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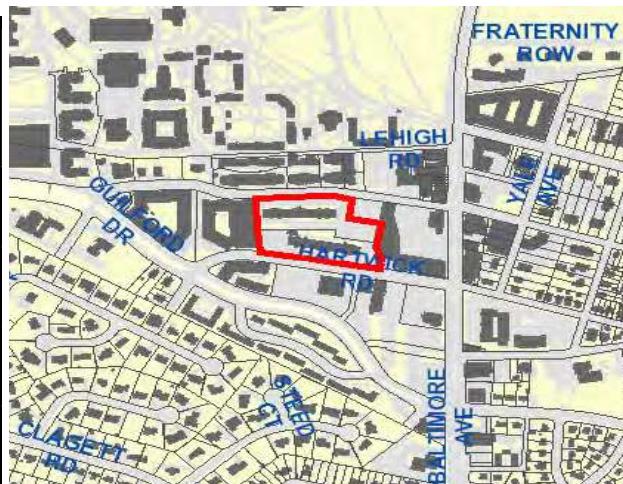
Note: Staff reports can be accessed at <https://www.mncppc.org/883/Watch-Meetings>

Zoning Map Amendment The Mark at College Park

ZMA-2024-002

REQUEST	STAFF RECOMMENDATION
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.	APPROVAL of continuance to April 24, 2025

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, Georgia 30601	
Staff Reviewer: Evan King Phone Number: 301 952 3554 Email: Evan.King@ppd.mncppc.org	



Planning Board Date:	03/27/2025
Planning Board Action Limit:	N/A
Memorandum Date:	03/19/2025
Date Accepted:	01/06/2025
Informational Mailing:	08/13/2024
Acceptance Mailing:	12/19/2024
Sign Posting Deadline:	02/25/2025



The Maryland-National Capital Park and Planning Commission



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

March 19, 2025

MEMORANDUM

TO: The Prince George's County Planning Board

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

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

SUBJECT: **Zoning Map Amendment ZMA-2024-002**
The Mark at College Park
Planning Board Agenda March 27, 2025 – Request for Continuance

Staff recommend a continuance of Zoning Map Amendment ZMA-2024-002, The Mark at College Park, which is currently scheduled for the Prince George's County Planning Board hearing date of March 27, 2025.

In a memorandum dated March 13, 2025 (Hatcher to Shapiro), the applicant's representative submitted a request for a continuance of the Prince George's County Planning Board hearing date for the above referenced application, from March 27, 2025 to April 24, 2025. The continuance is necessary to allow additional time to coordinate with the Prince George's County Planning Department, Development Review Division staff on the project details.

If a continuance is granted, additional posting will not be required. The public hearing notice signs for this application were posted on the subject site on February 25, 2025.

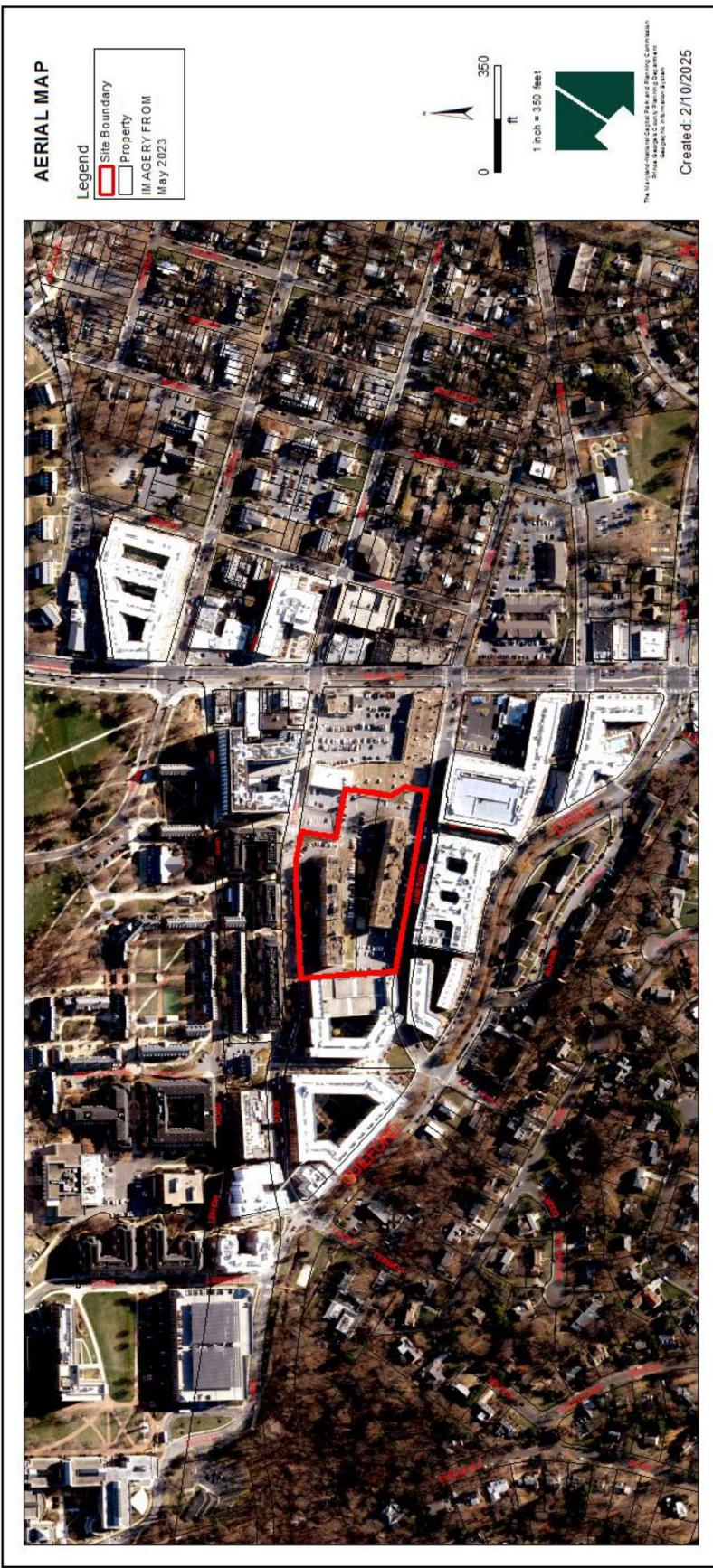
RECOMMENDATION

The Zoning Section recommends that the Planning Board APPROVE a continuance and schedule this application for the Planning Board hearing date of April 24, 2025.

THE MARK AT COLLEGE PARK

Case: ZMA-2024-002

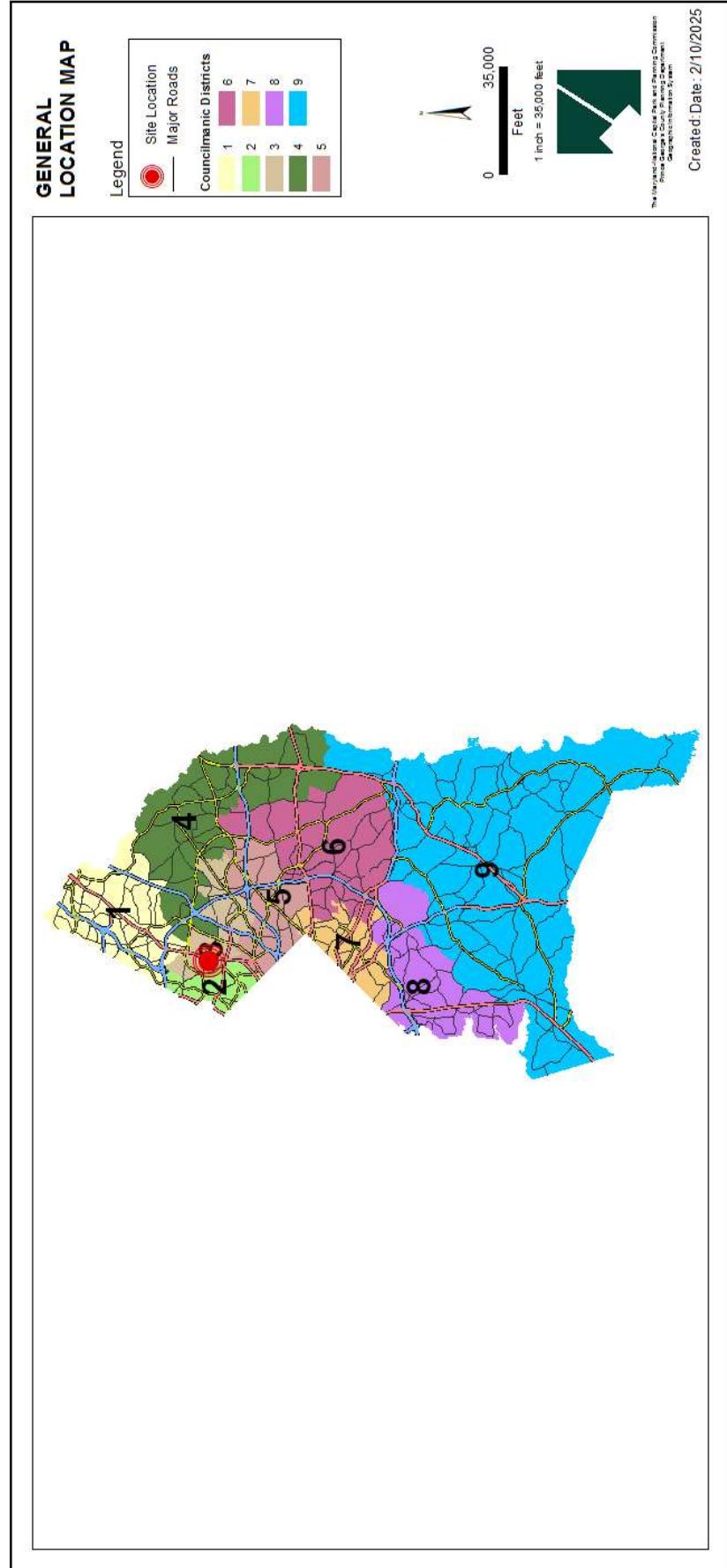
Zoning Map Amendment
Staff Recommendation: CONTINUANCE



GENERAL LOCATION MAP

Case: ZMA-2024-002

Council District: 03
Planning Area: 066



SITE VICINITY MAP

Case: ZMA-2024-002





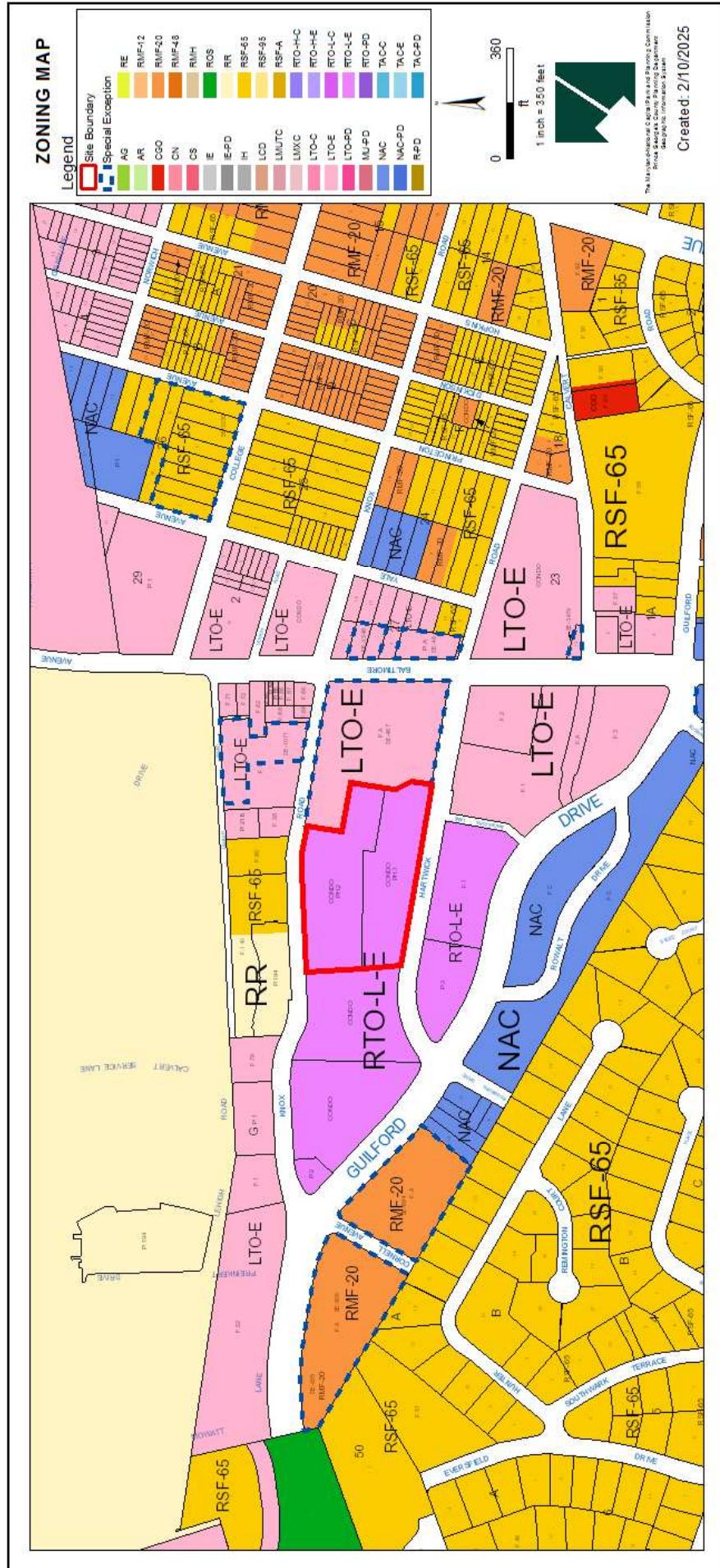
ZONING MAP

Prince George's County Planning Department

George's County Planning Department

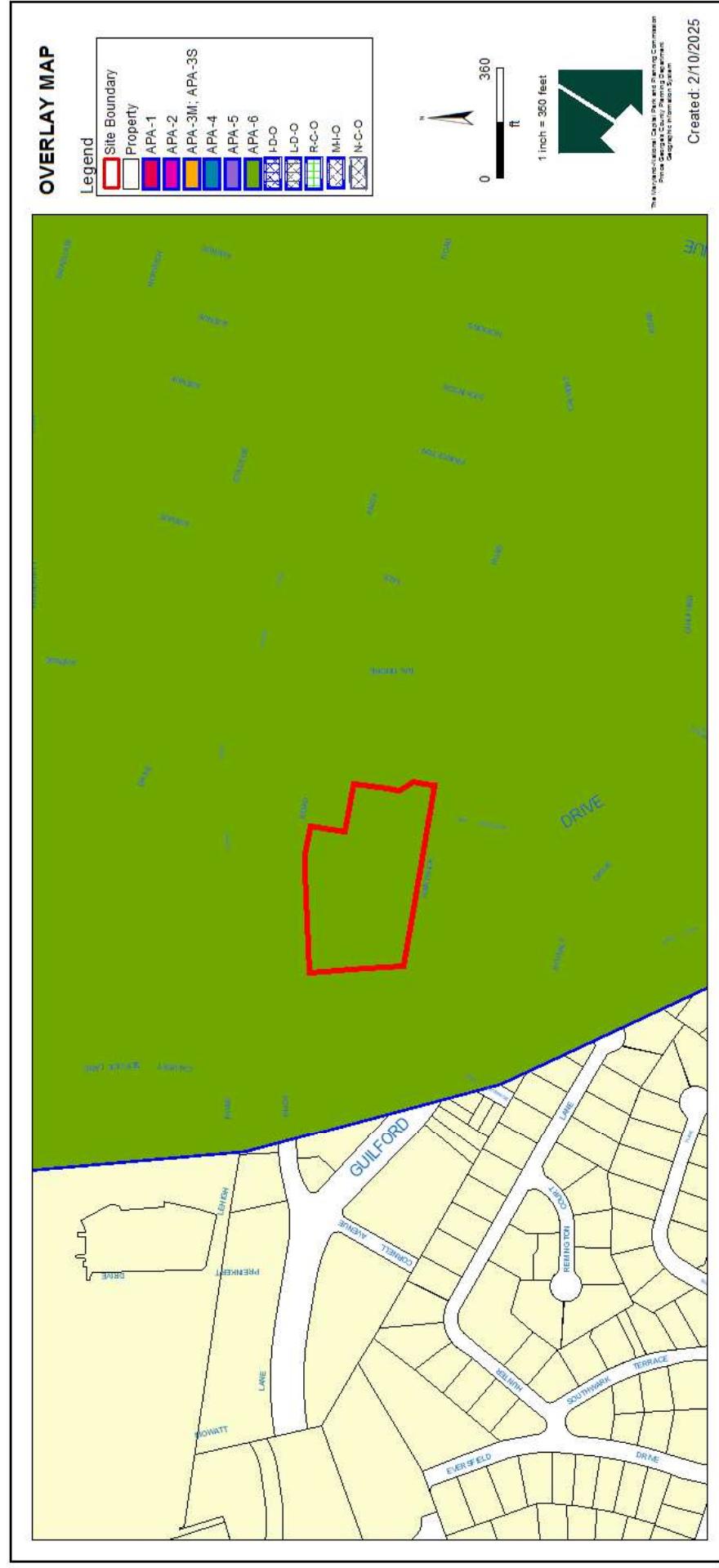
Case: ZMA-2024-002

Property Zone: RTO-L-e



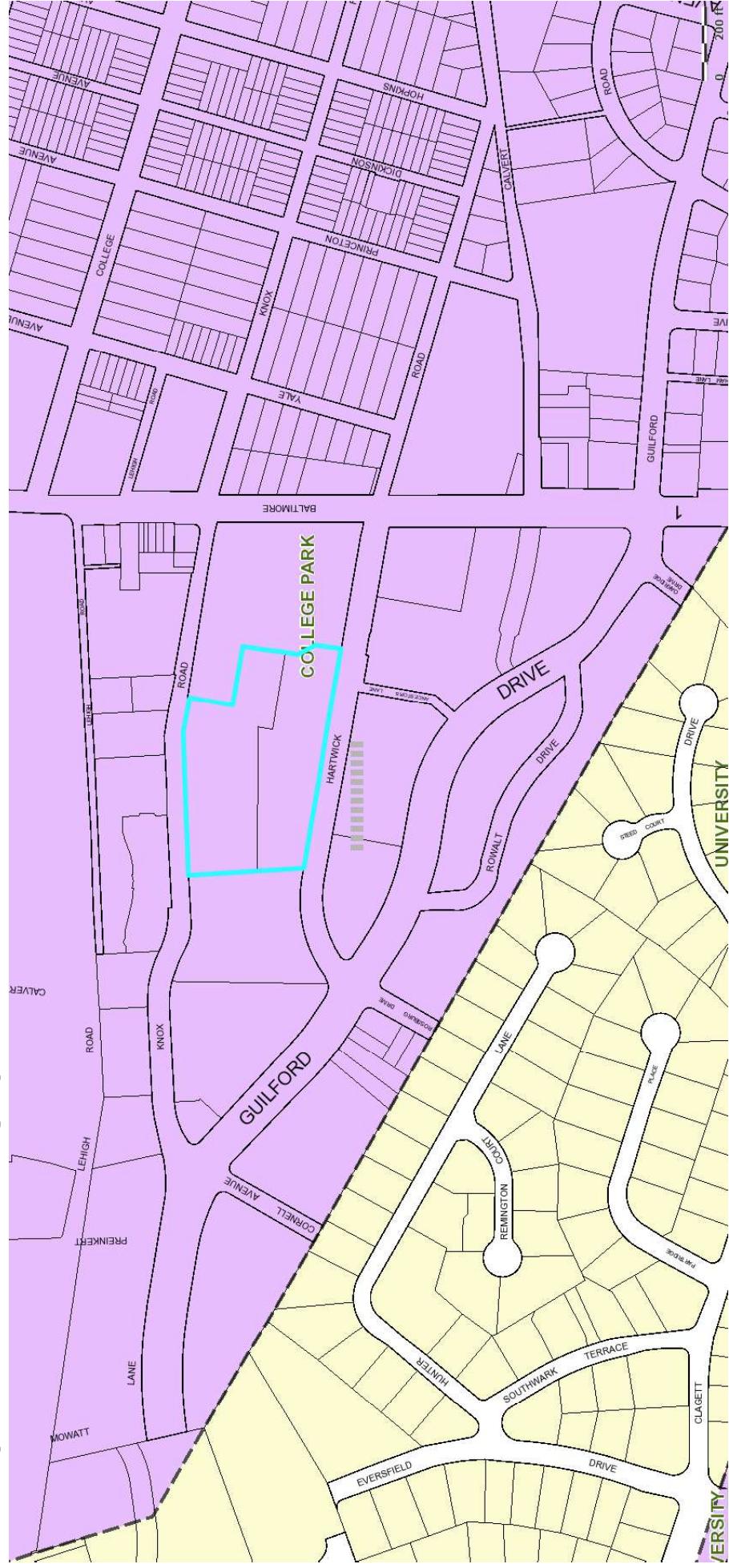
OVERLAY MAP

Case: ZMA-2024-002



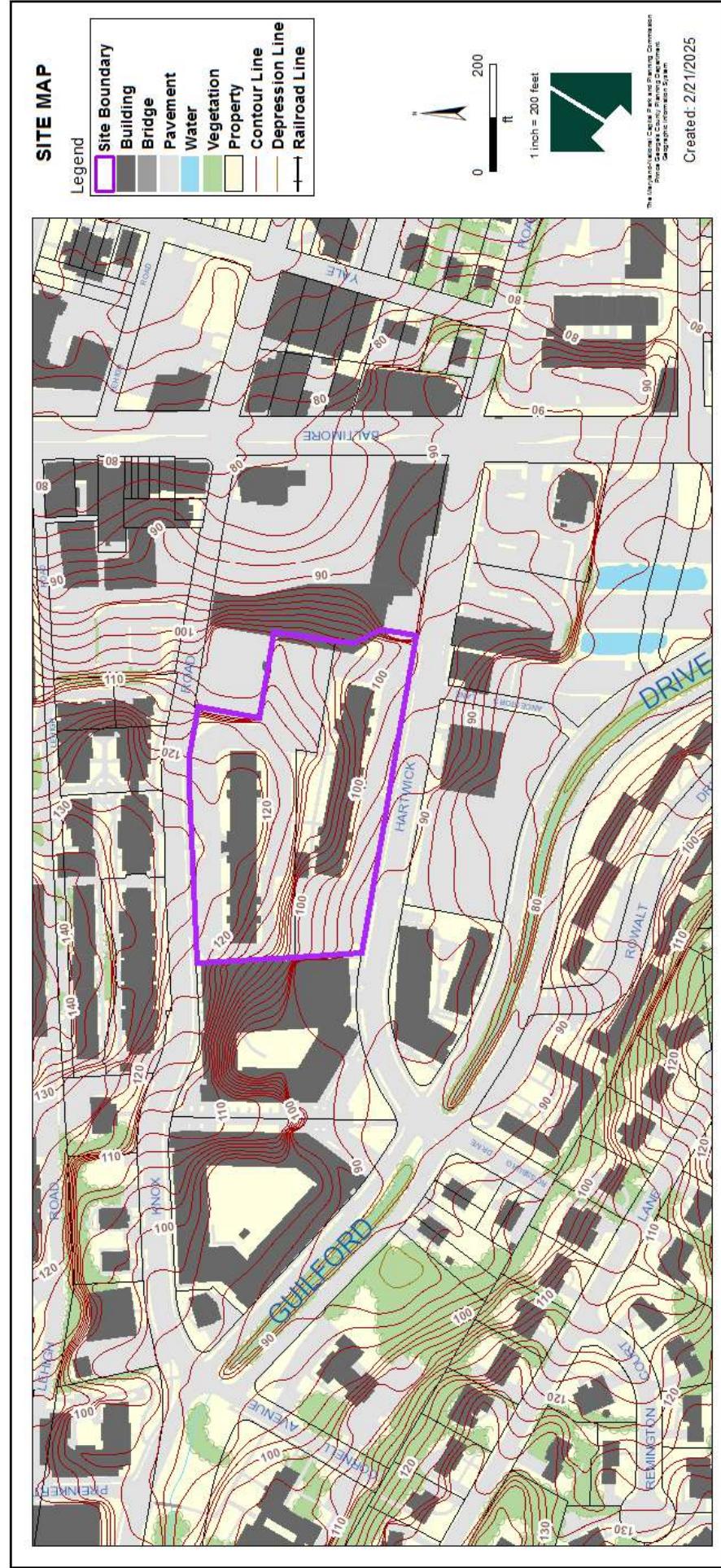
MUNICIPAL BOUNDARY

Case: ZMA-2024-002



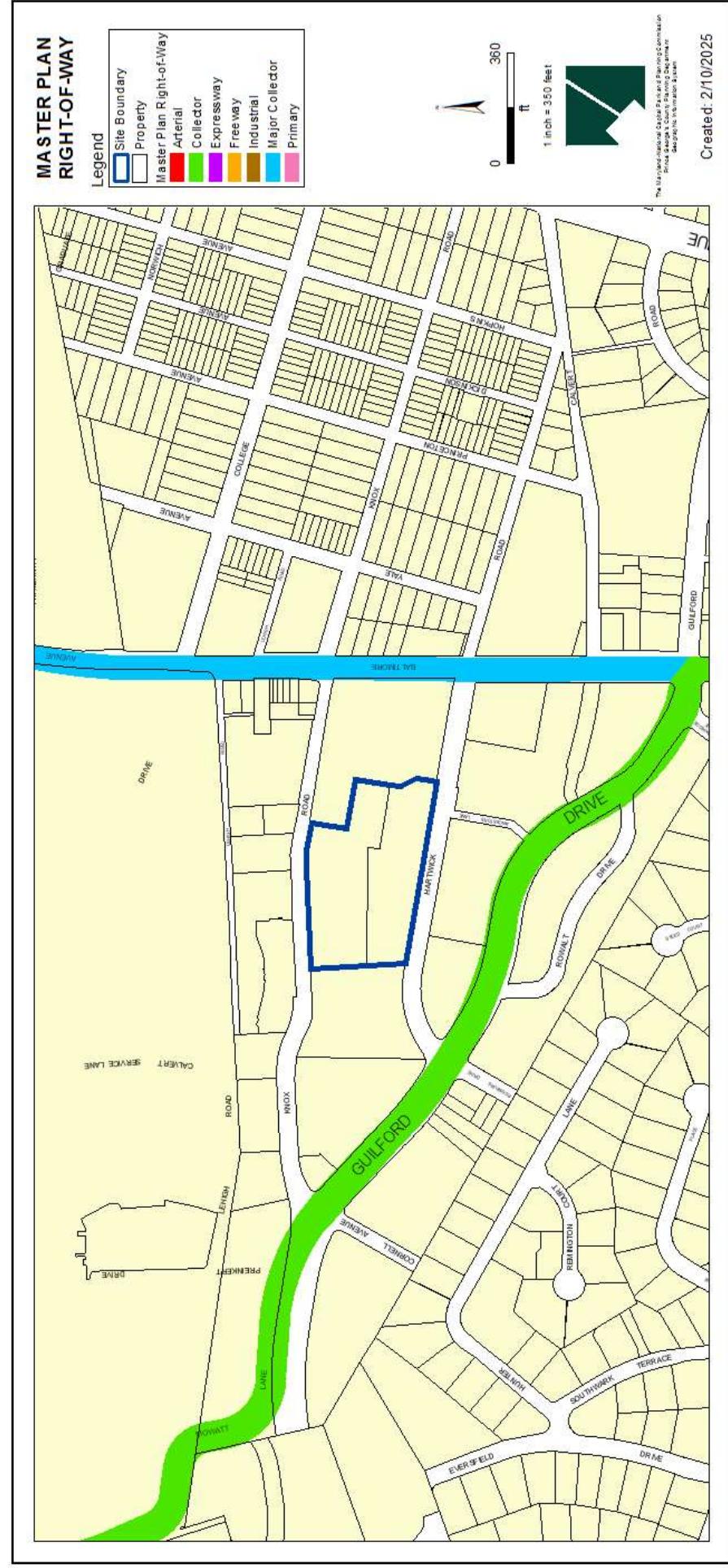
SITE MAP

Case: ZMA-2024-002



MASTER PLAN RIGHT-OFF-WAY MAP

Case: ZMA-2024-002



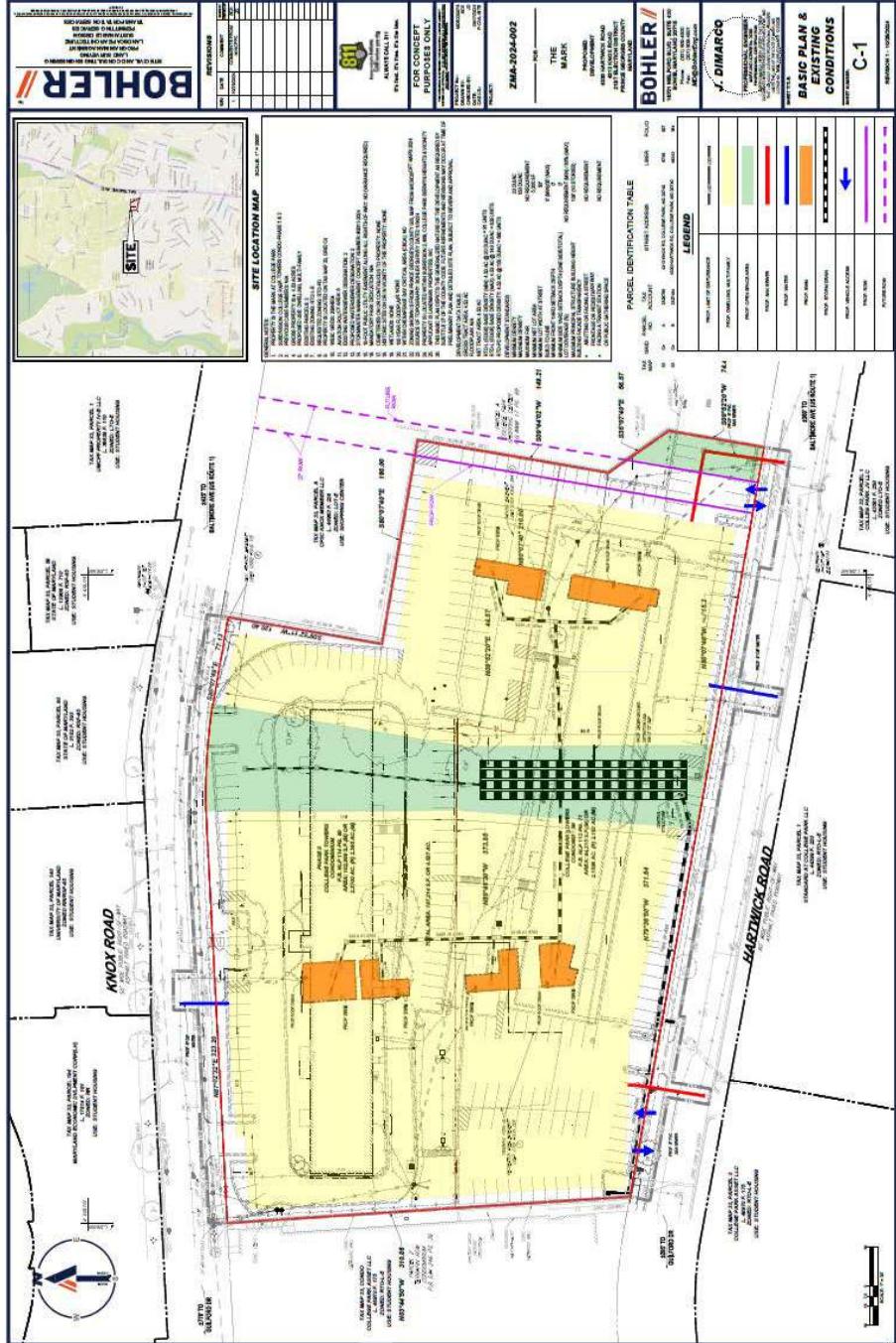
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED





BASIC PLAN

Case: ZMA-2024-002



OPEN SPACE SET ASIDE EXHIBIT

Case: ZMA-2024-002



STAFF RECOMMENDATION

CONTINUANCE to April 24, 2025

Issues: N/A

Applicant Required Mailings:

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



14401 SWEITZER LANE, SUITE 570, LAUREL, MD 20707

March 13, 2025

VIA ELECTRONIC MAIL

Chair Peter A. Shapiro
Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
1616 McCormick Drive
Largo, MD 20774

RE: The Mark at College Park; ZMA-2024-002
Request for Continuance

Dear Chair Shapiro,

Please be advised that CLHatcher LLC represents The Mark at College Park, LLC (herein referred to as the “**Applicant**”) in the Zoning Map Amendment (“**ZMA**”), ZMA-2024-002, for The Mark at College Park

A Planning Board hearing is set for the ZMA on March 27, 2025. The Applicant respectfully requests a continuance of the March 27th hearing to allow for additional time to coordinate with Maryland-National Capital Park & Planning Commission Staff (“**M-NCPPC Staff**”) on the subject application. Accordingly, the Applicant would like to request that the ZMA be continued to a new Planning Board hearing date of April 24, 2025.

Thank you for your consideration of this matter. Please do not hesitate to contact me with any questions.

Sincerely,

By:

A handwritten signature in blue ink, appearing to read "Chris L. Hatcher".

Christopher L. Hatcher, Esq.
14401 Sweitzer Lane, Suite 570
Laurel, Maryland 20707
Attorney for Applicant

CC: Sherri Conner
Jeremy Hurlbutt
Evan King

ZMA-2024-002 The Mark at College Park

Backup 3/5

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

**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**”).¹ 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.

¹ 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>	± 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 & 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;²
- Concentrating student housing in locations that are adjacent and in close proximity to the University of Maryland;³ and
- Preserving the character of the surrounding residential neighborhood.⁴

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.

² 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).

³ See Master Plan, Housing Policy 1.

⁴ 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 (2nd 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.⁵ 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.⁶ Conceptual design and representative images of the proposed greenway and its features are shown on Exhibit B, attached hereto.⁷ Additionally:

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

⁵ See Master Plan, Walkable Node Policy 2.

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

⁷ 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.

⁸ 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.

⁹ 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.

¹⁰ 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.¹¹
- ***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.¹²
- ***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

¹¹ 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.

¹² 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.¹³ 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.¹⁴

- ***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

¹³ See Master Plan, Walkable Node Policy 2.

¹⁴ 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.¹⁵

(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.

¹⁵ 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

Standard	Proposed Standard
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 — 249 <u>or more</u>	50
250 — 499	100
500 or more	100 + 15 ft for every additional 50 spaces beyond 500

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)
NOTES:	
(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).

stage in the development review 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.



CONCEPTUAL DESIGN AND REPRESENTATIVE IMAGES PROPOSED GREENWAY

EXHIBIT B

* 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.



* 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.

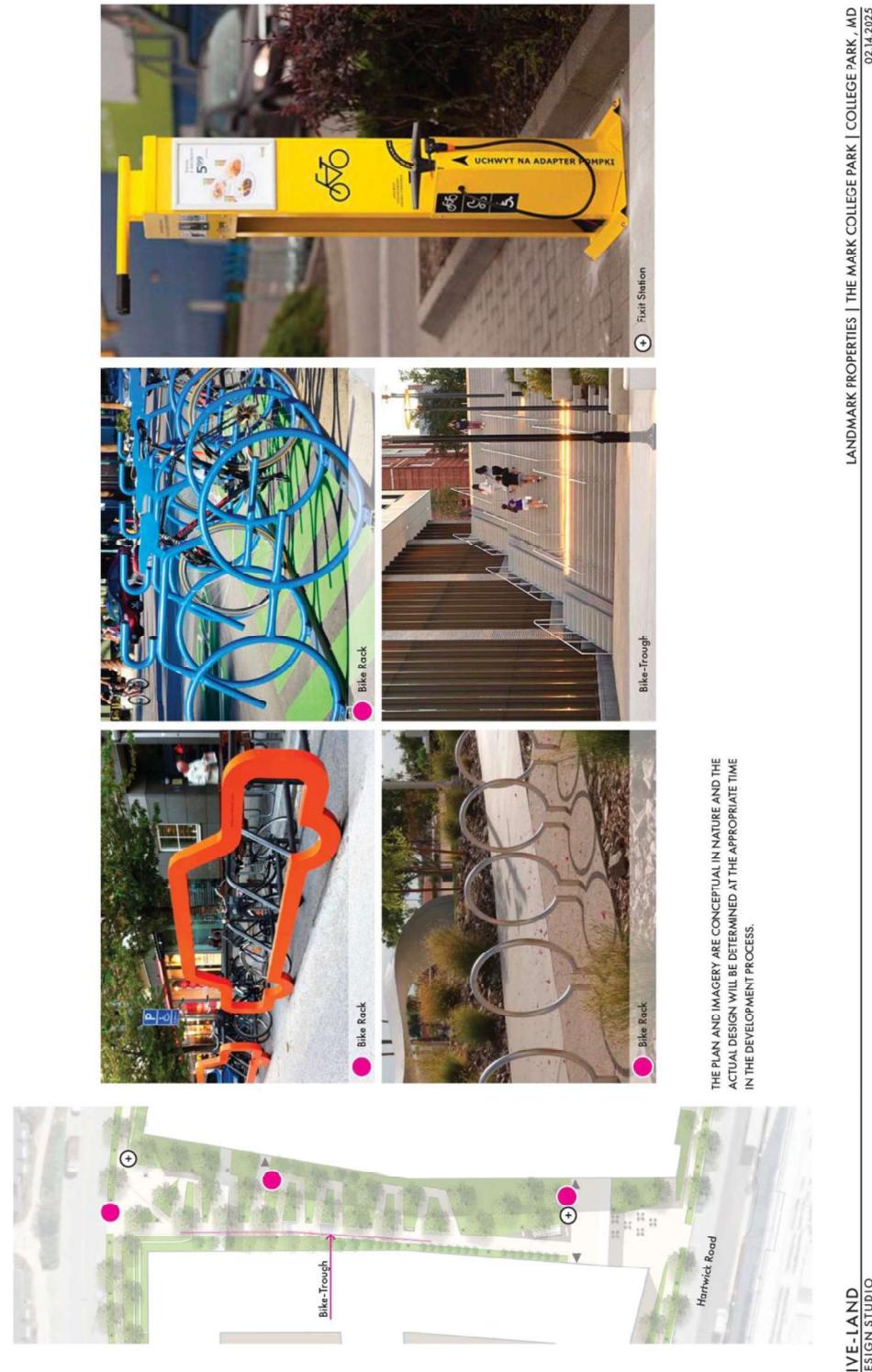


EXHIBIT B-1
PROPOSED GREENWAY
CONCEPTUAL ARCHITECTURAL RENDERINGS



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.*



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

GREENWAY FROM KNOX 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.*

* 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.



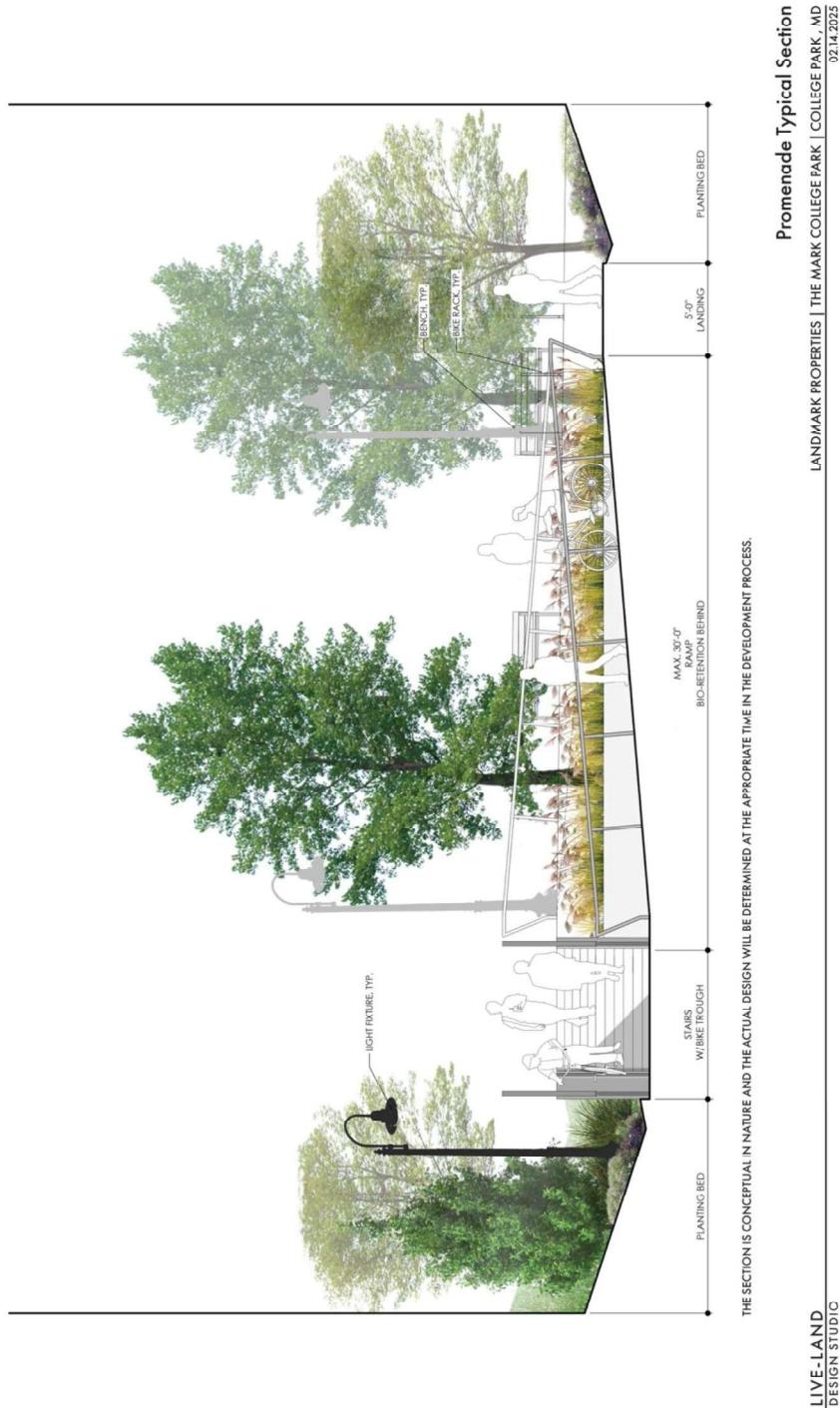
CONCEPTUAL LAYOUT PLAN
PROPOSED GREENWAY

EXHIBIT B-2

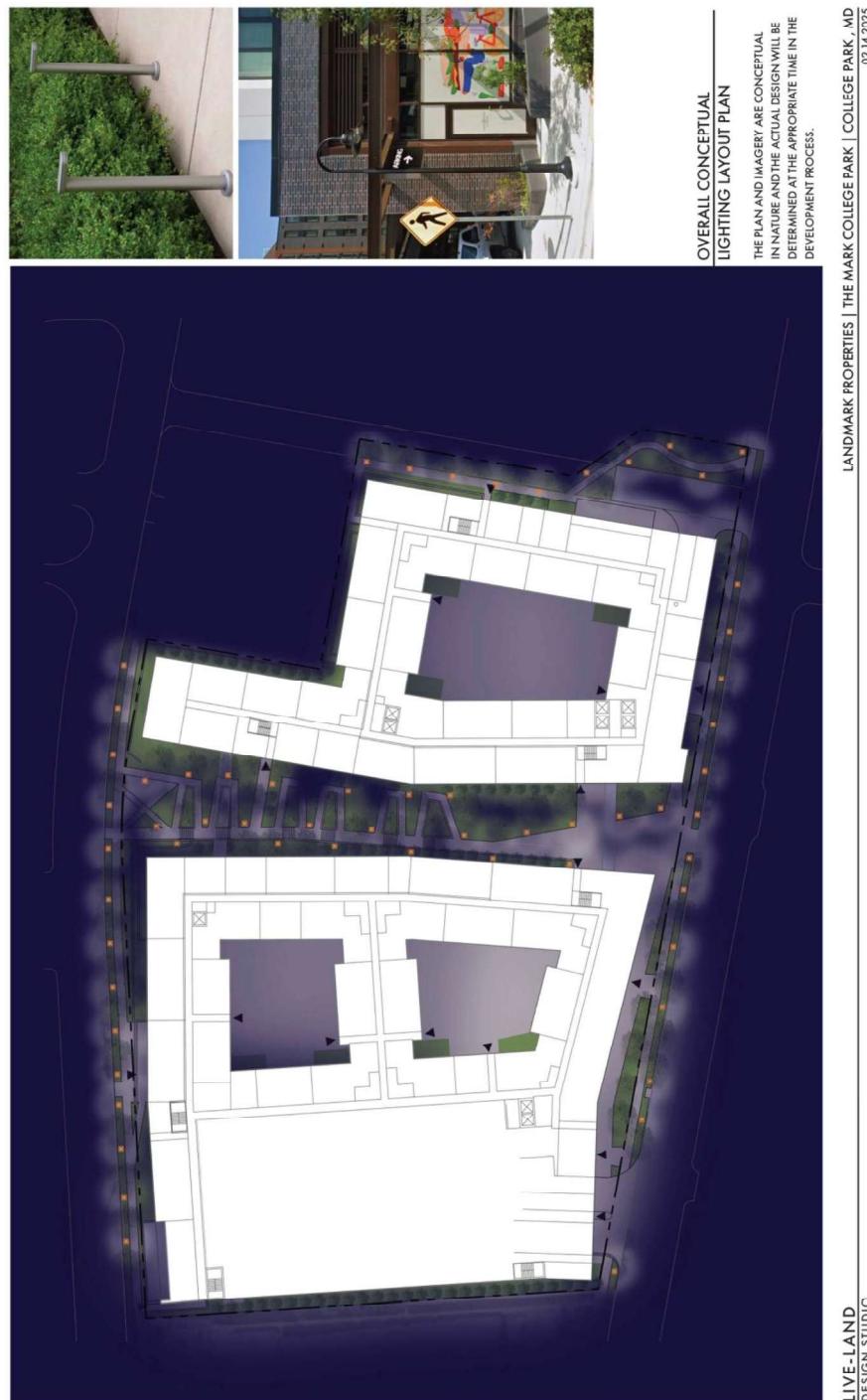
* The section, plans, images and/or design provided in Exhibit B-3 are conceptual in nature and provided for the purpose of illustration only. More detailed design will be provided at the appropriate stage in the development review process.

PROPOSED GREENWAY CONCEPTUAL TYPICAL SECTION

EXHIBIT B-3



* 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.



CONCEPTUAL LIGHTING LAYOUT PLAN
PROPOSED GREENWAY

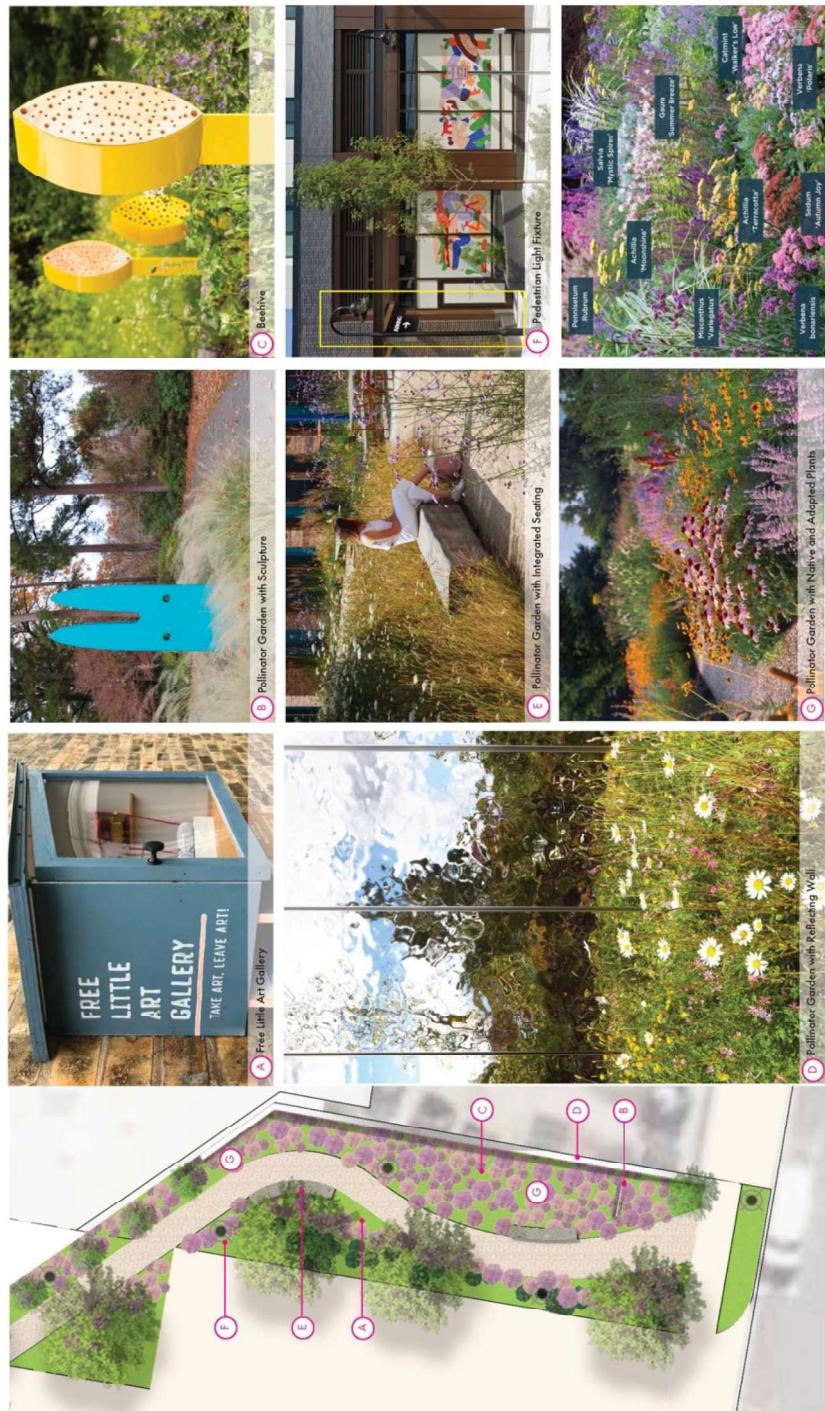
EXHIBIT B-4

* 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.

PROPOSED ANCESTOR'S LANE EXTENSION CONCEPTUAL DESIGN

EXHIBIT C

* 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.



CONCEPTUAL DESIGN AND REPRESENTATIVE IMAGES PROPOSED GREENSPACE

EXHIBIT D

appropriate stage in the development review 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.



Ancestor Lane Green Space

The green space near Hartwick 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.

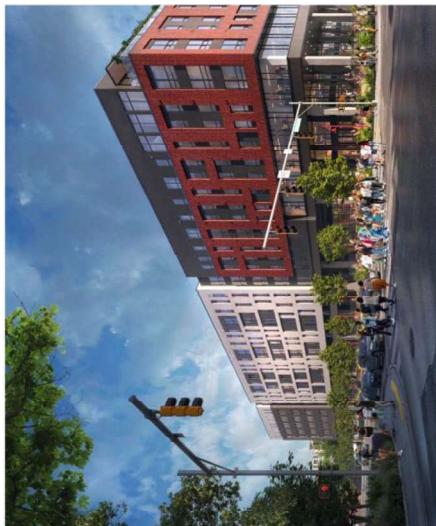
THE IMAGERY AND DESIGN NARRATIVE ARE CONCEPTUAL IN NATURE AND THE ACTUAL DESIGN WILL BE DETERMINED AT THE APPROPRIATE TIME IN THE DEVELOPMENT PROCESS.

LIVE-LAND
DESIGN STUDIO

LANDMARK PROPERTIES | THE MARK COLLEGE PARK | COLLEGE PARK, MD
02.14.2025

* The images and/or design provided in Exhibit E are conceptual in nature and provided for the development review process.

* The purpose of illustration only. More detailed design will be provided at the appropriate stage in the development review process.

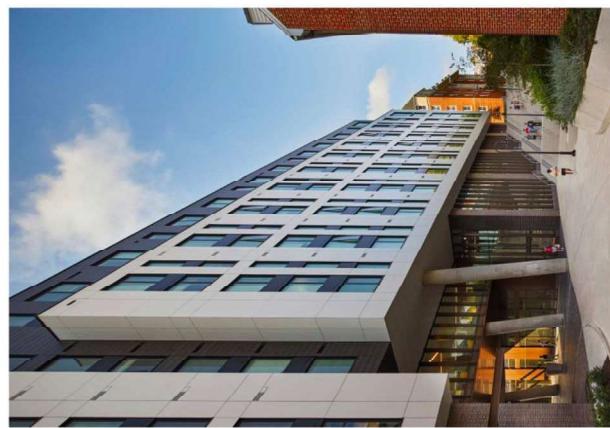


2/14/2025
Washington, DC Dallas, TX

WDG Architecture Planning Interiors



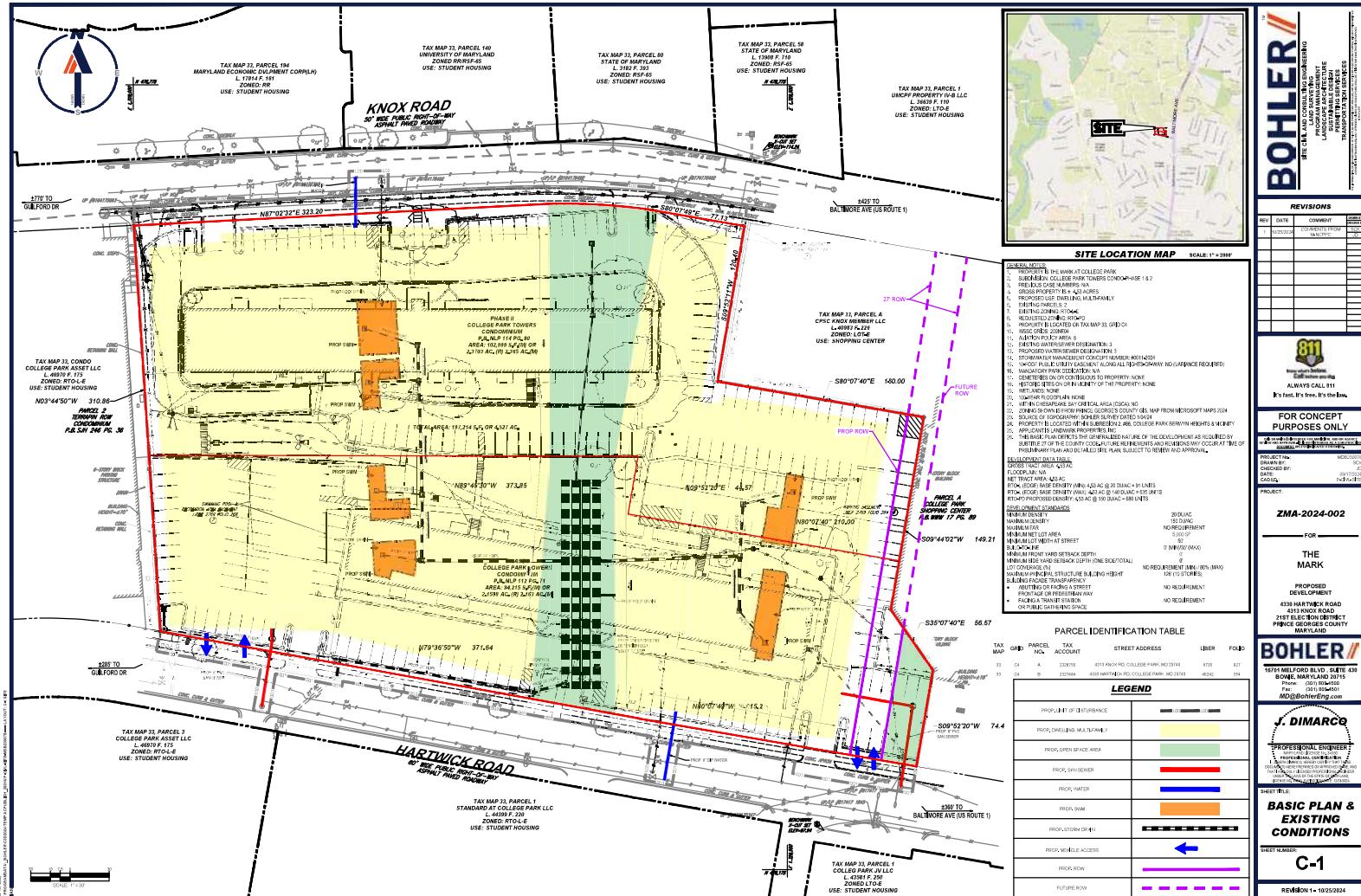
Representative Architecture

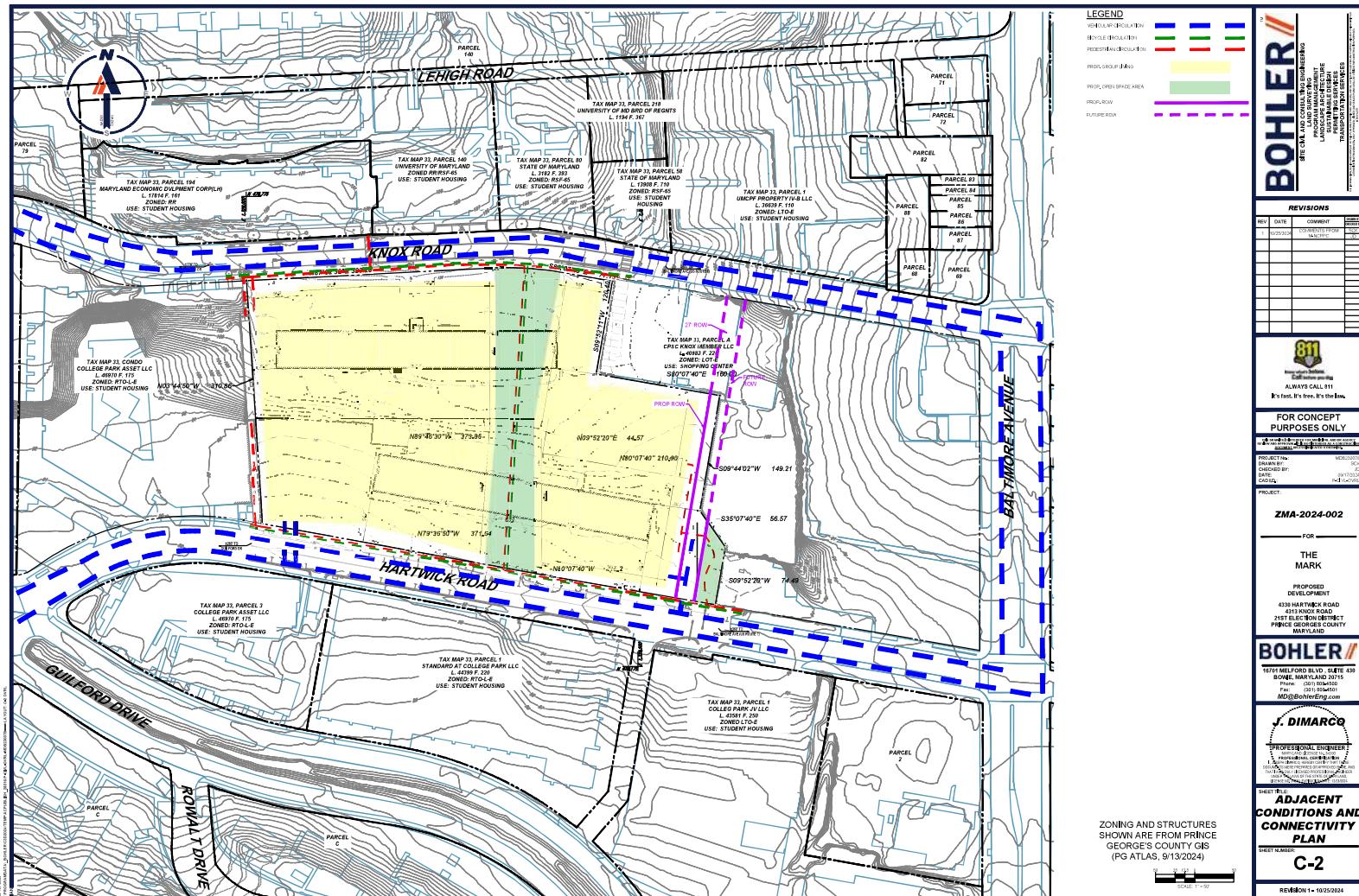


THESE IMAGES ARE CONCEPTUAL IN NATURE AND THE ACTUAL DESIGN WILL BE DETERMINED AT THE APPROPRIATE TIME IN THE DEVELOPMENT PROCESS.

SUPERIOR ARCHITECTURE REPRESENTATIVE IMAGES

EXHIBIT E







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.

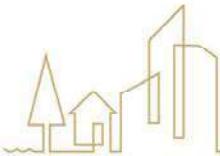
Comment: The development proposes utilizing existing roadways. However, as part of the public benefit aspect, the extension of Ancestor's Lane is proposed to facilitate future connections to the adjacent properties. Sidewalk currently exists along the roadway frontages and is proposed to provide a direct 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**

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:

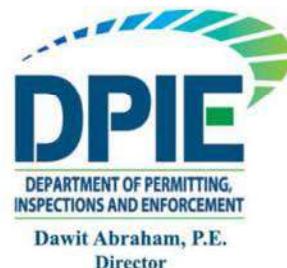
The Park Planning & Development Division of the Department of Parks and Recreation (DPR) has no objections to the zoning change request

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.



Environmental Engineering/Policy Program
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