhood Revitalization Section, Community Planning Division *Mt*

**SUBJECT:** ZMA-2024-002, The Mark at College Park

### FINDINGS:

Community Planning staff finds that pursuant to Section 27-3602(c)(1), Planned Development (PD) Decision Standards, of the Zoning Ordinance, the proposed application to rezone the subject property from Regional Transit-Oriented, Low-Intensity-Edge (RTO-LE) Zone to the Regional Transit-Oriented, Planned Development (RTO-PD) conforms to Plan 2035 and the 2010 Approved Central US 1 Corridor Sector Plan and SMA (Sector Plan) because the applicant is proposing a high density residential development in proximity to The University of Maryland, the College Park Metro, and the future Purple Line. It is further noted that the application is consistent with the Sector Plan because it recommends residential high future land use on the subject property and the zoning map amendment proposes up to 150 dwelling units per acre and meets the definition of "residential high" (See, Master and General Plan Section Discussion below).

Community Planning staff find that pursuant to 27-4301(a), General Purposes of Planned Development Zones, this application is consistent with the purposes the RTO-PD zone because the proposed PD application proposes vehicular and pedestrian improvements that will improve circulation on site and creates a building pattern on site with a mass and scale on site that is compatible with the surrounding neighborhood.

Community Planning staff finds that pursuant to Section 27-4301(d), General Standards for All Planned Development Zones, this application meets this requirement because it proposes residential uses that are compatible with the intensity and density envisioned by the General Plan and the Master Plan and proposes a mix of public facilities that will serve the development and surrounding community (see further discussion below).

Community Planning staff finds that pursuant to Section 27-4303(d), Regional Transit-Oriented Planned Development (RTO-PD) Zone Standards, this application meets the requirement because it

proposes a well-connected transit accessible development that prioritizes safe multimodal transportation and provides site features that are arranged to create a sense of place by providing an inviting, walkable, safe, socially interactive environment.

## BACKGROUND

**Application Type:** Zoning Map Amendment Residential Planned Development (RTO-PD) Zone

**Location:** 4330 Hartwick Road and 4313 Knox Road, College Park MD 20740

**Size:** 0.71 acres

**Existing Uses:** Residential - Multifamily

**Future Land Use:** Residential High

**Proposal:** To rezone the property from the Regional Transit-Oriented, Low-Intensity-Edge (RTO-LE) Zone to the Regional Transit-Oriented, Planned Development (RTO-PD) Zone in accordance with Section 27-3602 of the Zoning Ordinance.

**Zoning:** Regional Transit-Oriented, Low-Intensity-Edge (RTO-LE) Zone.

**Prior Zoning:** Multifamily High Density Residential (R-10) Zone

**Applicable Zoning Ordinance:** Current Zoning Ordinance

## GENERAL PLAN, MASTER PLAN, AND SMA

**General Plan:** Plan 2035 places the subject property in the UMD East Local Center. Local centers are focal points of concentrated residential development and civic activity based on their access to transit or major highways. The plan contains recommendations for directing medium-to medium-high residential development, along with limited commercial uses, to these locations, rather than scattering them throughout the Established Communities. These centers will support walkability, especially in their cores and where transit service is available (p.19).

The subject property is also located within the Innovation Corridor. This area has the highest concentration of economic activity in the County's four targeted industry clusters and has the greatest potential to catalyze future job growth, research, and innovation. This area is well positioned to capitalize on the synergies that derive from businesses, research institutions, and incubators located close to one another and on existing and planned transportation infrastructure, such as the Purple Line (p. 23).

The proposed application aligns with the growth policy of Local Centers and the Innovation Corridor by concentrating residential development near existing economic activity, existing industry clusters, and mass transit.

**Master Plan:** The subject application is in the 2010 Approved Central US 1 Corridor Sector Plan and SMA (Sector Plan). The Sector Plan recommends Residential High (Map 8: Approved Land Use South, page 60) land use on the subject property. The Sector Plan defines Residential High land use as detached and attached dwelling units and associated areas at densities higher than 20 dwelling units/acre (du/acre). The proposal to replace 2 existing multifamily buildings with 2 new multifamily buildings is consistent with the recommended land use.

Pursuant to 27-3602. Planned Development (PD) Zoning Map Amendment, this application is requesting to rezone the subject property from the Regional Transit-Oriented, Low-Intensity Edge (RTO-LE) Zone to the Regional Transit-Oriented, Planned Development (RTO-PD) Zone, and is required to provide public benefits for the surrounding neighborhood, or public in general, to a significantly greater extent than would likely result from development of the site under a Base zone.

The Applicant is proposing the following public benefits listed below to enhance the surrounding neighborhood and allow for design flexibility. These benefits are listed as follows:

- Pedestrian promenade
- Greenway
- Superior Architecture
- Ancestor's Lane
- A Pocket Park

Pursuant to 27-3602(c) Planned Development (PD) Decision Standards, the applicant shall demonstrate the development is in conformance with the General Plan, the applicable Area Master Plan or Sector Plan, or any applicable Functional Master Plan. A discussion of the relevant (goals, strategies, or policies) of the Master Plan have been included to help advance the intent and purpose of the plan. An analysis of these recommendations and potential site improvements to provide additional public benefits on the property are included in the Recommendation Section below.

## Recommendations

The Sector Plan identifies six distinct areas to become walkable nodes and provides recommendations for each. All corridor nodes are considered to be walkable nodes and are identified as desirable and appropriate locations for transit-oriented, mixed-use development at medium to high densities (page 48). The proposed project is in the 'Downtown College Park' walkable node.

The applicant should follow the specific recommendations for the 'Downtown College Park' node and land use and urban design policies and strategies for walkable nodes. In addition, the applicant should follow the recommendations for infrastructure elements (Chapter 4) and community character (Chapter 5) provided in the sector plan.

## **Chapter 2 Plan Vision (Page 39)**

**Vision 1- Improved Mobility Through Walking, Transit, and Biking:** The plan envisions shared and dedicated bike lanes, widened sidewalks, and a pedestrian-oriented streetscape along the length of the corridor. In designated walkable nodes, the pedestrian environment is enhanced with transit stops, street-oriented buildings with ground floor retail, and on-street parking. (page 41)

**Vision 2 - Unique, Walkable Nodes Along US 1:** Each walkable node is directly and uniquely influenced by adjacent neighborhoods. Building height, scale, and type will be tailored to the existing businesses and residents, while accommodating desirable growth and change. (page 42)

**Vision 3 - Enhanced Sense of Place:** New construction in College Park should respect and reinforce community character. The plan specifies infill development appropriate to its particular urban condition. In walkable nodes around transit stops, main street buildings and more substantial mixed-use buildings will predominate. In other areas, infill construction should be consistent with the scale and character of neighboring buildings. (page 43)

During the charrette, College Park residents expressed a strong desire for neighborhood serving retail and more local businesses. Located within short walking distances of existing neighborhoods, the pedestrian-friendly nodes are ideal places for neighborhood-oriented commerce. (page 43)

### **Specific recommendations for the 'Downtown College Park' node**

The vision for downtown includes the re-establishment of its role as the focus of community activity. The area's tradition of multistory, multiuse buildings with retail on the first floor and either residences or offices on the upper floors should be reinstated. The range of hotel, dining, and entertainment uses that serve the university should be increased, and parking garages should accommodate new development." (page 79) The core of the downtown area is located at Knox Road. (page 80). The Sector Plan recommends providing central public plazas that are spatially defined by building frontages and provide human-scaled façades, storefronts, and signage for pedestrian interest. Street-oriented architecture would present doors, windows, balconies, and porches that face the street. (page 81)

### **Land Use and Urban Design Goals**

- Incorporate new civic spaces and plazas connected by a network of streets, sidewalks, and trails. (page 51)
- Create attractive, active streetscapes that provide safe pathways and enhanced connectivity for pedestrians and bicyclists. (page 51)

**Corridor wide Policy 1:** Increase mobility in College Park by adopting multimodal transportation principles and improving street network connectivity. (page 61)

**Strategy**

1. Enhance street connectivity in College Park by creating new pedestrian-friendly street connections and cross streets at the time of redevelopment and reconnecting closed streets where possible. (page 61)

**Corridor wide Policy 2:** Focus new development and investment along US 1 on walkable, compact, and mixed-use nodes that will become new centers of activity. (page 62)

**Strategy**

1. Implement a stronger set of development district standards and reevaluate use of the Mixed-Use Infill (M-U-I) Zone to ensure appropriate development occurs at the walkable nodes. (page 62)

**Corridor wide Policy 3:** Embrace the symbiotic relationship of the natural and built environments. (page 62)

**Strategies**

2. Reduce the amount of land consumed by development in College Park by promoting compact, walkable development. (page 63)
3. Embrace green building practices by requiring all new developments to incorporate sustainable design techniques. Encourage a minimum of Leadership in Energy and Environmental Design-Silver certification for new development in College Park. (page 63)
4. Manage stormwater through the increased use of urban stormwater management techniques, including cisterns, green roofs, rain tanks, biofiltration measures, storage cells underneath streets and new development, and street tree planters. (page 63)

*Analysis: The surface parking lots at the commercial centers south of Knox and Hartwick roads leave a void in the street wall, interrupting the pedestrian experience in downtown. The applicant proposes to integrate open space into the proposed development by providing a designed courtyard including a pedestrian promenade with a bicycle and ADA-accessible greenway that is open to the public and provides for a gathering place for the community. This promenade will also allow for easier and more direct travel to and from the University of Maryland for students living south of the property to access to the University by creating a pathway across the*

*Property. The proposal provides street network connectivity by creating a new pedestrian-friendly cross-street connection between the Hartwick and Knox Roads. The proposal promotes compact, walkable development by proposing a reduced block length including two new buildings along both the Knox Road and Hartwick Road. The applicant should provide street- oriented architecture that would orient the openings to the street and the pedestrian promenade. This will increase natural surveillance, enhance and placemaking opportunities and add to a sense of place. Provide human-scaled facades with the use of natural materials, colors and textures and provide wayfinding signage to improve the pedestrian experience.*

*It is further noted that the applicant intends to provide stormwater management through the utilization of both Low- Impact Development facilities (i.e., micro-bioretention) and structural practices (under-ground detention), which will provide both water quality and quantity flood management onsite. Staff recommend providing additional environmentally sensitive building techniques and environmental design beyond what is required. Green building techniques in the design of the public plazas and streetscape could include stormwater amenities such as but not limited to permeable pavements, rain gardens, green roof, storm water planters and vegetated swales above storage cells underneath the streets could be used.*

**Walkable Node Policy 1:** Develop a series of pedestrian-friendly, transit-oriented, mixed-use walkable nodes at appropriate locations along the Central US 1 Corridor. (page 65)

### **Strategies**

4. Provide generous sidewalks along US 1 and all side streets in the walkable nodes, with a width between 15 to 20 feet along US 1 and 6 to 10 feet on the side streets. These widths provide space for outdoor dining and street trees along US 1 and a comfortable walking area on the side streets, while providing an adequate distance between the building frontages and the streets. (page 65)
8. Ensure a vertical mix of uses in the walkable nodes. The ground floor of buildings should be designed to look like storefronts, with windows and primary entrances facing the street. Retail and service uses should be provided on the ground floor of buildings within the walkable nodes. (page 66)
9. Concentrate office and residential uses above the ground floor. The residents and employees inhabiting these spaces help support retail uses on the ground floor and create demand for increased transit service at the walkable nodes. (page 66)
10. Locate service uses, such as loading facilities and trash collection, to alleys or secondary streets. (page 66)

*Analysis: The applicant proposes to provide the greenway including a 5-foot-wide staircase, a 30- inch-wide bicycle trough, and an ADA-accessible ramp which will ease pedestrian and bicyclist movement over the relatively steep grade of the property. The Sector Plan recommends providing 6 to 10 feet wide sidewalks along the Knox Road and Hartwick Road to provide space for landscaping/street trees and street furniture including outdoor dining. Staff recommend that the greenway be designed with wide sidewalks that allow for multimodal transit and opportunities for public engagement and align with the recommended width of the Sector Plan.*

**Walkable Node Policy 2:** Establish a strong sense of place along the Central US 1 Corridor by ensuring the highest quality of development. (page 67)

### **Strategies**

3. Ensure primary building entrances are provided along the street to facilitate convenient pedestrian connections and strengthen the connection between the building and the street space. (page 67)
4. Promote plazas and pocket parks to provide gathering places for neighborhood events, enjoyment of the outdoors, and community wellbeing and exercise. Buildings along the edges of these open spaces should be oriented toward the space to provide natural surveillance. (page 67)
5. Locate most parking within the walkable nodes to mid-block parking lots and, as the market evolves, garages. Where parking garages front major streets, they should be lined with habitable space. (page 67)
6. Use high-quality, durable, and attractive materials, such as brick and stone, for all new developments. (page 68)
7. Provide attractive landscaping in the walkable nodes to help establish a sense of place, with an emphasis on a more urban concept of street trees within planters set into sidewalks and pedestrian spaces. Native species of plants should be chosen for landscaping. (page 68)
8. Provide pedestrian-scaled signage and lighting. Do not design these elements for automobiles; rather, focus on the pedestrian experience. (page 68)

*Analysis: The applicant proposes to provide contextual design of the development using colors, materials, scale, patterns with building form, and proportions that are compatible and harmonious with the surrounding*

*buildings and are integrated with the neighborhood. The staff recommends high-quality, durable, and attractive materials, such as brick and stone, for the new development. The space between the two buildings should be designed as a mini-pocket park or small plaza and defined by providing forecourts and chamfered corners. This space should include street furniture in the plaza, including benches for seating, waste receptacles, pedestrian-scaled lighting, bicycle parking and an urban concept with street trees in planters and design elements such as decorative pavements, sculptures, fountains, murals and public art to enhance the sense of place.*

## **Chapter 4 – Infrastructure Elements – Transportation Network Walkable Land-Use Design**

The best walkable neighborhoods address two primary elements: 1. A specific mix of land uses (residential, office, retail, civic, and others) arranged with streets serving as public spaces with a sense of enclosure to create “outdoor rooms”—human scaled environments where people enjoy spending time.

2. Pedestrian-oriented street and site design where lower design speeds and greater connectivity govern the planning of the use of street space. (page 109)

**Walkable Land-Use Design Policy:** Design land uses, including the mix of uses and the physical design of buildings and streets, to support pedestrian and bicyclist access as the primary modes of travel. (page 109)

### **Strategies**

- Provide wider sidewalks throughout the Central US 1 Corridor, particularly within the walkable nodes. Provide amenities and features, such as safe crossings, pedestrian countdown lights, curb bump-outs at intersections to narrow crossing distances, and additional signage to facilitate pedestrian safety.
- Bring buildings closer to the street to help define the street space and foster walkability and pedestrian comfort.
- Plant street trees to enhance pedestrian comfort by providing shade.
- Provide marked bike lanes, cycle tracks, and multiuse paths where appropriate.

*Analysis: The applicant proposes to provide a portion of the extension of Ancestor's Lane along the eastern boundary of the property portion to meet a significant priority of the City of College Park and to enhance connectivity and circulation for members of the community across the property. The portion of the Ancestor's Lane extension proposed in connection with the development includes a 24-foot-wide street within a 28-foot-wide public access easement and serves as a mid-block crossing south of Hartwick Road. Along the Ancestor's Lane extension, the applicant proposes to provide both a 4-foot-wide landscaped strip and a 5-foot-wide*

*sidewalk within the public access easement to accommodate additional pedestrian access between Knox Road and Hartwick Road. The 6 feet wide walks and planting strip between the curb and sidewalk will allow a canopy of street trees to be planted along the roadway. The site plan could be improved by providing 6- to 10-foot-wide sidewalks with street furniture such as benches and other opportunities for outdoor dining. In addition to the street trees, awnings could be provided to provide shelter from the sun and rain and provide an architectural accent. Site features such as trash receptacles will keep the public realm clean, and appropriate short term and long-term bicycle racks will improve multimodal transportation in the region.*

*The applicant proposes to integrate mural walls that are integrated into the design of the building façade and/or the retaining wall facing the Ancestor's Lane extension to enhance visual interest and encourage community engagement. The staff recommend that additional elements such as decorative pavements, public art and murals could be installed to enhance the sense of place and provide additional public benefit.*

Staff also recommend additional roadway improvements in the area such as shared-roadway signage pavement markings pursuant to the approval of the operating agency; and design elements such as adequate parking on site to accommodate new development. The proposed parking spaces should be screened from the street and hidden behind the building structure.

## **Chapter 4 – Infrastructure Elements – Environmental Infrastructure**

**Green Building Construction and Sustainability Policy 5:** Implement environmentally sensitive design building techniques and reduce overall energy consumption. (page 109)

### **Strategies**

- Use at least three green building techniques on each new and redevelopment project, including but not limited to: creation of gray water reuse system; use of low VOC materials; recycled and/or sustainable building materials as designated by the U.S. Green Building Council; green roofs; renewable/alternative energy sources, such as wind, solar, and geothermal. (page 109)
- Reduce energy consumption using more effective and energy efficient indoor and outdoor lighting and air movement systems. (page 109)
- Establish maximum impervious surface percentages in urbanized areas during the evaluation of development proposals. Disconnection of large tracts of impervious surfaces should be achieved through the use of alternative pavers, soil amendments and conditioning, bioretention areas, rooftop gardens, and other landscaping techniques that increase infiltration. (page 109)
- Design parking areas as either shared or as structured lots. The use of parking garages and/or underground parking shall be priorities. (page 109)

*Analysis: The applicant proposes to include many sustainable features that will benefit the environment by reducing energy and water consumption. The staff recommends incorporating environmentally sensitive building design and using green building techniques. Green building techniques could include permeable pavement, rooftop gardens with green roof facilities, and rain gardens or bio-retention cells within landscaping islands. The green building design will be evaluated at the time of DSP.*

## **Chapter 5 – Community Development and Character**

**Housing Policy 1:** Provide a variety of housing types with both rental and ownership opportunities to a range of incomes. (page 171)

### **Strategies**

- Incorporate the highest densities of new residential development into mixed-use walkable nodes to establish sustainable environments where residents can live, work, shop, and play.

**Neighborhoods and Sense of Community Policy 2:** Address public safety issues in neighborhoods. (page 171)

### **Strategies**

- Incorporate crime prevention through environmental design measures (CPTED) in all new development and redevelopment to foster “eyes on the street.”
- Construct sidewalks, bicycle lanes, traffic calming devices, and streetlights where appropriate.

*Analysis: The applicant proposes greenway that will provide open space and passive recreation areas along the interior facades of the proposed buildings featuring trees, shrubbery, groundcover, and seating areas, creating several welcoming spaces for both the neighborhood community and residents of the proposed development to relax, gather, and enjoy the outdoors. In addition, the design of the greenway includes plazas at the northern and southern ends of the greenway, which will act as community hubs for social interaction. The pedestrian connection between the Hartwick and Knox roads will provide natural surveillance. Staff recommend orienting store frontage openings, including doors and windows, towards the pedestrian promenade to increase this visual surveillance and add a high degree of safety. The site design of the pedestrian connection will be evaluated at the time of DSP. In addition to the building orientation, the application should provide well-designed street lighting, use of attractive bollards, and street furnishings to generate a sense of place.*

**Aviation/MIOZ:** This application is located within an Aviation Policy Area Overlay (APAO) Zone (Code 6) and is subject to the requirements for height as specified in Section 27-4402 (b). This application must

comply with the requirements for the height of properties located in APAO-6 (Traffic Pattern Area) Zone and it will be evaluated at the time of permit approval.

**SMA/Zoning:** On November 29, 2021, the District Council approved CR-136-2021, the Countywide Map Amendment (CMA) which reclassified the subject property from the R-10 (Multifamily High Density Residential) Zone to RTO-LE (Regional Transit – Oriented, Low – Intensity – Edge) Zone effective April 1, 2022.

## **ZONING MAP AMENDMENT ANALYSIS AND RECOMMENDATIONS**

Community Planning Division staff finds that, pursuant to 27-4303(d) General Standards for All Planned Development Zones, this application is consistent with the purposes of the RTO-PD Zone and the applicable 2010 Approved Central US 1 Corridor Sector Plan and SMA, and staff recommend approval to rezone the property from the RTO-LE Zone to the RTO-PD Zone based on the following recommendations because these additional improvements will enhance the surrounding neighborhood and allow for design flexibility and higher-quality development.

### **Transportation** (Above what is required for BPIS)

- In addition to Master Plan of Transportation public improvements identified and being addressed with State and County transportation public facility requirements,
- Wider sidewalks in the Central Green Way and along the Knox Road and Hartwick Road
- Environmental
- Use of innovative Stormwater management techniques (beyond those required by the regulating agency)

### **Urban Design**

- Superior architectural design, with the use color, materials and textures
- Use of green building techniques
- Installation of Wayfinding Signage
- Installation of Public Art or Murals
- Streetscape Improvements with street furniture and superior landscaping
- Opportunities for public plazas and placemaking opportunities

ZMA-2024-002, The Mark at College Park

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cc: Long-Range Agenda Notebook



Countywide Planning Division  
Environmental Planning Section

301-952-3650

February 21, 2025

**MEMORANDUM**

**TO:** Evan King, Planner II, Zoning Section, DRD

**VIA:** Tom Burke, Supervisor, Environmental Planning Section, CWPD *TB*

**FROM:** Christian Meoli, Planner II, Environmental Planning Section, CWPD *CM*

**SUBJECT: The Mark at College Park: ZMA-2024-002**

The Environmental Planning Section (EPS) has reviewed the above referenced zoning map amendment (ZMA) application accepted on January 6, 2025. Comments were provided in a Subdivision and Development Review Committee (SDRC) meeting on January 17, 2025. The following comments are provided for your consideration.

**BACKGROUND**

The EPS has reviewed this site previously with the review of the following applications:

Development Review Case	Associated TCP(s)	Authority	Status	Action Date	Resolution Number
NRI-115-2024	N/A	Staff	Approved	11/5/2024	N/A
ZMA-2024-002	N/A	Planning Board	Pending	Pending	Pending

**PROPOSED ACTIVITY**

The current application is a ZMA of the property from the Regional Transit – Oriented, Low – Intensity Edge (RTO-L-E) Zone to the Regional Transit-Oriented – Planned Development (RTO-PD) Zone for the development of two multifamily residential buildings.

**APPLICABLE ENVIRONMENTAL REGULATIONS**

The project is subject to 2024 Woodland and Wildlife Habitat Conservation Ordinance (2024 WCO) and the environmental regulations contained in Subtitles 24, 25, and 27 because the site does not have a previously approved tree conservation plan.

**SITE DESCRIPTION**

The subject property is 4.87 acres and is located northwest of Hartwick Road approximately 347 feet west from its intersection with Baltimore Avenue (US Route 1). The site is currently fully developed with two multifamily residential buildings and associated parking. The current zoning for the site is RTO-L-E.

This site is within the Environmental Strategy Area 1 (formerly the Developed Tier) as designated by the 2014 *Prince George's 2035 Approved General Plan* (Plan 2035).

The site does not contain Forest Interior Dwelling Species habitat. Christiana complexes are mapped on-site. The property is within the Lower Northeast Branch of the Anacostia River watershed, which is not a Tier II waterway.

According to available information from the Maryland Department of Natural Resources Natural Heritage Program, rare, threatened, and endangered species are not on the site. The site does not front on a historic or scenic roadway. The site does not front on a master planned roadway according to *The 2009 Master Plan of Transportation* (MPOT).

#### **REVIEW OF PREVIOUSLY APPROVED CONDITIONS**

There are no previously approved conditions of approval for this site. According to the Real Property Date Search, the existing multifamily residential buildings were constructed in 1962.

#### **MASTER PLAN CONFORMANCE**

The District Council cannot approve a basic plan unless it finds that the entire development meets the criteria for approval set forth in Section 27-3602(c). With respect to criteria affecting the environment, that subsection provides:

##### **27-3602. Planned Development (PD) Zoning Map Amendment**

###### **(c) Planned Development (PD) Decision Standards**

**Prior to the approval of the PD zone, the applicant shall demonstrate to the satisfaction of the District Council that the entire development:**

- (1) Is in conformance with the General Plan, the applicable Area Master Plan or Sector Plan, or any applicable Functional Master Plan;**
- (2) Meets the purposes of the proposed PD zone;**
- (3) Satisfies all applicable standards of the proposed PD zone; and**
- (4) Will not adversely impact the surrounding properties.**

This application conforms to the specific recommendations of Plan 2035, the 2010 Approved Central US 1 Corridor Sector Plan, and the *Approved Countywide Green Infrastructure Plan* (GI Plan). The principles and guidelines set forth in those plans seek to preserve, enhance, and restore the County's natural and built ecosystems; with the rezoning to R-PD the application must follow the guidelines of these plans.

The Zoning Ordinance provides guidance regarding the impact and relationship of general plans with master plans, and functional master plans. Specifically, Section 27-3502(j) of the Zoning Ordinance states the following regarding the approval of a general plan, and its effect on a previously approved master plan:

##### **27-3502. General Plan, Functional Master Plans, Area Master Plans, and Sector Plans**

###### **(j) Relationship Between the General Plan, Functional Master Plans, Area Master Plans, and Sector Plans**

- (1) When General Plan amendments and Functional Master Plans (and amendments thereof) are approved after the adoption and approval of Area Master Plans or Sector Plans, the Area Master Plans or Sector Plans shall be amended only to the extent specified by the District Council in the resolution of approval.
- (2) Any Functional Master Plan (or amendment), Area Master Plan, or Sector Plan shall be an amendment of the General Plan unless otherwise stated by the District Council.
- (3) Any Area Master Plan or Sector Plan may designate, delete, or amend General Plan center or policy area designations or the County's growth boundary. These actions shall constitute amendments to the General Plan unless otherwise stated by the District Council.

**PLAN PRINCE GEORGE'S 2035 APPROVED GENERAL PLAN (2014)**

The site is located within the Environmental Strategy Area 1 of the Regulated Environmental Protection Areas Map as designated by Plan 2035 and within the Established Communities Area of Plan 2035.

**2010 Approved Central US 1 Corridor Sector Plan**

The Environmental Infrastructure Section of the *Approved Central US 1 Corridor Sector Plan* (June 2010) outlines nine policies for protecting, preserving, and restoring regulated environmental features (REF). The text for the Policy and Strategies are in **bold**, with responses on how the application addresses the master plan policies and strategies in plain text.

**Policy 1: Strengthen the sense of place along the Paint Branch greenway in a way that creates balance and showcases the linear park and trail system that is unique to the Central US 1 Corridor and the College Park area.**

The site does not abut the Paint Branch greenway.

**Policy 2: Restore and enhance water quality in the Paint Branch stream system and other areas that have been degraded and preserve water quality in areas not degraded.**

The site does not abut the Paint Branch stream system and is not within the Paint Branch watershed.

**Policy 3: Conserve water and avoid using potable water for nonpotable uses.**

This policy is not relevant to the review of a ZMA.

**Policy 4: Reduce flooding and its detrimental effects on human and natural resources.**

**Strategy: Implement environmentally sensitive design stormwater techniques, such as rain gardens, bioretention and infiltration areas, innovative stormwater outfalls, underground stormwater management, green streets, cisterns, rain barrels, grass swales, and stream stabilization, to the fullest extent possible (Page 108).**

The site is currently fully developed and is not within the 100-year floodplain. This policy identifies that environmentally sensitive design stormwater techniques are a potential strategy in achieving this policy. This project proposes the redevelopment of an existing developed site to manage stormwater using current standards.

**Policy 5: Implement environmentally sensitive design building techniques and reduce overall energy consumption.**

**Strategy: Design parking areas as either shared or as structured lots. The use of parking garages and/ or underground parking shall be priorities (Page 109).**

Design and building specifications will be evaluated at the time of detailed site plan. This policy identifies that shared or structured parking areas are a potential strategy in achieving this policy. This project proposes the replacement of existing surface parking areas with two parking structures.

**Policy 6: Preserve and enhance the existing urban tree canopy.**

**Strategy: Adhere to the minimum tree canopy requirements. If minimum requirements have not been set, provide at least ten percent tree canopy for each land development proposal (Page 109).**

Adherence to the 15 percent minimum tree canopy coverage and other Prince George's County Landscape Manual requirements will be evaluated at the time of detailed site plan.

**Policy 7: Reduce light pollution and intrusion into residential communities and environmentally sensitive areas.**

Lighting details will be evaluated at the time of detailed site plan.

**Policy 8: Reduce air pollution to support community health and wellness by supporting development that is accessible by nonmotorized and alternative modes of travel, as well as by increasing the urban tree canopy.**

**Strategy: Promote mixed-use and transit-oriented development that minimizes the need for motor vehicle trips in order to prevent conditions that may create local air pollution nuisances.**

This policy identifies that transit-oriented development is a potential strategy in achieving this policy. The proposed multifamily development is located within the University of Maryland East Future Purple Line transit-oriented campus center.

**Policy 9: Reduce adverse noise impacts to meet State of Maryland noise standards.**

This site is not located adjacent to any roadways of arterial classification or higher.

**CONFORMANCE WITH THE GREEN INFRASTRUCTURE PLAN**

The 2017 *Countywide Green Infrastructure Plan* (GI Plan) was approved with the adoption of the Approved Resource Conservation Plan: A Countywide Functional Master Plan (CR-11-2017) on March 7, 2017. According to the approved GI Plan, there are no mapped Regulated or Evaluation Areas on or abutting to this property.

**Implementation of the Green Infrastructure Plan: Policies and Strategies**

The following policies and strategies are applicable to the subject application. The text in **bold** is the text from the master plan and the plain text provides comments on plan conformance.

**POLICY 1: Preserve, enhance, and restore the green infrastructure network and its ecological functions while supporting the desired development pattern of Plan 2035.**

**Strategies**

**1.1 Ensure that areas of connectivity and ecological functions are maintained, restored and/or established by:**

- a. Using the designated green infrastructure network as a guide to decision-making and using it as an amenity in the site design and development review processes.**
- b. Protecting plant, fish, and wildlife habitats and maximizing the retention and/or restoration of the ecological potential of the landscape by prioritizing healthy, connected ecosystems for conservation.**
- c. Protecting existing resources when constructing stormwater management features and when providing mitigation for impacts.**
- d. Recognizing the ecosystem services provided by diverse land uses, such as woodlands, wetlands, meadows, urban forests, farms and grasslands within the green infrastructure network and work toward maintaining or restoring connections between these landscapes.**

**1.2 Ensure that Sensitive Species Project Review Areas and Special Conservation Areas (SCAs), and the critical ecological systems supporting them, are preserved, enhanced, connected, restored, and protected.**

- a. Identify critical ecological systems and ensure they are preserved and/or protected during the site design and development review processes.**
- b. Prioritize use of public funds to preserve, enhance, connect, restore, and protect critical ecological systems.**

The site does not contain regulated environmental features or woodland. The property is not within a SCA. Existing natural resources are maintained by proposing the redevelopment of this existing site which is outside of Regulated or Evaluation Areas. This project is subject to current stormwater management requirements, thus protecting Green Infrastructure areas in the vicinity by improving the quality of stormwater runoff into the Anacostia watershed.

**POLICY 2: Support implementation of the 2017 GI Plan throughout the planning process.**

- 2.4 Identify Network Gaps when reviewing land development applications and determine the best method to bridge the gap: preservation of existing forests, vegetation, and/or landscape features, and/ or planting of a new corridor with reforestation, landscaping and/or street trees.**
- 2.5 Continue to require mitigation during the development review process for impacts to regulated environmental features, with preference given to locations on-site, within the same watershed as the development creating the impact, and within the green infrastructure network.**
- 2.6 Strategically locate off-site mitigation to restore, enhance and/or protect the green infrastructure network and protect existing resources while providing mitigation.**

As shown on NRI-115-2024, the site does not contain existing woodland or REF. Woodland conservation requirements will be evaluated with future development applications.

**POLICY 3: Ensure public expenditures for staffing, programs, and infrastructure support the implementation of the 2017 GI Plan.**

- 3.3 Design transportation systems to minimize fragmentation and maintain the ecological functioning of the green infrastructure network.**
  - a. Provide wildlife and water-based fauna with safe passage under or across roads, sidewalks, and trails as appropriate. Consider the use of arched or bottomless culverts or bridges when existing structures are replaced, or new roads are constructed.**

As shown on NRI-115-2024, the site does not contain existing woodland or REF. The site is currently fully developed with impervious surfaces. No culverts, bridges, or roads are proposed.

**POLICY 4: Provide the necessary tools for implementation of the 2017 GI Plan.**

- 4.2 Continue to require the placement of conservation easements over areas of regulated environmental features, preserved or planted forests, appropriate portions of land contributing to Special Conservation Areas, and other lands containing sensitive features.**

As shown on NRI-115-2024, the site does not contain existing woodland or regulated environmental features. Woodland conservation requirements will be evaluated with future development applications.

**POLICY 5: Improve water quality through stream restoration, stormwater management, water resource protection, and strategic conservation of natural lands.**

- 5.8 Limit the placement of stormwater structures within the boundaries of regulated environmental features and their buffers to outfall pipes or other features that cannot be located elsewhere.**
- 5.9 Prioritize the preservation and replanting of vegetation along streams and wetlands to create and expand forested stream buffers to improve water quality.**

As shown on NRI-115-2024, the site does not contain existing woodland or REF. The proposed development will be subject to current stormwater management requirements which will protect nearby Green Infrastructure areas by improving the stormwater runoff into the Anacostia watershed.

**POLICY 7: Preserve, enhance, connect, restore, and preserve forest and tree canopy coverage.**

*General Strategies for Increasing Forest and Tree Canopy Coverage*

- 7.1 Continue to maximize on-site woodland conservation and limit the use of off-site banking and the use of fee-in-lieu.
- 7.2 Protect, restore, and require the use of native plants. Prioritize the use of species with higher ecological values and plant species that are adaptable to climate change.
- 7.4 Ensure that trees that are preserved or planted are provided appropriate soils and adequate canopy and root space to continue growth and reach maturity. Where appropriate, ensure that soil treatments and/ or amendments are used.

Tree canopy coverage and other landscape manual requirements will be evaluated at the time of detailed site plan.

*Forest Canopy Strategies*

- 7.12 Discourage the creation of new forest edges by requiring edge treatments such as the planting of shade trees in areas where new forest edges are proposed to reduce the growth of invasive plants.
- 7.13 Continue to prioritize the protection and maintenance of connected, closed canopy forests during the development review process, especially in areas where FIDS habitat is present or within Sensitive Species Project Review Areas.
- 7.18 Ensure that new, more compact developments contain an appropriate percentage of green and open spaces that serve multiple functions such as reducing urban temperatures, providing open space, and stormwater management.

As shown on NRI-115-2024 the site does not contain existing woodland. Tree canopy coverage and other landscape manual requirements will be evaluated at the time of detailed site plan.

## ENVIRONMENTAL REVIEW

### Natural Resources Inventory

Section 27-6802 requires an approved natural resource inventory (NRI) plan with planned development ZMA applications. Approved NRI-115-2024 was included in the application and confirms that the site does not contain woodland or regulated environmental features. No further information is needed at this time.

### Woodland Conservation

The project is subject to the 2024 WCO and the environmental regulations contained in Subtitles 24, 25, and 27. The woodland conservation and afforestation thresholds will remain at 15 percent with the proposed RTO-PD Zone. The site does not qualify for a standard letter of exemption from the 2024 WCO because the site is greater than 40,000 square feet.

All future development applications will require tree conservation plans in accordance with the 2024 WCO. Per Section 25-121(c)(3), the woodland conservation and afforestation thresholds shall be met on-site.

### **Specimen Trees**

The approved NRI-115-2024 identifies two specimen trees located on the site. Any impacts to the specimen trees will be evaluated with future development applications.

### **Regulated Environmental Features**

The approved NRI-115-2024 confirms that the site does not contain REF.

### **Stormwater Management**

Section 27-3605(c)(5)(F)(x) of the Zoning Ordinance requires an approved stormwater management concept plan and approval letter in the Development Review Division application. A Site Development Concept will be reviewed by the Department of Permitting, Inspections and Enforcement. The concept will be submitted and reviewed with the future preliminary plan of subdivision and detailed site plan.

### **Soils**

Section 27-6809, Unsafe Lands of the Zoning Ordinance, states that "all applications shall conform to the requirements pertaining to unsafe land in Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations". This application will use the current Subdivision Regulations, and Section 24-4101(c) (1) states "The Planning Director or Planning Board, as appropriate, shall restrict or prohibit the subdivision of land found to be unsafe for development. The restriction or prohibition may be due to a) natural conditions, including but not limited to flooding, erosive stream action, high water table, unstable soils, severe slopes or soils that are unstable either because they are highly erodible or prone to significant movement or deformation (Factor of Safety < 1.5), or b) man-made conditions on the land, including but not limited to unstable fills or slopes."

The predominant soils found to occur, according to the U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Urban land-Christiana-Downer complex. Christiana clay is mapped on the site, but no geotechnical issues have been identified at this time.

### **Erosion and Sediment Control**

Section 27-6805 of the Zoning Ordinance requires an approved Grading, Erosion, and Sediment Control Plan. Development shall comply with the requirements for sedimentation and erosion control in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the Prince George's County Code.

Erosion and sediment control will be addressed at the time of detailed site plan along with the Type 2 tree conservation plan (TCP2). The TCP2 must reflect the ultimate limits of disturbance, not only for installation of permanent site infrastructure, but also for the installation of all temporary infrastructure, including erosion and sediment control measures.

**SUMMARY**

If the proposed ZMA is approved to rezone the property from RTO-L-E to RTO-PD, the woodland conservation and afforestation thresholds will remain at 15 percent, and in accordance with Section 25-121(c)(3) the threshold shall be met on-site. Woodland conservation and stormwater management will be evaluated with subsequent development applications.



The Maryland-National Capital Park and Planning Commission

**PRINCE GEORGE'S COUNTY**  
**Planning Department**

1616 McCormick Drive, Largo, MD 20774 • TTY: 301-952-3796 • pgplanning.org

February 18, 2025

## **MEMORANDUM**

**TO:** Evan King, Zoning Section, Development Review Division

**FROM:** Noelle Smith, AICP, Transportation Section, Countywide Planning Division

**VIA:**  Crystal Hancock, Transportation Planning Section, Countywide Planning Division

**SUBJECT:** **ZMA-2024-002, The Mark at College Park**

### **Proposal**

The subject application is a Zoning Map Amendment (ZMA) that proposes to rezone the approximate 4.62-acre Regional Transit-Oriented, Low-Intensity Edge (RTO-LE) property in the City of College Park to the Regional Transit-Oriented, Planned Development (RTO-PD) zone. The Transportation Planning Section (TPS) review of the referenced ZMA application was evaluated using the standards of Section 27 of the current Zoning Ordinance.

### **Background**

The property is located at 4330 Hartwick Road and is currently developed with a condominium building. The site has no prior approvals that impact the subject application.

### **Analysis of Traffic Impacts**

The subject property is located within the RTO-LE with a request to rezone to RTO-PD, as defined in the *Plan Prince George's 2035 Approved General Plan*. As such, the subject property is evaluated according to the following standards:

**Links and Signalized Intersections:** Level-of-Service (LOS) F, with signalized intersections operating at a critical lane volume (CLV) of 1,800 or better.

#### **Unsignalized Intersections:**

For two-way stop-controlled intersections, a three-part process is employed:

(a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if the delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed.

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

**Comment:** The subject application will be followed by a Preliminary Plan of Subdivision (PPS) and a Detailed Site Plan (DET). The review of these applications will require a full traffic study.

#### **Master Plan Compliance**

This application is subject to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*.

#### **Master Plan Right of Way**

The subject property fronts along Hartwick and Knox Roads. Neither roadways are designated as master planned roads within the MPOT nor the area plan. The site plans identify Hartwick Road as 60-foot, and Knox Road as 50-foot rights-of-way, to which staff find acceptable.

#### **Master Plan Pedestrian and Bike Facilities**

The area master plan recommends shared roadway facilities to include shared road (sharrows) markings and signage along both Hartwick and Knox Roads.

The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists (MPOT, p. 9-10):

**Policy 1: Provide standard sidewalk along both sides of all new road construction within Developed and Developing Tiers.**

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

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

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

**Comment:** Knox Road is currently improved with sharrows, a bicycle lane, and signage. Staff recommend Hartwick Road also be improved with sharrows and signage with subsequent applications. The development will utilize existing roadways for access, which currently have sidewalks. However, the extension of Ancestor's Lane will include an additional sidewalk. The existing and recommended facilities meet the intent of both the master and area sector plans by providing and improving pedestrian and bicycle connections to and from the site.

#### **Zoning Ordinance**

Section 27-3602 of the zoning ordinance provides guidance on the procedure for developments within the Planned Development (PD) zone. Section 27-4300 provides the general purposes and provisions of PD and Transit Oriented zones. The elements of this section which are specific to transportation have been provided below:

#### **Section 27-4301(d), General Standards for All Planned Development Zones**

**(1) PD Basic Plan**

**(I) Identify the general on-site pedestrian circulation system, including any existing on-site and adjacent pedestrian circulation systems (pedestrian and bicycle pathways, and trails), and how it will connect to off-site pedestrian systems in ways that are consistent with the purposes of the individual PD zone, and the requirements of this Ordinance;**

**(J) Identify the general design and layout of the on-site transportation circulation system, including the general location of all public and private streets, existing or projected transit corridors, and how they interface with the pedestrian circulation system, and connect to existing and planned County and regional systems in a manner consistent with the purposes of the individual PD zone, and the requirements of this Ordinance;**

**(3) Public Benefits**

**(C) Public benefits may be exhibited in one or more of the following ways:**

**(xii) Enhanced streetscape design and maintenance provisions;**

**(xiv) Multimodal transportation improvements, including, but not limited to, electric vehicle charging stations, the location, and funding of bike share stations, commuter services (such as guaranteed ride home services or information on bicycle and car share programs), the construction and maintenance of buffered/separated bike lanes, provision of comprehensive wayfinding signage, provision and maintenance of bus shelters and smart signage, etc.; and**

**(xv) Other public benefits and project amenities that substantially advance the policies, goals, and objectives of the General Plan or the applicable Area Master Plan, Sector Plan, or Functional Master Plans.**

**Comment:** The submitted site plans include the general pedestrian, bicycle, and vehicular circulation on site. The development proposes one vehicular access along Hartwick Road. Pedestrians and bicycle facilities and designated pathways are proposed along Hartwick and Knox Road, in addition to pathways through the site. A pedestrian and bicycle promenade are proposed on-site to enhance the development environment, to include a bicycle trough, seating area, walkways, and bicycle parking to accommodate multimodal use. The promenade is described as a public benefit for the development, allowing a civic space for the surrounding area. Hartwick and Knox Roads are planned and existing shared roadway facilities. The planned and recommended facilities and amenities will integrate the development with the adjacent properties and master-planned facilities. The development proposal also includes providing a portion of the extension of Ancestor's Lane, along the east side of the property, as an additional public benefit. This includes a 28-foot-wide public access easement and a 24-foot-wide street, sidewalk, and street lighting to accommodate pedestrian access and further the goals of the City of College Park. The proposed and recommended facilities will continue to be evaluated with subsequent applications.

Section 27-4303(d) provides additional guidance for the purpose and standards of Transit Oriented Planned Development Zones, as it relates to streets, parking, private sidewalks, and connectivity.

**Comment:** The development proposes utilizing existing roadways. However, as part of the public benefit aspect, the extension of Ancestor's Lane is proposed to facilitate future connections to the adjacent properties. Sidewalk currently exists along the roadway frontages and is proposed to provide a direct connection to the building entrance. However, the development will also be subject

to streetscape design of the permitting agency. The proposed development provides multimodal connections between the roadway frontages in addition to a connection through the site for pedestrians and bicycles. Lastly, all parking is proposed within two parking structures with no surface parking proposed.

### **Transportation Staff Conclusions**

Based on the findings presented above, staff find that transportation facilities as well as pedestrian and bicycle facilities within the proposed application are consistent with Section 27-3602. The proposed re-zoning of the property will not impair the ability to make transportation-related recommendations that are supported by an approved Master Plan or Functional Master Plan or included in the subdivision regulations and zoning ordinance, with the following condition:

1. Prior to the acceptance of a preliminary plan of subdivision, the applicant, and the applicant's heirs, successors, and/or assigns shall:
  - a. Submit a Traffic Impact Analysis (TIA) to evaluate transportation adequacy and a Bicycle and Pedestrian Impact Statement (BPIS) to evaluate bicycle and pedestrian adequacy as part of the Preliminary Plan of Subdivision application.



February 1, 2025

**MEMORANDUM**

**TO:** Evan King, Planner II, Zoning Section  
**FROM:** Mridula Gupta, Acting Planning Supervisor, Subdivision Section *MG*  
**SUBJECT:** ZMA-2024-002; The Mark at College Park

The subject 4.53-acre property consists of Parcel A and Parcel B, recorded in final plat WWW 46, Plat no. 9 approved on December 12, 1962. The property is located within the Regional Transit - Oriented, Low - Intensity - Edge (RTO-L-E) Zone. The applicant has requested to rezone the subject property from RTO-L-E Zone to the Regional Transit-Oriented Planned Development (RTO-PD) Zone, pursuant to Sections 27-3601 and 27-3602 of the Prince George's County Zoning Ordinance, for development of up to 679 multifamily dwellings with a proposed density of 150 dwelling units per net lot area.

This case was accepted for review on January 6, 2025. Comments were previously provided at the SDRC meeting held on January 17, 2025, and this referral memo is based on plans received on January 6, 2025.

The property is not subject to any previous preliminary plans of subdivision (PPS). A PPS and a certificate of adequacy will be required for the proposed development and division of land following approval of this application per Section 24-3402(b)(1) of the Subdivision Regulations. The proposed site layout and lotting pattern will be further evaluated with the PPS and must comply with all design standards contained in Subdivision Regulations. A final plat of subdivision is required subsequent to approval of this zoning map amendment and following the approval of the PPS before any permits may be approved for development of this site.

**Additional Comments**

1. The applicant's statement of justification and exhibits identify the proposed public benefits with this application. These include a pedestrian promenade connecting Knox Road and Hartwick Road, featuring open space, passive recreation areas, and public plazas proposed with multiple seating and landscaped areas. A small pocket park/pollinator garden is also proposed at the southeast corner of the site, accessible from Hartwick Road. The applicant also proposes pedestrian and bicycle circulation improvements in and around the property, and dedication of 28-foot-wide public right-of-way for Ancestor's Lane along the eastern edge of the property. Public art, to be incorporated into the building architecture, is also proposed as a public benefit. In addition, the applicant proposes increased residential density for the project as a public benefit, to meet the housing needs of the general population and specifically, student population.

The public benefits proposed for the planned development zone in accordance with Section 27-4301(d)(3) of the Zoning Ordinance, should be over and above what would be required for public facilities adequacy and master plan conformance at the time of the PPS. The applicant should demonstrate how the proposed public benefits exceed the improvements required for public facilities adequacy and master plan conformance.

### **Recommended Conditions**

None.

This referral is provided for the purpose of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. All bearings and distances must be clearly shown on the zoning map amendment plan and must be consistent with the legal descriptions of the property. There are no other subdivision issues at this time.



# THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation  
6600 Kenilworth Avenue Riverdale, Maryland 20737

## MEMORANDUM

DATE: February 24, 2025

TO: Evan King, Planner II  
Development Review Division  
Planning Department

VIA: Sonja Ewing, Division Chief **SE**  
Dominic Quattrocchi, Planning Supervisor **DQ**  
Park Planning and Environmental Stewardship  
Department of Parks and Recreation

FROM: Ivy Thompson, AICP, Planner III **IRT**  
Land Acquisition/Management & Development Review Section  
Park Planning and Environmental Stewardship  
Department of Parks and Recreation

SUBJECT: **ZMA-2024-002 The Mark at College Park**

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The Department of Parks and Recreation (DPR) has reviewed and evaluated this application as it pertains to public parks and recreational facilities.

### **PROPOSAL**

This application is a petition to rezone 4330 Hartwick Road and 4313 Knox Road, a 4.52-acre property located northwest of Hartwick Road approximately 635 ft from the intersection of Hartwick Road and Baltimore Avenue/ US Route 1, from Regional Transit-Oriented, Low-Intensity-Edge (RTO-L-E) to Regional Transit-Oriented Planned Development (RTO-PD). The Applicant plans to provide onsite active and passive recreational areas including paths and bikeways.

### **BACKGROUND:**

The site is subject to the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*, the 2022 *Land Preservation, Parks and Recreation Plan for Prince George's County*, and *Formula 2040, Functional Master Plan for Parks, Recreation, and Open Space*. The 2010 Approved *Central US 1 Corridor Sector Plan* recommends the provision of outdoor recreational space and picnic areas in large residential development projects, new trails, paths and neighborhood sidewalks to enhance connectivity and provide recreational opportunities. The Formula 2040 Plan established 9 service areas, both the City of College Park and the University of Maryland are within Service Area 2, which encompasses the northernmost area inside the Beltway sharing a large border with the District of Columbia with eastern boundary of the area is Kenilworth Avenue and extending as far south as US 50. The LPPRP cites that construction of new facilities in Service Area 2 should focus on trails, picnic facilities, and unique facilities.

## **DISCUSSION**

The proposal for the property, located northwest of Hartwick Road approximately 635 ft from the intersection of Hartwick Road and Baltimore Avenue/ US Route 1, is to upzone the property from the RTO- L-e zone to RTO-PD zone for additional density. The current proposal is for the development of two high-density multifamily residential buildings. The requested density aligns with the Sector Plan recommendations, if granted, Section 27-4105 of the Zoning Ordinance stipulates that in exchange for the flexibility of development standards that public benefits are required.

In September 2024, DPR staff conducted a field visit to the development site - 4330 Hartwick Road and 4313 Knox Road - with City of College Park staff. During the field visit, City staff cited a need for path/trail connections between the residential development site, tree replacement, and a future road connection between Hartwick Road and Knox Road. During the field visit City staff highlighted the importance of the development of the promenade to mirror the promenade at the adjacent Terrapin Row development.

The applicant proposes the promenade with public art and landscaping and the construction of Ancestor's Lane as the public benefit features in their Statement of Justification to support their zoning request. This offer addresses the stated open space and connectivity needs of the City of College Park staff. DPR supports the proposal.

## **RECOMMENDATIONS:**

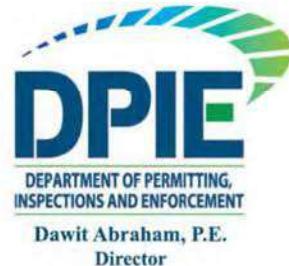
The Park Planning & Development Division of the Department of Parks and Recreation (DPR) has no objections to the zoning change request

cc: Leonard Pettiford



Tara H. Jackson  
Acting County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT  
Department of Permitting, Inspections and Enforcement  
Site/Road Plan Review Division



Dawit Abraham, P.E.  
Director

**MEMORANDUM**

January 7, 2025

TO: Evan King, Subdivision Review Section  
Maryland-National Capital Park & Planning Commission

FROM: Shirley Anthony Branch, Water and Sewer Plan Coordinator *SAB by ATB*  
Site/Road Plan Review Division, DPIE

RE: SDRC Comments - **ZMA-2024-002 THE MARK AT COLLEGE PARK (PB)**

Below are my comments on a zoning map amendment that is scheduled for review at the **January 17, 2025** SDRC meeting. This is a first response for this zoning map amendment. Should you have any questions regarding the attached information, please feel free to call me at 301.636.2060.

ZMA-2024-002 THE MARK AT COLLEGE PARK  
Tax IDs: 2327484 & 2328755  
Tax Map: 033,C4 ; Condo PHASE I and PHASE II; Acres: 4.527; Zoned: RTO-L-E  
WSSC Grid: 209NE04  
DPIE North District

1. The 2018 Water and Sewer Plan designates Condo Phase I and II in Water and Sewer Category 3 inside the Sewer Envelope, in the Growth Tier, and within Tier 1 under the Sustainable Growth Act – Planned for public sewer service.
2. Water and sewer lines abut the properties in both Knox Rd and Hartwick Rd. Water and sewer line extensions or onsite systems may be required to service any proposed development and must be approved by the Washington Suburban Sanitary Commission before recordation of a final plat. Both properties currently have active accounts with WSSC.

*The Department of Permitting, Inspections and Enforcement (DPIE) determines the validity in category designations of the Prince George's County Water and Sewer Category Maps. Information reflects the category designated by the 2018 Water and Sewer Plan and its amendments deemed accurate as of July 31, 2024. Any dispute of the designated category or comments herein may be addressed to the Site/Road Plan Review Division, Water and Sewer Plan Coordinator, at 301.636.2060.*

cc: Rey de Guzman., Associate Director, S/RPRD, DPIE  
Steven G. Snyder, P.E., North District, S/RPRD, DPIE



*Division of Environmental Health/Disease Control*

Date: January 23, 2025

To: Evan King, Urban Design M-NCPPC

From: Adebola Adepoju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: ZMA-2024-002 THE MARK AT COLLEGE PARK

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the zoning map amendment site plan submission for the Mark at College Park located at 4330 Hartwick road in College Park and does not have comments or recommendations at this time.

If you have any questions or need additional information, please contact me at 301-883-7677 or [aoadepoju@co.pg.md.us](mailto:aoadepoju@co.pg.md.us).



Environmental Engineering/Policy Program  
Largo Government Center  
9201 Basil Court, Suite 318, Largo, MD 20774  
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711  
www.princegeorgescounty.md.gov/health

March 27, 2025

***VIA EMAIL***

Evan King  
Prince George's County  
M-NCPPC  
Zoning Division  
14741 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772  
Email: evan.king@ppd.mncppc.org

**Re:** ZMA-2024-002: The Mark at College Park, 4330 Hartwick Road and 4313 Knox Road, College Park, Maryland  
***Public Benefit Features***

Dear Mr. King:

On behalf of the applicant, The Mark at College Park, LLC (the “**Applicant**”), CLHatcher LLC has prepared this letter to provide additional detail regarding the public benefit features proposed in connection with the Planned Development (PD) Zoning Map Amendment (“**PD-ZMA**”) application, ZMA-2024-002 (the “**Application**”). Specifically, this letter responds to questions and concerns raised by Maryland-National Capital Park and Planning Commission (“**M-NCPPC**”) staff regarding whether the public benefits proposed by the Applicant in the Application exceed the standards that would otherwise be applicable to the base zone, RTO-L-E (Regional Transit-Oriented, Low Intensity, Edge).

Accordingly, the following lists the public benefits proposed in connection with the Application and compares the proposed public benefits against the requirements that would otherwise be required in the RTO-L-E Zone. In addition, the Applicant proposes the PD Conditions of Approval attached hereto as Exhibit A.

- **Architecture and Design:**
  - Fenestration (Street-Facing Façade Area of Ground Floor):
    - Base Requirement: 15%.<sup>1</sup>
    - Proposed: At least 25%.
  - Green Building Standards:
    - Base Requirement: 4 Green Building Points.<sup>2</sup>
    - Proposed: At least 8 Green Building Points.

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<sup>1</sup> Zoning Ordinance, §27-6903(g).

<sup>2</sup> Zoning Ordinance, §27-61603.

- Bike Parking:
  - Base Requirement: 104 Bicycle Parking Spaces.<sup>3</sup>
  - Proposed: At least 204 Bicycle Parking Spaces.
- Open Space Set Aside:
  - Base Requirement: 7.5%.<sup>4</sup>
  - Proposed: At least 12.5%.
- Greenway / Pedestrian Promenade:
  - Greenway (Pedestrian Promenade) (*generally*):
    - Base Requirement: None.
    - Proposed:
      - Pedestrian, bicycle and ADA accessible greenway.
      - Provides open space and passive recreation areas along the interior facades of the proposed buildings featuring trees, shrubbery, groundcover, and seating areas.
      - Creates welcoming spaces for the public to relax, gather and enjoy the outdoors.
      - Includes plazas at the northern and southern ends of the greenway, which will:
        - Act as community hubs for social interaction.
        - Provide seating and gathering space for public enjoyment.
        - Advance the 2010 Approved Central US 1 Sector Plan and Sectional Map Amendment (the “**Master Plan**”) recommendation to promote plazas to provide gathering spaces for enjoyment of the outdoors and community well-being.
      - Enhanced connectivity:
        - This advances the Master Plan goal of creating attractive, active streetscapes that provide safe pathways and enhanced connectivity for pedestrians and bicyclists.
      - Placemaking.
  - Public Artwork:
    - Base Requirement: None.
    - Proposed: A piece of public art will be provided in the greenway / pedestrian promenade area.

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<sup>3</sup> Zoning Ordinance, §27-6309(a)(2) (4 bicycle spaces plus 2 additional bicycle spaces for every ten parking spaces).

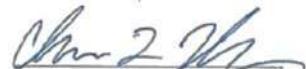
<sup>4</sup> Zoning Ordinance, §27-6404(a).

- Benches / Seating:
  - Base Requirement: None.
  - Proposed: At least four (4) benches / seating areas will be incorporated into the greenway / pedestrian promenade area.
- Bicycle “Fix-it” / Repair Stations:
  - Base Requirement: None.
  - Proposed: At least one (1) bicycle “fix-it” / repair station will be provided in the greenway / pedestrian promenade area.
- Bicycle Trough:
  - Base Requirement: None.
  - Proposed: One (1) bicycle trough will be provided along the greenway / pedestrian promenade stairway.
- Interactive Artwork:
  - Base Requirement: None.
  - Proposed: At least one (1) piece of interactive artwork will be provided in the greenway / pedestrian promenade area.
- Trash Receptacles:
  - Base Requirement: None.
  - Proposed: At least two (2) trash and two (2) recyclable receptacles will be provided in the greenway / pedestrian promenade area.
- Wayfinding:
  - Base Requirement: None.
  - Proposed: At least two (2) wayfinding signs will be provided within the greenway / pedestrian promenade area.
- Pocket Park / Greenspace:
  - Pocket Park / Greenspace (*generally*):
    - Base Requirement: None (mandatory dedication of parkland will be provided through recreational facilities at the Preliminary Plan of Subdivision stage).
    - Proposed:
      - Small pocket park / greenspace on the eastern boundary of the property.
      - Advances the Master Plan recommendation to promote pocket parks to provide gathering spaces for enjoyment of the outdoors and community.

- Public Artwork:
  - Base Requirement: None.
  - Proposed: At least one (1) piece of public artwork will be provided within the pocket park area.
- Free Little Art Gallery/Library or Beehive:
  - Base Requirement: None.
  - Proposed: At least one (1) of a beehive, free little art gallery, or free little library will be provided within the pocket park area.
- Benches/Seating:
  - Base Requirement: None.
  - Proposed: At least one (1) bench/seating area will be incorporated into the pocket park area.
- Pollinator Garden:
  - Base Requirement: None.
  - Proposed: A pollinator garden will be provided within the pocket park area.
- Wayfinding:
  - Base Requirement: None.
  - Proposed: At least one (1) wayfinding sign will be provided within the greenway / pedestrian promenade area.
- Ancestor's Lane Extension:
  - Ancestor's Lane Extension (generally):
    - Base Requirement: None.
    - Proposed:
      - 24-foot-wide street within a 28-foot-wide public access easement.
      - Creates a mid-block throughway in continuation of the existing Ancestor's Lane located south of Hartwick Road.
      - 4-foot-wide landscaped strip and a 5-foot-wide sidewalk within a public access easement to accommodate additional pedestrian access between Knox Road and Hartwick Road.
  - Public Artwork:
    - Base Requirement: None.
    - Proposed: One (1) piece of public artwork on the building façade facing Ancestor's Lane.

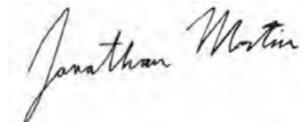
Letter Re: Public Benefits  
ZMA-2024-002  
March 27, 2025

Respectfully,



---

Christopher L. Hatcher  
CLHatcher LLC



---

Jonathan C. Martin  
CLHatcher LLC

Enclosure

cc:     Jeremy Hurlbutt | M-NCPPC  
          Sherri Conner | M-NCPPC

## EXHIBIT A

### **PROPOSED PD CONDITIONS OF APPROVAL** **ZMA-2024-002**

1. Prior to approval of the detailed site plan, the detailed site plan shall show the following:
  - a. At least 25% fenestration for street-facing façade area of ground floor for each building.
  - b. The detailed site plan notes shall show that the development will earn at least eight (8) Green Building Points from the Green Building Point System provided in Table 27-61603(b) of the Zoning Ordinance.
  - c. At least 204 bicycle parking spaces within the development.
  - d. At least 12.5% of the subject land will be utilized for the purpose of open space.
  - e. A greenway / pedestrian promenade, which shall include the following:
    - i. Two (2) plazas at the north and south ends of the greenway / pedestrian promenade.
    - ii. An ADA-accessible ramp.
    - iii. One (1) piece of public art.
    - iv. At least four (4) benches/seating areas.
    - v. At least one (1) bicycle repair / “fix it” station.
    - vi. One (1) bicycle trough.
    - vii. At least one (1) piece of interactive artwork.
    - viii. At least two (2) trash and two (2) recyclable receptacles.
    - ix. At least two (2) wayfinding signs.
  - f. A greenspace / pocket park, which shall include:
    - i. At least one (1) piece of public artwork.
    - ii. At least one (1) of a beehive, free little art gallery, or free little library.

- iii. At least one (1) bench / seating area.
- iv. A pollinator garden.

g. An extension of Ancestor's Lane, which shall include:

- i. A 24-foot-wide street.
- ii. A 4-foot-wide landscaped strip.
- iii. A 5-foot-wide sidewalk.
- iv. One (1) piece of public art on the building façade facing Ancestor's Lane.

# **Additional Back-up**

**For**

**ZMA-2024-002**  
**The Mark at College Park**

PGCPB Agenda: May 1, 2025  
PGCPB Item #: 7  
Application: The Mark at College Park, ZMA-2024-002  
Reviewer Name: Evan King

## **APPLICANT'S EXHIBIT 1** **PROPOSED REVISIONS TO STAFF REPORT**

The Applicant proposes all new language **bold underlined in blue** and all deleted language ***italicized stricken-through in red***.

1. At least 25 percent fenestration for the street-facing façade area of ground floor for each building shall be composed of windows and doors, exceeding the base zoning requirement of at least 15 percent, per Section 27-6903(g) of the Prince George's County Zoning Ordinance.
2. The development shall earn at least eight Green Building points from the Green Building Point System provided in Table 27-61603(b) of the Prince George's County Zoning Ordinance, exceeding the base zoning requirements of at least four points, per Section 27-61603 of the Zoning Ordinance.
3. At least 204 bicycle parking spaces within the development shall be provided, exceeding the base zoning requirements of at least 104 spaces, per Section 27-6309(a)(2) of the Prince George's County Zoning Ordinance.
4. In accordance with Section 27-4301(d)(1)(P) of the Prince George's County Zoning Ordinance, a publicly accessible greenway/pedestrian promenade shall be provided which shall include the following:
  - a. Two plazas, one each at the north and south ends of the greenway/pedestrian promenade
  - b. An Americans with Disabilities Act-compliant ramp ascending the steep portion at the northern end of the promenade, in addition to stairways at this location.
  - c. One piece of public art
    - i. **The detailed site plan shall identify the type(s) of artwork, and shall show the approximate size and location of the artwork**
  - d. At least four benches/seating areas
  - e. At least one bicycle repair/"fix it" station
  - f. One bicycle trough
  - g. At least one piece of interactive artwork
    - i. **The detailed site plan shall identify the type(s) of artwork, and shall show the approximate size and location of the artwork**
  - h. At least two trash and two recyclable receptacles
  - i. At least two wayfinding signs
5. In accordance with Section 27-4301(d)(1)(P) of the Prince George's County Zoning Ordinance, a publicly accessible greenspace/pocket park shall be provided in the specified portion of the property, which shall include at least the following:

- a. One piece of public artwork
  - i. **The detailed site plan shall identify the type(s) of artwork, and shall show the approximate size and location of the artwork**
- b. One beehive, free little art gallery, or free little library
- c. One bench/seating area
- d. A pollinator garden
- e. One wayfinding sign

6. At the time of detailed site plan, the site plan shall include a section on required public benefits as outlined in these conditions **(Condition No. 1 through Condition No. 5)**, their required features, and how the site plan satisfies these requirements.

**Consideration:**

- 1. The applicant should consider providing electric vehicle charging spaces as a feature of the proposed parking structures.
- 2. The applicant should consider orienting amenities, access points, and balconies toward the pedestrian promenade to further activate it. The buildings and pedestrian promenade should create a design centered around a theme or one that is cohesive, making this a gateway to the University of Maryland, and should provide wayfinding signage and lighting that act as public art and provide architectural interest and wayfinding towards the university.



# CITY OF COLLEGE PARK

## DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT

7401 BALTIMORE AVENUE SUITE 201 COLLEGE PARK, MD 20740 | 240.487.3538 | COLLEGE PARK MD. GOV

April 16, 2025

Peter A. Shapiro  
Chairman, Prince George's County Planning Board  
M-NCPPC Prince George's County Planning Board  
1616 McCormick Drive  
Largo, Maryland 20774

RE: Zoning Map Amendment ZMA-2024-002

Dear Chairman Shapiro,

The City of College Park City Council, at their meeting on April 15, 2025, voted unanimously to support approval of Zoning Map Amendment ZMA-2024-002 at 4330 Hartwick Road and 4313 Knox Road from RTO-L-E to RTO-PD subject to the conditions outlined in the staff report with the Moderately-Priced Housing Provision-Option 1 modified as follows: Rent shall be set with at least a 30% reduction from market rate based on comparable configurations in the College Park student housing market. Eligibility shall be determined based on Pell Grant eligibility, Veteran status, and/or mutually agreed upon criteria based on economic need.

Specifically, the City Council recommended:

1. SUPPORT the five requested modifications from the RTO-L-E base zone with conditions:
  - a. Increase Maximum Density from 140 dwelling units/net lot area to 150 dwelling units/net lot area with the condition that the lesser of 200 beds or 10% of the total number of beds shall be designated as moderately priced.
  - b. Reduce Minimum Front Yard Depth from 10-feet to 0-feet with the condition that the Sector Plan streetscape requirements are met.
  - c. Reduce Minimum Side Yard Depth from 5-feet to 0-feet with the condition that adequate light is provided to the affected dwelling units and all fire safety standards are met.
  - d. Reduce Minimum Vehicle Stacking Distance for vehicular parking area entrance driveway from 115-feet in depth to 50-feet in depth with the condition that the Developer provide a "traffic controller" to sufficiently facilitate operation during move-in/out days.
  - e. Reduce Minimum Off-Street Parking Spaces from 1.0 space per dwelling unit for studios and 1-bedroom units and 1.35 space per dwelling units for larger units to 0.5 spaces per dwelling units for studios and 1-bedroom units and 0.675 spaces per dwelling unit for other unit types with the understanding that students living in The Mark shall not be eligible for on-street permit parking.



# CITY OF COLLEGE PARK

## DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT

7401 BALTIMORE AVENUE SUITE 201 COLLEGE PARK, MD 20740 | 240.487.3538 | COLLEGE PARK MD. GOV

2. Prior to Preliminary Plan of Subdivision Approval:
  - a. Provide 6 to 10-foot wide sidewalks along Knox Road and Hartwick Road, allowing space for landscaping, street trees, and pedestrian street lights. Identified in the City of College Park Bicycle and Pedestrian Advisory Committee (BPAC) report (see Attachment 3) as recommendations (1) and (2).
  - b. Comply with Section 24-4600: Parklands and Recreation Facilities on-site, no fee in-lieu.
  - c. Prior to submission of the Bicycle and Pedestrian Impact Statement (BPIS), review the relevant recommendations proposed by the City Council and the City of College Park Bicycle and Pedestrian Advisory Committee (BPAC) (see Attachment 3). These recommendations should be included in the BPIS. These are listed in order of priority up to the BPIS cost cap.
    - i. Install raised crosswalks at key locations, including:
      1. In front of the Delta Sigma Phi/Dunkin' crosswalk on Knox Road and paint additional crosswalk.
      2. In front of 4301 Hartwick Road and adjacent intersection.
      3. Other crosswalks on Knox Road and Hartwick Roads, as needed.
    - ii. Create Artistic Crosswalks: "Commission artists to paint intersections and crosswalks in ways that reflect community visions and values in conjunction with installation of appropriate traffic calming/road narrowing elements, such as flexposts" (image provided in the BPAC report, p. 4)." Either in conjunction with [item i.], or separately, as appropriate. In particular, the subcommittee advocates for these changes at the following locations:
      1. 4305 Knox Road, in front of the Dunkin' and Delta Sigma Phi Fraternity House.
      2. 4301 Hartwick Road.
    - iii. Extend curbs within the study area and add "Stop for Pedestrians" signage. In particular at the following location: 4301 Hartwick Road.
    - iv. Paint sharrows on Hartwick Road between Route 1 and Guilford Drive.
    - v. Extend east-west bicycle paths between the University and the Trolley Trail.
  - d. Front yard setback modification is supported with the condition that all streetscape requirements required in the US Sector Plan are complied with, similar to what was approved for Terrapin Row.
  - e. Side yard setback modification is supported with the condition that adequate light is provided to the affected dwelling units and all fire safety standards are met.



# CITY OF COLLEGE PARK

## DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT

7401 BALTIMORE AVENUE SUITE 201 COLLEGE PARK, MD 20740 | 240.487.3538 | COLLEGE PARK MD GOV

3. Prior to Detailed Site Plan Approval:
  - a. Demonstrate environmentally sensitive building design and use at least three green building techniques. Consider providing stormwater amenities such as but not limited to permeable pavements, rain gardens, green roof, storm water planters and vegetated swales above storage cells underneath the streets.
  - b. Include street furniture in the plaza, including benches for seating, waste receptacles, pedestrian-scaled lighting.
  - c. Screen all mechanical equipment from public view to enhance the streetscape and appearance of the building.
  - d. Submit a tree conservation plan, per Section 25-121 (c) (3), that shows that 15% of woodland conservation is met on site.
  - e. Show compliance with the College Park Tree Ordinance.
  - f. Submit approval from FAA/MAA regarding the height of the buildings since the property is located in the Aviation Policy Area (APA)-6.
  - g. Comply with proposed County EV standards.
  - h. Provide a VEO-ride Hub.
  - i. Show at least 2 Ride Share/Food Delivery designated spaces in the parking garage.
  - j. Include a note on the DSP that, the residents of the development will not be eligible for permit parking.
  - k. Prior to the City supporting the DSP, the Applicant and City shall sign an Agreement and Declaration of Covenants that at a minimum has the following provisions listed below. To ensure effective implementation and ongoing compliance, staff recommends that the 'mutually agreed-upon criteria' be clearly defined and incorporated into the Declaration of Covenants. This will provide a transparent framework for determining eligibility and minimize potential disputes.
    - 1) The Applicant shall designate the lesser of 200 beds or 10% of the total number of beds as moderately priced housing with eligibility tied to students eligible to receive partial Pell Grants, who are active duty military or whose household income does not exceed 80% of the Area Median Income (AMI). An agreement between the City and the Applicant shall be written, which may at a minimum include the following provisions, with exact details to be determined in collaboration with the Developer, to be included in an Agreement and Declaration of Covenants to be signed by the Developer and City prior to the City supporting the Detailed Site Plan:
    - 2) Moderately Priced Housing Designation & Pricing
      - a) The lesser of 200 beds or 10% of the total number of beds shall be designated as moderately priced.
      - b) Eligibility shall be determined based on Pell Grant eligibility, Veteran status, active duty military, and/or mutually agreed upon criteria based on economic need..



# CITY OF COLLEGE PARK

## DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT

7401 BALTIMORE AVENUE SUITE 201 COLLEGE PARK, MD 20740 | 240.487.3538 | COLLEGE PARK MD GOV

- c) These beds will be in our 4 bedroom 2 bathrooms units, which are spread throughout the project.
- 3) Rent shall be set with at least a 30% reduction from market rate per bed, based on comparable configurations in the College Park student housing market. Marketing & Leasing
  - a) The Applicant shall provide an Affirmative Marketing Plan detailing outreach strategies, advertising methods, and application procedures to ensure eligible students are aware of the opportunity to lease these beds.
  - b) Leasing shall be available on a first-come, first-served basis throughout the year, with vacant moderately-priced units promptly re-leased through the outlined process.
  - c) Beds shall be interspersed throughout the development to ensure all residents enjoy equal access to amenities.
  - d) Moderately-priced beds will be made available to lease in September of the prior academic year. In the event that the moderately-priced beds have not been leased for the following academic year by February 1, said beds will be made available to all applicants at market rate through August of that year.
- 4) Project Schedule & Availability
  - a) The Applicant shall provide a Project Schedule indicating when moderately-priced beds and units will be available for rent.
- 5) Additional Considerations
  - a) All beds shall be fully accessible to all regardless of race, color, religion, national origin, sex, familial status, and handicap.

Sincerely,

Miriam Bader, AICP  
Director of Planning and Community Development

Cc: Mayor and Council  
Stephanie Anderson, City Attorney  
Evan King, M-NCPPC staff  
Jeremy Hurlbutt, M-NCPPC staff  
Chris Hatcher, Attorney for the Applicant  
Hamilton Reynolds, Applicant

April 29, 2024

**MEMORANDUM**

TO: The Prince George's County Planning Board

VIA: Sherri Conner, Acting Chief, Development Review Division *SC*

Jeremy Hurlbutt, Supervisor, Zoning Section, Development Review Division *JDH*

FROM: Evan King, Planner II, Zoning Section, Development Review Division *EK*

SUBJECT: **Item 7 – Zoning Map Amendment ZMA-2024-002 The Mark at College Park**  
Planning Board Agenda May 1, 2025 – Evaluation of City of College Park  
recommendations

As provided in the City of College Park's letter of support dated April 16, 2025 (Bader to Shapiro), and included in the additional backup, the City recommended approval of the zoning map amendment (ZMA), subject to the conditions listed below in **bold** text, followed by staff responses to each in plain text.

**1. SUPPORT the five requested modifications from the RTO-L-E base zone with conditions:**

**a. Increase Maximum Density from 140 dwelling units/net lot area to 150 dwelling units/net lot area with the condition that the lesser of 200 beds or 10% of the total number of beds shall be designated as moderately priced.**

The staff report recommends approval of a maximum density of 150 dwelling units. Staff understand that the requirement for moderately priced dwelling units or beds is a separate agreement between the applicant and the City, along with other occupancy stipulations, and should be addressed separately.

**b. Reduce Minimum Front Yard Depth from 10-feet to 0-feet with the condition that the Sector Plan streetscape requirements are met.**

The staff report recommends approval of a minimum 0-foot front yard depth. The streetscape will be determined at the time of detailed site plan (DET), at which time it will be evaluated with establish standards and in context with surrounding development to ensure appropriate design.

c. **Reduce Minimum Side Yard Depth from 5-feet to 0-feet with the condition that adequate light is provided to the affected dwelling units and all fire safety standards are met.**

The staff report recommends approval of a minimum 0-foot side yard depth and supports the City's recommendation to ensure adequate light is provided and fire safety standards are met with final design.

d. **Reduce Minimum Vehicle Stacking Distance for vehicular parking area entrance driveway from 115-feet in depth to 50-feet in depth with the condition that the Developer provide a "traffic controller" to sufficiently facilitate operation during move-in/out days.**

The staff report recommends approval of modification of the vehicle stacking distance, as stated, and the applicant proposes all units to be fully furnished with minimal need for move-in/out of bulk items or for parking of oversized vehicles. The requirement for a "traffic controller" is not readily enforced or managed by The Maryland-National Capital Park and Planning Commission (M-NCPPC), but may be addressed by an agreement between the City and the applicant.

e. **Reduce Minimum Off-Street Parking Spaces from 1.0 space per dwelling unit for studios and 1-bedroom units and 1.35 space per dwelling units for larger units to 0.5 spaces per dwelling units for studios and 1-bedroom units and 0.675 spaces per dwelling unit for other unit types with the understanding that students living in The Mark shall not be eligible for on-street permit parking.**

The staff report recommends approval of this modification, however, the eligibility of parking permits is under the review and issuance authority of the City and may be enforced by them.

## **2. Prior to Preliminary Plan of Subdivision Approval:**

a. **Provide 6 to 10-foot wide sidewalks along Knox Road and Hartwick Road, allowing space for landscaping, street trees, and pedestrian street lights. Identified in the City of College Park Bicycle and Pedestrian Advisory Committee (BPAC) report (see Attachment 3) as recommendations (1) and (2).**

The applicant has requested modification of the standards for sidewalk widths, as set forth in Section 27-4303(d)(4) of the Zoning Ordinance, which meets the width specified in this proposed condition. Further details of bicycle and pedestrian facilities and streetscape elements will be evaluated with the preliminary plan of subdivision (PPS) and DET, to ensure compliance with established standards.

**b. Comply with Section 24-4600: Parklands and Recreation Facilities on-site, no fee in lieu.**

Section 27-4301(d)(1)(P) of the Zoning Ordinance requires the applicant to provide significant public benefits to obtain a PD ZMA approval. Public benefits are defined as “superior features in a Planned Development zone that benefit the surrounding neighborhood, or the public in general, to a significantly greater extent than would likely result from development of the site under a base zone,” and subject to further criteria laid out in Section 27-4301(d)(1)(P).

The applicant has proposed recreation features contained in the proposed open space set-aside areas as public benefits, per Section 27-4301(d)(1)(P). As a public benefit feature proposed to gain approval of this PD ZMA, these features must be above the normal requirements of a typical development application and outside the requirements of Section 24-4600 of the Subdivision Regulations, which will be applicable at the time of PPS. Accordingly, the applicant should satisfy the requirements of Section 24-4600 without inclusion of the recreation features proposed as public benefit features. Other options to satisfy Section 24-4600 include land dedication and fee-in-lieu. Staff, therefore, find that the restriction of the use of a fee-in-lieu is not appropriate both because it is allowed by the Prince George’s County Code and because it may be the only remaining feasible option to satisfy Section 24-4600. Nonetheless, the determination of Section 24-4600 is not applicable at the time of ZMA.

**c. Prior to submission of the Bicycle and Pedestrian Impact Statement (BPIS), review the relevant recommendations proposed by the City Council and the City of College Park Bicycle and Pedestrian Advisory Committee (BPAC) (see Attachment 3). These recommendations should be included in the BPIS. These are listed in order of priority up to the BPIS cost cap.**

**i. Install raised crosswalks at key locations, including:**

- 1. In front of the Delta Sigma Phi/Dunkin' crosswalk on Knox Road and paint additional crosswalk.**
- 2. In front of 4301 Hartwick Road and adjacent intersection.**
- 3. Other crosswalks on Knox Road and Hartwick Roads, as needed.**

**ii. Create Artistic Crosswalks: "Commission artists to paint intersections and crosswalks in ways that reflect community visions and values in conjunction with installation of appropriate traffic calming/road narrowing elements, such as flexposts" (image provided in the BPAC report, p. 4)."Either in conjunction with [item i.], or separately, as appropriate. In**

particular, the subcommittee advocates for these changes at the following locations:

1. **4305 Knox Road, in front of the Dunkin' and Delta Sigma Phi Fraternity House.**
2. **4301 Hartwick Road.**

- iii. **Extend curbs within the study area and add "Stop for Pedestrians" signage. In particular at the following location: 4301 Hartwick Road.**
- iv. **Paint sharrows on Hartwick Road between Route 1 and Guilford Drive.**
- v. **Extend east-west bicycle paths between the University and the Trolley Trail.**

Staff support the applicant's inclusion of the City's recommendations in the bicycle and pedestrian impact statement (BPIS) analysis, which will be required at the time of PPS. However, because the submission of a BPIS is a regulatory requirement, staff do not find a condition to be needed with approval of this ZMA.

- d. **Front yard setback modification is supported with the condition that all streetscape requirements required in the US Sector Plan are complied with, similar to what was approved for Terrapin Row.**

Further details of bicycle and pedestrian facilities and streetscape elements will be evaluated with the PPS and DET, to ensure compliance with established standards and in context to surrounding development. Staff note that the Central US 1 Corridor Sector Plan streetscape requirements no longer apply under the current Zoning Ordinance, but the sector plan recommendations will be evaluated during the review of future applications.

- e. **Side yard setback modification is supported with the condition that adequate light is provided to the affected dwelling units and all fire safety standards are met.**

Staff supports this recommendation.

### **3. Prior to Detailed Site Plan Approval:**

- a. **Demonstrate environmentally sensitive building design and use at least three green building techniques. Consider providing stormwater amenities such as but not limited to permeable pavements, rain gardens, green roof, storm water planters and vegetated swales above storage cells underneath the streets.**

The staff report includes a recommended condition (Condition 2) that the applicant adopt green building techniques, to an extent as to earn at least eight points in the scoring system specified in Table 27-61603(b) of the Zoning Ordinance. Any equivalent number of techniques to this many points would exceed the City's requested number of techniques.

Staff support the stormwater management considerations recommended by the City, which are also part of the selection options of green building techniques that are conditioned, but note that approval of the stormwater management plan is under the authority of the Department of Permitting, Inspections and Enforcement.

**b. Include street furniture in the plaza, including benches for seating, waste receptacles, pedestrian-scaled lighting.**

The conditions recommended for approval of this ZMA specify at least four benches or seating areas for the proposed pedestrian promenade and at least one for the proposed Ancestors Lane pocket park. Staff support inclusion of waste receptacles and pedestrian lighting, in conformance with Section 27-6700 of the Zoning Ordinance, at the time of DET.

**c. Screen all mechanical equipment from public view to enhance the streetscape and appearance of the building.**

Staff support requirements to screen mechanical equipment from public view, as detailed in Section 4.4(5) of the Landscape Manual. The applicant will need to demonstrate conformance with these requirements at the time of DET.

**d. Submit a tree conservation plan, per Section 25-121 (c) (3), that shows that 15% of woodland conservation is met on site.**

Staff note that this will be required at the time of DET.

**e. Show compliance with the College Park Tree Ordinance**

This condition is outside the regulatory authority of M-NCPPC and Prince Georges County, but may be addressed by an agreement between the City and the applicant.

**f. Submit approval from FAA/MAA regarding the height of the buildings since the property is located in the Aviation Policy Area (APA)-6.**

Staff note that conformance with requirements for development in Aviation Policy Area Overlay (APAO) Zones will be required at the time of DET. These requirements can be found in Section 27-4402(b) of the Zoning Ordinance.

**g. Comply with proposed County EV standards.**

Staff have included compliance with future Zoning Ordinance EV standards (to take effect in June 2027) as a consideration in the recommendation section of the technical staff report. Staff have determined this is more appropriate as a consideration, rather than a condition, as it does not have an impact on the quality of proposed public benefits, which are the most critical, in terms of granting a PD ZMA.

**h. Provide a VEO-ride Hub.**

Staff support placement of a micromobility station on the site, but note that this would be more appropriately addressed at the time of DET.

**i. Show at least 2 Ride Share/Food Delivery designated spaces in the parking garage.**

Staff support dedication of rideshare and food delivery spaces in parking areas, but note that this would be more appropriately addressed at the time of DET.

**j. Include a note on the DSP that, the residents of the development will not be eligible for permit parking.**

The eligibility of parking permits is under the review and issuance authority of the City and may be enforced by them.

**k. Prior to the City supporting the DSP, the Applicant and City shall sign an Agreement and Declaration of Covenants that at a minimum has the following provisions listed below. To ensure effective implementation and ongoing compliance, staff recommends that the 'mutually agreed-upon criteria' be clearly defined and incorporated into the Declaration of Covenants. This will provide a transparent framework for determining eligibility and minimize potential disputes.**

- 1) The Applicant shall designate the lesser of 200 beds or 10% of the total number of beds as moderately priced housing with eligibility tied to students eligible to receive partial Pell Grants, who are active duty military or whose household income does not exceed 80% of the Area Median Income (AMI). An agreement between the City and the Applicant shall be written, which may at a minimum include the following provisions, with exact details to be determined in collaboration with the Developer, to be included in an Agreement and Declaration of Covenants to be signed by the Developer and City prior to the City supporting the Detailed Site Plan:**

- 2) **Moderately Priced Housing Designation & Pricing**
  - a) **The lesser of 200 beds or 10% of the total number of beds shall be designated as moderately priced.**
  - b) **Eligibility shall be determined based on Pell Grant eligibility, Veteran status, active duty military, and/or mutually agreed upon criteria based on economic need..**
  - c) **These beds will be in 4 bedroom 2 bathrooms units, which are spread throughout the project.**
- 3) **Rent shall be set with at least a 30% reduction from market rate per bed, based on comparable configurations in the College Park student housing market. Marketing & Leasing**
  - a) **Provide an Affirmative Marketing Plan detailing outreach strategies, advertising methods, and application procedures to ensure eligible students are aware of the opportunity to lease these beds.**
  - b) **Leasing shall be available on a first-come, first-served basis throughout the year, with vacant moderately-priced units promptly re-leased through the outlined process.**
  - c) **Beds shall be interspersed throughout the development to ensure all residents enjoy equal access to amenities.**
  - d) **Moderately-priced beds will be made available to lease in September of the prior academic year. In the event that the moderately-priced beds have not been leased for the following academic year by February 1, said beds will be made available to all applicants at market rate through August of that year.**
- 4) **Project Schedule & Availability**
  - a) **Provide a Project Schedule indicating when moderately-priced beds and units will be available for rent.**
- 5) **Additional Considerations**
  - a) **All beds shall be fully accessible to all regardless of race, color, religion, national origin, sex, familial status, and handicap.**

The purposes of the Declaration of Covenants and Agreement recommended by the City are not germane to the criteria for approval of a ZMA, and so staff does not recommend its inclusion. The applicant and the City may enter into

a private agreement of their own accord; however, because the purposes of the agreement are not germane to the ZMA approval criteria, there is no basis for the Planning Board or Prince George's County to be the authority to enforce such an agreement.

## **RECOMMENDATION**

Staff find that the City of College Park's recommended conditions pertain mostly to preliminary plan of subdivision and detailed site plan stages of review, will be evaluated as part of regulatory requirements, or are outside the scope of M-NCPPC and County regulatory standards, as noted for each individual condition above. However, staff do find that, given the side yard setback proposed by the applicant, an additional condition for ensuring adequate light and design for fire safety should be addressed. Staff recommend the following additional condition:

7. At the time of detailed site plan, the applicant shall demonstrate that the side yard depth provides adequate light for dwellings impacted by the proposed development of the subject property, and that fire safety standards are met.