



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

July 8, 2026

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



Re: Notification of Planning Board Action on
Detailed Site Plan DET-2024-009
The Mark At College Park

Dear Applicant:

This is to advise you that, on **July 2, 2026**, the above-referenced Detailed Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Section 27-3605, the Planning Board's decision will become final 30 calendar days after the date of this final notice (**July 8, 2026**) of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the Planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland; or
2. Within the 30 days (or other period specified by Section 27-3301), the District Council decides, on its own motion, to review the action of the Planning Board.

(You should be aware that you will have to reactivate any permits pending the outcome of this case. If the approved plans differ from the ones originally submitted with your permit, you are required to amend the permit by submitting copies of the approved plans. For information regarding reactivating permits, you should call the County's Permit Office at 301-636-2050.)

Please direct any future communication or inquiries regarding this matter to Ms. Donna J. Brown, Clerk of the County Council, at 301-952-3600.

Sincerely,
James R. Hunt, Chief
Development Review Division

By: Te-Sheng Huang
Reviewer

Attachment: PGCPB Resolution No. **2026-038**

cc: Donna J. Brown, Clerk of the County Council
Persons of Record

PGCPB No. 2026-038

File No. DET-2024-009

R E S O L U T I O N

WHEREAS, the current Zoning Ordinance, Subtitle 27, Prince George's County Code went into effect on April 1, 2022; and

WHEREAS, the applicant, The Mark at College Park, LLC, submitted an application for approval of a detailed site plan for 589 multifamily dwelling units within two buildings on 4.53 acres of land located 500 feet west of US 1 (Baltimore Avenue), between Hartwick Road and Knox Road; and

WHEREAS, in consideration of evidence presented at an evidentiary hearing on June 11, 2026 regarding Detailed Site Plan DET-2024-009 for The Mark at College Park, the Planning Board finds:

I. EVALUATION CRITERIA

The subject property is within the Regional Transit-Oriented Planned Development (RTO-PD) and Aviation Policy Area Overlay (APAO) Zones. This application is being reviewed under the requirements of Section 27-3605(e) of the Prince George's County Zoning Ordinance. The Prince George's County Planning Board has considered the following in reviewing this detailed site plan:

- A. The Prince George's County Zoning Ordinance;
- B. Zoning Map Amendment (Basic Plan) ZMA-2024-002;
- C. Preliminary Plan of Subdivision PPS-2024-016;
- D. Certificate of Adequacy ADQ-2024-040;
- E. The 2018 *Prince George's County Landscape Manual*;
- F. The 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- G. The Prince George's County Tree Canopy Coverage Ordinance;
- H. Referral comments; and
- I. Community feedback.

II. BACKGROUND

- A. **Request:** The subject detailed site plan is for development of 589 multifamily dwelling units within two buildings.

The applicant requests three waivers under Section 27-6200 of the Prince George's County Zoning Ordinance. First, pursuant to Section 27-6206(e)(2)(C), the applicant

requests a waiver from the requirement in Section 27-6206(e)(2)(A), to provide vehicular cross-access between developments. Second, pursuant to Section 27-6207(b)(2), the applicant requests a waiver from the requirement in Section 27-6207(b)(1), to provide a pedestrian walkway cross-access between developments. Third, pursuant to Section 27-6208(b)(2), the applicant requests a waiver from the requirement in Section 27-6208(b)(1), to provide bicycle cross-access between developments.

B. Development Data Summary:

	EXISTING	EVALUATED
Zone(s)	RTO-PD/APAO*	RTO-PD/APAO
Use	Dwelling, Multifamily	Dwelling, Multifamily
Total Gross Acreage	4.53	4.53
Floodplain Acreage	0	0
Total Net Acreage	4.53	4.53
Parcels	2	1
Dwelling Units	204	589
Studio	-	28
1-bed Room	-	21
2-bed Room	-	156
3-bed Room	-	30
4-bed Room	-	191
5-bed Room	-	163

Note: *The subject property was rezoned from the Regional Transit-Oriented Low-Intensity Edge (RTO-L-E) Zone to the Regional Transit-Oriented Planned Development (RTO-PD) Zone, with the approval of Zoning Map Amendment (Basic Plan) ZMA-2024-002.

- C. Location:** The site is within the City of College Park and is located approximately 500 feet west of US 1 (Baltimore Avenue), between Hartwick Road and Knox Road.
- D. Proposed Uses:** The subject detailed site plan includes “Dwelling, Multifamily” use. This use is permitted in the RTO-PD Zone, as established by ZMA-2024-002, subject to the applicable standards found in Section 27-4303 of the Zoning Ordinance, as well as the intensity and dimensional standards determined by ZMA-2024-002.
- E. Surrounding Uses:** The subject detailed site plan is bound to the west by multifamily dwellings in the RTO-L-E Zone; to the north by Knox Road and University of Maryland-owned student housing in the Rural Residential (RR), the Residential, Single-Family-65 (RSF-65), and Local Transit-Oriented-Edge (LTO-E) Zones beyond; to the east by the College Park Shopping Center consisting of various retail and commercial

uses in the LTO-E Zone and US 1 beyond; and to the south by Hartwick Road and multifamily dwellings in the RTO-L-E Zone beyond.

- F. Previous Approvals:** The subject site is currently occupied by the 204-unit College Park Towers condominium buildings. The property, consisting of Parcels A and B, was recorded in Plat Book WWW 46, Plat No. 9, approved on December 12, 1962.

The Prince George's County District Council approved Council Resolution CR-136-2021, the Countywide Map Amendment (CMA), on November 29, 2021. CR-136-2021 translated the subject property's prior Multifamily High Density Residential (R-10) Zoning to the RTO-L-E Zone, effective on April 1, 2022.

Zoning Map Amendment ZMA-2024-002-C was approved by the District Council on February 9, 2026 (Zoning Ordinance No. 1-2026), with the final order of approval effective on February 23, 2026. This ZMA rezoned the property from the RTO-L-E Zone to the RTO-PD Zone. The ZMA includes a basic plan for the property, for development of up to 665 multifamily dwelling units.

Certificate of Adequacy ADQ-2024-040 was approved by the Prince George's County Planning Director on May 19, 2026, subject to eight conditions. This ADQ is valid for 12 years from the date of its approval, subject to the additional expiration provisions of Section 24-4503(c)(1)(C) of the Prince George's County Subdivision Regulations.

Preliminary Plan of Subdivision PPS-2024-016 was approved by the Prince George's County Planning Board on June 11, 2026 (PGCPB Resolution No. 2026-037) for one parcel, in support of development of 600 multifamily units.

- G. Design Features:** Two approved buildings line a central greenway/pedestrian promenade from Knox Road to Hartwick Road on the subject site. This promenade will be designed with various amenities (i.e., benches and tables with chairs), not only serving as a focal point of the approved development, but also providing a pedestrian and bicycle connection between Hartwick Road and Knox Road. The detailed site plan also includes a greenspace/pocket park that will include a pollinator garden, public artwork, a free little art gallery, and wayfinding signage. Both the promenade and the greenspace/pocket park were approved as public benefits, as part of the approval of ZMA-2024-002. In addition, the latter is intended to further activate the residual spaces along the eastern property line, which are currently designed to accommodate vehicular access to the approved loading area and trash collection facilities within the eastern building. These areas are also reserved for the future construction of a public roadway, Ancestor's Lane, which will connect Hartwick Road and Knox Road. A segment of Ancestor's Lane was previously constructed to the south of the subject site, in conjunction with an approved mixed-use development under Preliminary Plan of Subdivision (PPS) 4-17021 (PGCPB Resolution No. 17-165) and Detailed Site Plan DSP-17003 (PGCPB Resolution No. 17-166). A condition is included herein requiring the applicant to delineate the area to be dedicated to public use on the plan for future construction of Ancestor's Lane.

Architecture

The approved development consists of two separate multifamily buildings. One parking structure is integrated with the western building. Each building is designed with main entrances, which are located either on Hartwick Road or on Knox Road, except for one entrance to the eastern building from the promenade. As shown in the submitted architectural elevations, both buildings are designed using a contemporary architectural approach and incorporate similar materials to ensure cohesion throughout the overall development. The architectural elevations show that both buildings are characterized by a strong horizontal composition and clearly defined base, middle, and upper sections. The building façades are articulated through a consistent grid of vertically aligned windows and are visually broken into smaller segments using changes in color and material, including multiple colors of bricks, acrylic exterior insulation and finish system (EIFS)-type finishes, metal panels, cast stones, and painted concrete, which create contrast and emphasize vertical elements. While upper levels incorporate repetitive window patterns and subtle projections or recesses to add depth, the ground level of the buildings features a darker base with expansive glazing, encouraging active uses and enhancing pedestrian engagement. Accent elements, including darker vertical bands and varied material transitions, provide visual interest and help reduce the perceived mass, resulting in a cohesive modern building with a durable and context-sensitive material palette.

Parking

The subject detailed site plan meets the parking requirements (389 spaces required, 573 spaces provided, including 32 guest parking spaces). Off-Street parking spaces are located in the parking structure integrated within the western building. A total of 319 bicycle parking spaces is included in the development, of which 293 are long-term bicycle spaces and 26 are short-term bicycle spaces.

Signage

The subject detailed site plan includes five canopy signs and two projecting signs. The location and details of these signs are included in the submitted signage package. One directional sign, with a “Parking” label, for the approved parking structure is exempt from sign standards, in accordance with Section 27-61502(b)(1) of the Zoning Ordinance.

Lighting

The subject detailed site plan includes integrating seven types of lighting throughout the site. The submitted photometric plan shows adequate lighting for users on-site and is sufficient for illuminating site access, building entryways, and walking paths. A detailed evaluation of lighting is provided in Finding III.D.6 below.

Recreation Facilities

ADQ-2024-040 determined that the provision of recreational facilities for the approved development, to meet parks adequacy by satisfying the mandatory dedication of parkland requirement, shall be provided, in accordance with Sections 24-4507 and 24-4601 of the Subdivision Regulations. As such, the applicant provides a list of recreational facilities, with quantity and unit cost, and the associated labeling shown on Sheets DSP-1 and

L-1.30, to meet the requirements. However, the total dwelling unit number of the approved development and the total required value provided in the recreational facilities schedule on Sheet DSP-1 are incorrect, and a condition is included herein for correction. Similarly, the total required value of the recreational facilities noted in General Note 14 is incorrect. A condition is included herein requiring the applicant to correct this value. The details of certain facilities are shown on Sheets L-1.31, L-1.32, and L-3.21 through L-3.24. However, details of certain facilities are missing from the plan set, including dimensions and materials, as applicable. A condition is included herein requiring the applicant to add the details of all approved facilities listed on Sheets DSP-1 and L-1.30 to the plan sheets, including dimensions and materials, as applicable.

The approved recreational facilities are organized in five separate locations throughout the development and are identified on the plan as the greenway/ pedestrian promenade and the greenspace/pocket park; the western courtyard; the eastern courtyard, and the roof terrace. The facilities located in the promenade and in the greenspace/pocket park, in addition to those amenities required by ZMA-2024-002, will further activate these spaces and foster either planned or spontaneous social activities within them. Given the size of the greenspace/pocket park, the applicant includes a mirror/reflecting wall along the eastern property line to visually expand the space and enhance its appeal, along with additional features intended to activate and enliven the area. The Planning Board finds the mirror/reflecting wall appropriate, as it is expected to attract users and encourage a range of both temporary and longer-duration activities within the space. Both courtyards are designed in a similar manner to create multiple subspaces that accommodate a variety of activities simultaneously and support the diverse needs of future residents. The roof terrace primarily accommodates a swimming pool and the associated pool facilities.

Loading and Trash Facilities

The subject detailed site plan includes two loading spaces located within the buildings, and each building houses one loading space. Trash facilities will be located internal to the buildings. Both loading and trash facilities will be accessed from Hartwick Street.

III. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE ZONING ORDINANCE

A. Detailed Site Plan Decision Standards (Section 27-3605(e))

- (1) The proposed development represents a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;**

Based on the analysis herein, and subject to the conditions approved by the Planning Board, in addition to evidence filed in conjunction with this application, the Board finds that DET-2024-009 represents a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the approved development for the intended uses. The applicable standards consist of

the RTO-PD Zone's use standards, intensity and dimensional standards, and other standards (Section 27-4303(d)); and applicable Development Standards (Part 27-6), as well as applicable sections of the 2018 *Prince George's County Landscape Manual* (Landscape Manual). The analysis of conformance is addressed, in detail, in Findings III.B, C, and D below.

- (2) All conditions of approval in any development approvals and permits previously approved for the property have been considered and imposed as necessary to satisfy the applicable standards of this Subtitle;**

As discussed, in detail, in Finding IV below, this detailed site plan complies with the applicable conditions of ZMA-2024-002-C, PPS-2024-016, and ADQ-2024-040.

- (3) The proposed development demonstrates the preservation and/or restoration of the regulated environmental features in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-4303(D)(5) of Subtitle 24: Subdivision Regulations;**

The subject property contains no regulated environmental features (REF). Therefore, this requirement is inapplicable.

- (4) Proposed development located within a Planned Development (PD) zone shall be in conformance with the PD Basic Plan and PD Conditions of Approval that apply to that development;**

The approved development is located in the RTO-PD Zone. The approved development is in conformance with the planned development (PD) Basic Plan (ZMA-2024-002-C) and conditions of approval that apply to the development. Conformance to the PD basic plan and the PD conditions of approval is addressed in Finding IV.A below.

- (5) The proposed development conforms to an approved Tree Conservation Plan, if applicable;**

Approved Woodland Conservation Letter of Exemption WCO-SE-2025-0088 was submitted with this detailed site plan. Therefore, this requirement is inapplicable.

- (6) The development proposed in a detailed site plan for infrastructure complies with applicable regulations of PART 27-6: Development Standards, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge;**

The subject application is not a detailed site plan for infrastructure. Therefore, this requirement is inapplicable.

- (7) **Places of worship located on a lot between one (1) and two (2) acres in size shall also meet the following standards:**
- (A) **The minimum setback for all buildings shall be twenty-five (25) feet from each lot line;**
 - (B) **When possible, there should be no parking or loading spaces located in the front yard; and**
 - (C) **The maximum allowable lot coverage for the zone in which the use is proposed shall not be.**

The approved development does not include a place of worship. Therefore, this requirement is not applicable.

- (8) **Notwithstanding any other provision in this Section to the contrary, in determining whether to approve an alteration, extension, or enlargement of a legal conforming building, structure, or use filed in conformance with Section 27-1707(c), the Planning Board shall find that the proposed alteration, extension, or enlargement will benefit the development and will not substantially impair implementation of any applicable area master plan or sector plan.**

The approved development does not alter, expand, or enlarge existing structures or uses. Therefore, this requirement is inapplicable.

B. Conformance to applicable Zoning Standards

1. **Use Standards (Section 27-4303(d)(2)) as established in PD Basic Plan ZMA-2024-002**

The detailed site plan is in conformance with the use standards established with PD Basic Plan ZMA-2024-002-C, which allowed “dwelling, multifamily” use.

2. **Intensity and Dimensional Standards (Section 27-4303(d)(3)), as established in PD basic Plan ZMA-2024-002**

The detailed site plan is in conformance with the applicable RTO-PD Zone intensity and dimensional standards, as established in PD Basic Plan ZMA-2024-002, as shown below:

Development Standards	REQUIRED	PROVIDED
Block length, min. max. (ft.)	400 800	Met*
Lot area, min. (sf.)	5,000	197,327
Lot width, min. (ft.)	50	587**
Density, min. max. (du/net lot area)***	20 150	130
Floor area ratio (FAR), min. (nonresidential and mixed-use)	No Requirement	N/A
Lot coverage, min. max. (percent of net lot area)	No Requirement 80	76.2
Floor area ratio (FAR), max.	No Requirement	N/A
Build-to line, min. max. (ft.)***	0 35	5 23
Building width in build-to zone, min. (percent of lot width)	70	Hartwick Road: 78.1 Knox Road: 77.5
Front yard depth, min. (ft.)***	0	10
Side yard depth, min. (ft.)***	0	5
Rear yard depth, min. (ft.)	0	N/A
Building façade transparency, min. (percent of street-level façade area):		
Abutting or facing a street frontage or pedestrian way	25****	Hartwick Road: 48.9 (East Bldg.) and 32.3 (West Bldg.) Knox Road: 27.5 (East Bldg.) and 27.1 (West Bldg.)
Facing a transit station or public gathering space	No Requirement	N/A
Principal and accessory structure height, min max. (ft.)	35 126	East Building: 103 West Building: 103

Notes: *Per evaluation below, in Finding III.B.3, a condition is included herein requiring the applicant to revise block length on the cover page of the plan set. When a maximum block length of 800 feet was approved with ZMA-2024-002, the applicant presented a plan depicting Ancestor’s Lane and the approved promenade traversing the subject property, and no other approved streets breaking up the block. No conditions for additional breaks in the block were imposed. It follows that the District Council found the approved configuration to satisfy the maximum block length requirement that it set. Section 27-2500 of the Zoning Ordinance defines block length as “[t]he distance or length of a block.” This section also defines that a block is “[t]he land lying within an area bounded on all sides by streets.” The definition of “Street” includes: “A proposed street right-of-way or widening shown on the applicable General Plan, Area Master Plan or Sector Plan, or Functional Master Plan; or in the current Capital Improvement Program or Maryland State Consolidated Transportation Program; or on a record plat, also known as a paper street.” The 2010 *Approved Central US 1 Corridor Sector Plan* (sector

plan) is the applicable sector plan for the subject property. The sector plan recommends new streets to break up the existing block on which the subject property is located and provides an illustration of two streets traversing the existing block on which the subject property is located (sector plan page 81). If constructed, these streets would divide the existing block into three smaller blocks. The applicant plans to align an approved driveway with one of the planned streets, known as “Ancestor’s Lane.” However, the full delineation of Ancestor’s Lane is reliant on the adjoining property to the east also being redeveloped. The other illustrated street would be located on the property to the west of the subject property. There are some questions as to whether it will be feasible to construct streets traversing the existing block due to grade changes and an existing building on the property to the west. However, the applicant includes a pedestrian promenade on the subject property. In addition, a pedestrian promenade has been implemented on the property to the west. These promenades will run north to south through the existing block. Therefore, even if the sector plan recommended street grid is not achieved, the existing block will be broken into three smaller walkable segments by the existing and approved promenades. The property will be located on a segment.

**A condition is included herein requiring the applicant to revise the lot width on the cover page of the plan set.

***Standards were modified by ZMA-2024-002-C.

****Condition 2 of ZMA-2024-002-C requires at least 25 percent fenestration for the street-facing façade area of the ground floor for each building, as shown on Sheet A3-07.

3. **Other Standards (Section 27-4303(d)(4)), as established in PD basic Plan ZMA-2024-002**

The detailed site plan is in conformance with the applicable RTO-PD Zone other standards.

STANDARDS	REQUIRED	PROVIDED
Location Standards	An RTO-PD Zone may only be located on land: • Within a Regional Transit District as designated on the Growth Policy Map in the General Plan or the applicable Area Master Plan or Sector Plan, as may be amended from time to time; or • Within that portion of the Innovation Corridor as designated on the Strategic Investment Map in the General Plan or the applicable Area Master Plan or Sector Plan,	This standard was evaluated and approved with ZMA-2024-002 as the subject site is located within both the Purple Line Regional Transit District and the portion of the Innovation Corridor designated. Therefore, this standard was met with approval of ZMA-2024-002.

STANDARDS	REQUIRED	PROVIDED
	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.	
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.	The subject detailed site plan includes one residential use as the site is located in proximity to various non-residential uses along US 1.
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.	The subject detailed site plan includes one residential use as the site is located in proximity to various non-residential uses along US 1
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.	This standard is not applicable to this detailed site plan because it does not include a mixture of residential and non-residential uses.
Shopping Centers	Shopping centers shall be a minimum of two stories (multi-story).	This standard is not applicable to this detailed site plan because it does not include a shopping center.
Blocks and Alleys	The zone shall be laid out in blocks, streets, and alleys, to the maximum extent practicable.	The 2010 <i>Approved Central US 1 Corridor Sector Plan</i> (sector plan) envisions that future infill development, along with two new streets illustrated on page 81, will subdivide the existing large block containing the subject property into smaller blocks. As discussed in Finding II.G above, a segment of Ancestor's Lane is planned to traverse the eastern portion of the property, providing a north-south connection between Hartwick Road and Knox Road. However, significant grade changes would make construction of this lane challenging. In addition, the properties on both sides of the site have already been fully developed, rendering implementation of this street infeasible at this time. In place of this planned connection, the central promenade approved in this detailed site plan offers an alternative north-south route for pedestrian and bicycle circulation. The promenade not only provides connectivity but also separates the two approved buildings and visually breaks up the existing large block. As such, this requirement is met.

STANDARDS	REQUIRED	PROVIDED
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 adjacent to open land to provide for future connections. Gated streets are prohibited.	The subject site fronts Knox Road to the north and Hartwick Road to the south. The subject detailed site plan will dedicate a portion of the site for future construction of Ancestor's Lane along the eastern property line.
Private Sidewalks and Private Street Trees	• Sidewalks shall be located on both sides of every street, with a planting strip between the curb and the sidewalk, as established in the PD Basic Plan. Street trees shall be spaced between 40-50 feet on center. • Sidewalks shall be at least 15 feet wide along street frontages in the Core area, and at least 10 feet wide in the Edge area. • Sidewalks shall maintain a pedestrian "clear zone" with a minimum width of 5 feet that is unobstructed by any permanent or nonpermanent object. • At least one walkway from an adjacent sidewalk shall be provided to each pedestrian entrance. • Where a sidewalk, greenway path, or other walkway crosses a street, driveway, or drive aisle, the crossing shall be clearly marked with a change in paving material, color, or height, decorative bollards, or similar features.	This standard is not applicable to this detailed site plan because it does not include any private sidewalks and private street trees.
Connectivity	The internal vehicular, bicycle, and pedestrian circulation systems shall be designed to allow vehicular, bicycle, and pedestrian cross-access between the internal system and adjoining lots and development, as well as to any nearby or adjacent transit station.	The submitted circulation plan shows the internal bicycle and pedestrian circulation systems within the site. No internal vehicular system is shown because vehicles will be parked in the approved parking structure when immediately entering site. Cross-access is also not shown. However, as discussed in Finding II.D.1 below, the Planning Director waived the applicable pedestrian, vehicular, and bicycle cross-access requirements per the applicant's requests because (1) The abutting lots are currently developed with the College Park Shopping Center to the east and the Terrapin Row Apartments to the west; and (2) The existing retaining walls between the subject site and each adjoining lot make the immediate internal cross-access not feasible.

STANDARDS	REQUIRED	PROVIDED
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.	The subject site was rezoned to RTO-PD from RTO-L-E. As such, the site is considered within the Edge area. Therefore, this regulation is not applicable.
	- 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.	The subject site was rezoned to RTO-PD from RTO-L-E. As such, the site is considered within the Edge area. Therefore, this regulation is not applicable.
	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.	The approved buildings are arranged to create a greenway/pedestrian promenade in the center of the site and a pocket/park green space at the southeast corner of the site. Both buildings are designed with a consistent setback alignment along street frontage to define the street edge and the distinction between the public domain of the streets and the private space of the subject site.
	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.	As shown in the submitted architectural elevations and discussed in Finding II.G above, both buildings are designed with a common architectural scheme to create a distinct sense of place.
Parking	- All proposed new or additional off-street surface vehicle parking shall be located to the rear or side of the development’s principal building(s) or in a parking structure. - Surface parking lots with more than 100 parking spaces shall be organized into smaller modules that contain fewer spaces each and are visually separated by buildings or landscaped swales - All vehicle parking lots and structures shall provide clearly identified pedestrian routes between parking areas and the primary pedestrian entrance(s) to the building(s) served by the parking areas.	All parking spaces within the subject detailed site plan will be located in the approved parking structure. As shown on the submitted floor plans, pedestrian routes are clearly identified between the parking areas and the primary pedestrian entrances to the building.

STANDARDS	REQUIRED	PROVIDED
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.	Per Condition 2 of ZMA-2024-002, the façades of the approved buildings must be designed with at least 25 percent fenestration when abutting or facing a street frontage or pedestrian way. As shown on the table analyzing the development standards of the RTO-PD zone above, this has been met. The Planning Board finds that the level of fenestration provided allows views of interior spaces so as to enhance safety and create a more inviting environment for pedestrians.
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 bound by streets and/or buildings. Informal open spaces are encouraged to be located throughout the zone, and take the form of walking paths, greenways, parks, passive recreation areas, and natural areas.	The subject detailed site plan includes both formal and informal spaces to enhance activity and identity. The approved greenway/ pedestrian promenade (consisting of the northern and southern plazas) and pocket/park green space are considered as formal open spaces as these spaces are bounded by streets and/or buildings and are intended to foster public gatherings. Informal open spaces, such as benches along walkways, are incorporated throughout the site, when possible, to encourage social interaction.

C. Aviation Policy Area Overlay (APAO) Zones (Section 27-4402(b))

(5) Modified Intensity and Development Standards for APAO Zones

Irrespective of the standards applicable in the underlying base zone, development in Aviation Policy Area Overlay Zones shall be subject to the following modified or additional performance, intensity, and development standards.

(A) General Performance Standards

- (i) In all APAO Zones, development shall, to the greatest extent possible, not:**
 - (aa) Cause electrical interference with navigational signals or radio communications at the airport or with radio or electronic communications between the airport and aircraft;**
 - (bb) Emit fly ash, dust, vapor, gases, or particulate matter that may conflict with operation of the airport;**

- (cc) Foster a substantial increase in bird population;**
- (dd) Make it difficult for pilots to distinguish between airport lights and other lights, or impair pilot or ground operator visibility in the vicinity of an airport; or**
- (ee) Otherwise endanger the landing, taking off, or maneuvering of aircraft**

Regarding subsections (aa) and (ee), two separate letters received from the Federal Aviation Administration (FAA), dated April 28, 2026, for the approved two buildings indicate that the approved development is not to be an obstruction and hazard to air navigation. Regarding subsection (bb), dust during construction will be in adherence to construction standards required by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). Based on the location of the subject site (approximately 4,470 feet from the airport runway) and the two letters from FAA, emissions, such as dust, vapor, and particulate, from the subject development will be unlikely to affect the operation of the airport. Regarding subsection (cc), the subject development does not include stormwater ponds or wetlands mitigation banks that often attract wildlife. As such, the subject detailed site plan will unlikely foster a substantial increase in bird population. Regarding subsection (dd), the submitted photometric plan shows that all but one light fixture will be full cut-off and are directed downward. The sole light fixture that does not meet this standard is conditioned to be removed. Therefore, no lighting with this detailed site plan will conflict with the operation of the airport.

- (ii) In the APA-1 and APA-2 Zones, above-ground storage of flammable materials or other hazardous substances is prohibited.**

This regulation is inapplicable to this detailed site plan because the subject property is located in the Aviation Policy Area 6 (APA-6) Zone.

(B) Density and Floor Area

- (i) In the APA-3S and APA-3M Zones, the overall density of residential development shall not exceed 0.5 dwelling units per acre in an APA0 Zone mitigation subdivision approved**

in accordance with Section 27-4402(b)(8), APAO Zone Mitigation Residential Subdivisions, or 0.2 dwelling units per acre for any other development.

- (ii) In the APA-2, APA-3S, APA-3M, and APA-5 Zones, development on a lot shall not exceed a floor area ratio (FAR) of 0.25.**
- (iii) Irrespective of the above density and floor area limits, one dwelling unit may be located on any lot in the APA-2, APA-3S, APA-3M, and APA-5 Zones that was recorded before March 1, 2001.**

These regulations are inapplicable to this detailed site plan because the subject property is located in the APA-6 Zone.

(C) Height

- (i) In all APAO Zones, no structure or natural feature shall be constructed, altered, maintained, or allowed to grow so as to project or otherwise penetrate the airspace surfaces defined by Federal Aviation Regulations (FAR) Part 77, or the Code of Maryland, COMAR 11.03.05, Obstructions to Air Navigation, except as necessary and incidental to airport operations.**
- (ii) In the APA-4 and APA-6 Zones, no building permit may be approved for a structure higher than 50 feet unless the applicant demonstrates that the structure will not project or otherwise penetrate the airspace surfaces defined by FAR Part 77.**

The height of the two buildings, included in the subject project, exceeds the building height restriction of APA-6. The applicant has provided two separate letters from the FAA, dated April 28, 2026, for the approved two buildings. Both letters state that the FAA has conducted an aeronautical study under the provisions of Federal Aviation Regulation (FAR) Part 77, and determined that the approved development “does not exceed obstruction standards and would not be a hazard to air navigation.”

(D) Open Area

- (i) The purpose of these open area standards is to provide strategically located open areas under flight paths to allow for successful emergency landings without the airplane**

hitting or damaging an occupied structure, and to allow aircraft occupants to survive the landing without serious injury.

- (ii) For purposes of this Section 27-4402(b), open areas generally refer to land area occupied by stormwater management ponds, field crops, golf courses, pasture lands, streets, parking lots, and recreational facilities (such as ball parks or yards), if the area is relatively level and free of objects such as overhead lines and large trees and poles. Because a pilot's discretion in selecting an emergency landing site is reduced when the aircraft is at low altitude, open areas should be one or more contiguous acres in area.**
- (iii) Development shall retain open areas in accordance with the minimum standards in the following Table 27-4402(b)(5)(D), for the particular APAO Zone.**

There are no requirements for properties located in the APA-6 Zone on Table 27-4402(b)(5)(D). Therefore, these regulations are inapplicable to this detailed site plan.

D. Part 27-6. Development Standards

The detailed site plan is consistent with the applicable standards in Part 27-6 of the Zoning Ordinance. The following analysis is offered:

1. Section 27-6200—Roadway Access, Mobility, and Circulation

The detailed site plan is in conformance with the applicable standards in Section 27-6200 of the Zoning Ordinance, as follows:

a. Section 27-6202. Consistency with Plans

The design and construction of access and circulation systems associated with this detailed site plan is consistent with the transportation goals, objectives, and actions in the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035), the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), and the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (sector plan) addressing transportation.

Master Plan Right-of-Way

The approved development has frontage on Hartwick Road and Knox Road. Although these roadways are not master-planned facilities, Sheet DSP-6 depicts a 50-foot-wide right-of-way (ROW) along Hartwick

Road and a 60-foot-wide ROW along Knox Road. The Planning Board finds the ROWs to be sufficient for turning movements, according to the circulation exhibits (Sheet DSP-6) provided by the applicant.

Master Plan Pedestrian and Bike Facilities

Plan 2035 includes the following policies regarding transportation improvements and network (pages 152–160).

Policy 1: Ensure that countywide transportation improvements are integrated with and support the 2035 vision and land use pattern.

The site plan depicts 6-foot-wide sidewalks and includes the existing shared roadway pavement markings along Knox Road and Hartwick Road. Additional bicycle and pedestrian connections are included through the approved central promenade. The recommended and approved facilities meet the policy intent.

Policy 4: Use complete and green street practices to design, operate, maintain, and retrofit the transportation network in order to improve travel conditions for pedestrians, bicyclists, transit riders and vulnerable populations consistent with the surrounding area's character.

The site plan includes minimum 5-foot-wide sidewalks internal to the site, striped crosswalks, and existing shared roadway pavement markings along Knox Road and Hartwick Road. Multiple planting areas and micro-bioretenion features are integrated throughout the site's transportation network, as part of environmental site design (ESD) practices, to effectively manage stormwater runoff. The recommended and approved facilities meet the policy intent.

Policy 5: Improve overall safety levels within the County's transportation network.

The site plan includes minimum 5-foot-wide sidewalks, in accordance with Section 27-6207(b), internal to the site, striped crosswalks, and existing shared roadway pavement markings along Knox Road and Hartwick Road to accommodate separated pedestrian, bicycle, and vehicular movement. Additional bicycle and pedestrian-only connections are provided through a central promenade. The approved facilities meet the policy intent.

The MPOT recommends the following facilities along the subject property's frontage:

Knox Road – Shared Roadway (Existing)

Hartwick Road - Shared Roadway (Existing)

The site plan includes 6-foot-wide sidewalks and includes the existing shared roadway pavement markings along Knox Road and Hartwick Road.

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, pages 9–10):

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.

The submitted site plan shows continuous sidewalks, Americans with Disabilities Act (ADA) ramps, and continental crosswalks throughout the site. The site plan also shows existing shared roadway pavement markings along the frontage of Hartwick Road and Knox Road. The approved improvements accommodate all modes of transportation, to the greatest extent possible.

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.

The circulation plan shows circulation for pedestrians and bicyclists around the entire site via existing shared roadway markings and existing sidewalks along Hartwick Road and Knox Road. In addition, bicycle and pedestrian circulation are provided through the approved promenade to meet the MPOT's intent. The approved facilities are in conformance with the applicable AASHTO standards.

The sector plan provides guidance for multi-modal circulation and Complete Streets throughout the planning area (page 109).

Policy 2: Facilitate bicyclists along the entire corridor and through development so that bicycle routes are enhanced or established.

The submitted site plan shows bicycle circulation throughout the site and depicts a bicycle trough to allow easier transport of bicycles through the central plaza, and a bike “fix-it” station to encourage bicycling. In addition, both Knox Road and Hartwick Road show existing shared roadway pavement markings along the property frontage and meet the sector plan’s intent.

b. Section 27-6203. Multimodal Transportation System

The site plan shows internal bicycle circulation connecting bicycles from Hartwick Road to Knox Road through the approved promenade. Existing shared roadway pavement markings are also included on the plan sheets to accommodate cyclists. The site plan includes 293 long-term and 26 short-term bicycle parking. Pursuant to Section 27-6203, access and circulation systems associated with development shall provide for multiple travel modes (pedestrian, transit, bicycle, and vehicular). Since micromobility is one component of a multimodal transportation system and the Planning Board finds that micromobility devices are available and frequently utilized in College Park, to avoid conflicts with other modes of transportation, a designated area should be provided to park micromobility devices. A condition is included herein requiring the applicant to depict at least one area for parking micromobility devices along both Knox Road and Hartwick Road.

c. Section 27-6204. Circulation Plan or Site Plan Required

The submitted plans demonstrate pedestrian, bicycle, and vehicular circulation through the site and meet the requirements of this section. The criteria have been met.

d. Section 27-6206. Vehicular Access and Circulation

The Planning Board finds that the approved development meets the development standards governing vehicular access and circulation, as follows:

27-6206(a) Definition of Street Functional Classification: All public streets are classified appropriately.

27-6206(b) Vehicular Accessway Classifications: All approved access is classified appropriately. The applicant plans direct vehicular access from the garage within the western building to Hartwick Road via a

two-way driveway. Another two-way driveway from Hartwick Road is to access the loading and trash collection facilities within the eastern building. The criteria have been met.

27-6206(c) Required Vehicular Access and Circulation: The site plan shows direct parking garage access via two-way driveways approved along Hartwick Road. The circulation plan also details turning movements for emergency vehicles. The criteria have been met.

27-6206(d) Vehicular Access Management: The site does not have frontage along an arterial, major collector, or collector. The criteria of Section 27-6206(d)(1) have been met. Per Section 27-6206(d)(2)(B), the approved vehicular access points will follow the municipal access standards. Crosswalks are shown at each access point to connect sidewalks and provide safe crossings. The criteria have been met.

Section 27-6206(e) Cross-Access: Per Section 27-6206(e)(2)(A) of the Zoning Ordinance, vehicular cross-access to both the east and west adjacent properties is required. The abutting lots are currently developed with the College Park Shopping Center (nonresidential use) to the east and within the LTO-E Zone, and the Terrapin Row Apartments (mixed-use) to the west and within the RTO-L-E Zone. Cross-access between adjoining developments is not shown on the site plan because the applicant requests a waiver for vehicular cross-access, provided for in Section 27-6206(e)(2)(C) of the Zoning Ordinance. This section states that the Planning Director may waive vehicular cross-access “if the applicant clearly demonstrates that such cross-access is impractical or undesirable due to the presence of topographic conditions, natural features, or safety factors.” In this instance, topographic conditions prevent the provision of vehicular cross access to both the east and west. Specifically, the existing retaining walls between the subject site and each adjoining lot make the immediate internal cross-access not feasible, as shown on Sheet DSP-5. As such, the Planning Director has waived the applicable vehicular cross-access requirements.

27-6206(f) Connectivity Standards for Single-Family (Attached and Detached) Residential Development: This section is not applicable because the approved detailed site plan is not for single-family attached or detached residential development.

27-6206(g) Pedestrian Connections: This section is not applicable because no pedestrian/bicycle access is provided from a cul-de-sac head, as demonstrated in Figure 27-6206(g).

27-6206(h) External Street Connectivity: Section 27-6206(h)(1) is not applicable because the applicant does not plan a single-family residential

development. Per Section 27-6206(h)(2), the approved future dedication of the street connecting Hartwick Road to Knox Road, as recommended by the sector plan (page 81), referenced in the basic plan, described in the applicant's statement of justification, and shown on the applicant's submitted Open Space Set-Aside and Recreation Plan exhibits. Per Section 27-6206(h)(3), a sign shall be installed with the words "FUTURE STREET CONNECTION" to inform landowners of the planned future alignment of the street connecting Hartwick Road to Knox Road (Ancestor's Lane). Per Section 27-6206(h)(4), at the time of final plat, the applicant shall identify the stub portion of Ancestor's Lane and include a notation that it is intended for future connection between Hartwick Road and Knox Road, with development of the abutting property to the east, which is conditioned herein to be provided.

27-6206(i) Continuation of Adjacent Streets: Hartwick Road to Knox Road are existing streets that provide access to adjacent lots. Although the subject detailed site plan does not create new streets, as discussed in Finding II.G above, there is an intent to create a north-south street connection across several urban blocks, known as Ancestor's Lane. The vehicular access to the loading and trash collection facilities within the eastern building, including the turnaround area shown on the plan, is designed as an extension of this lane to accommodate future roadway construction. An area within the site will be dedicated for future construction of Ancestor's Lane, ultimately providing access to adjacent developments for additional points of ingress and egress. A condition is included herein requiring, at the time of final plat, that the applicant shall identify the stub portion of Ancestor's Lane and include a notation that it is intended for future connection between Hartwick Road and Knox Road, with development of the abutting property to the east.

27-6206(j) Traffic-Calming Measures for Private Streets: This section is not applicable because no private streets are approved within the development. All traffic calming measures shall be coordinated with the applicable operating agency or municipality. In this instance, both Hartwick Road and Knox Road are City of College Park ROWs. Any traffic calming measures planned in a City ROW shall require approval by the City.

27-6206(k) Block Design: The subject site is in the RTO-PD Zone, which requires block length to be at least 200 feet, but no more than 800 feet. The subject site (approximately 587 feet wide) is interior to an existing block greater than 800 feet. However, as discussed in Finding II.G and Finding III.B.3 above, this requirement is met.

27-6205(l) Driveway Layout and Design: The submitted site plan shows that the subject detailed site plan complies with the requirements

of driveway width and the dead-end driveway length. To the maximum extent practicable, the alignment of the driveway intersections aligns with the existing roadway intersection. These driveway intersections are located more than 2 feet from the adjacent properties. No medians are included in these driveway entrances.

27-6206(m) Vehicle Stacking Space: This section is not applicable because the subject detailed site plan does not include a drive-through service and is not for nonresidential and mixed-use development.

e. Section 27-6207. Pedestrian Access and Circulation

27-6207(a): The site plan shows an internal pedestrian circulation system in the form of approved sidewalks and pedestrian paths that permit safe, convenient, efficient, and orderly pedestrian access throughout the site, and connectivity to the existing pedestrian network via 6-foot-wide sidewalks along the frontages of Knox Road and Hartwick Road. The criteria have been met.

27-6207(b): Per Section 27-6207(b)(2)(1) of the Zoning Ordinance, pedestrian cross-access to both the east and west adjacent properties is required. The abutting lots are currently developed with the College Park Shopping Center (nonresidential use) to the east; and the Terrapin Row Apartments (mixed-use) to the west. The detailed site plan does not show internal pedestrian cross-access between adjacent properties because the applicant requests a waiver for pedestrian cross-access, as allowed by Section 27-6207(b)(2) of the Zoning Ordinance. Per this code section, the Planning Director may waive cross-access “where the applicant clearly demonstrates that such cross-access is impractical or infeasible due to police concerns about through-traffic routes complicating law enforcement, Environmental Site Design requirements, or the presence of any of the following at the point(s) where through-connections would otherwise be required: topographic conditions, natural features, visual obstructions or parking space locations that create traffic hazards, or the existence of mature or protected trees.” In this case, pedestrian cross-access is infeasible due to topographic conditions. Specifically, existing retaining walls between the subject site and each adjoining lot make the immediate internal cross-access infeasible, as shown on Sheet DSP-5. In addition, while not relevant to the required findings, access to the adjoining lots is facilitated by the public sidewalks along Knox Road and Hartwick Road. As such, the Planning Director waives this requirement.

f. Section 27-6208. Bicycle Access and Circulation

27-6208(a): The approved site plan accommodates bicycle circulation through existing shared roadway pavement markings on the site's frontage along Hartwick Road and Knox Road, as well as further connection through the approved central promenade. Each approved building includes a long-term bicycle parking area. Short-term parking is located near building entrances and throughout the central promenade. Based on the bicycle facilities approved, the "bicycle access to the development's primary use is safe, convenient and intuitive" in accordance with Section 27-6208(a)(1), and all required bicycle network improvements are shown in accordance with Section 27-6208(a)(2).

27-6208(b): Per Section 27-6208(b)(1) of the Zoning Ordinance, pedestrian cross-access to both the east and west adjacent properties is required. The abutting lots are currently developed with the College Park Shopping Center (nonresidential use) to the east, and the Terrapin Row Apartments (mixed-use) to the west. Cross-access between adjoining developments is not shown on the approved site plan because the applicant requests a waiver for bicycle cross-access, as allowed by Section 27-6208(b)(2) of the Zoning Ordinance. The Planning Director may waive bicycle cross-access "on determining that such cross-access is impractical or undesirable for typical bicyclists' use due to the presence of topographic conditions, natural features, or safety factors. Undesirable conditions shall be defined as those limiting mobility for bicycles as a form of transportation, such as steep grades, narrow connections bounded on both sides by walls or embankments, or limited visibility when straight-line connections are not achievable." Topographic conditions render bicycle cross-access impractical. Specifically, existing retaining walls between the subject site and each adjoining lot make the immediate internal cross-access not feasible, as shown on Sheet DSP-5. In addition, while not relevant to the required findings, bicycle access to the adjoining lots is facilitated by shared roadways along Knox Road and Hartwick Road. As such, the Planning Director waives this requirement.

2. Section 27-6300—Off-Street Parking and Loading

The detailed site plan is in conformance with the applicable standards in Section 27-6300 of the Zoning Ordinance, including vehicle and bicycle parking requirements, as modified by ZMA-2024-002. The detailed site plan includes a parking area within a garage which consists of 573 parking spaces.

a. Section 27-6304. General Standards for Off-Street Parking and Loading Areas

Off-street parking is arranged for convenient access, with no conflicts with public streets and approved sidewalks.

The parking area will be surfaced with concrete as shown on Sheets A2-01 through A2-06, per Section 27-6304(b), and complies with general standards in Section 27-6304(a)(1). Per 27-6304(a)(2), off-street parking areas and loading spaces are marked with painted lines and wheel stops.

The required marking and wheel stops are shown on Sheets A2-01 through A2-06, per Section 27-6304(d) and (f) of the Zoning Ordinance. Since parking spaces and loading spaces are located within the buildings, Section 27-6304(e), Exterior Lighting, is not applicable to this detailed site plan, as parking is provided within a garage.

Per Section 27-6304(c), the submitted plan sheets shows that all off-street parking and loading areas are arranged for convenient access between an adjacent street and all parking spaces and loading berths to facilitate ease of mobility, ample clearance, and safety of vehicles and pedestrians.

Among the 573 parking spaces provided, 13 handicap-accessible parking spaces are for people with physical disabilities, in accordance with Section 27-6304(g), as well as the standards in the federal ADA accessibility guidelines.

b. Section 27-6305. Off-Street Parking Standards

Off-street parking, including visitor parking and electric vehicle charging spaces, will be located in the parking structure within the site, which meets the minimum requirements, in accordance with Table 27-6305(a) of the Zoning Ordinance, based on the principal use and the extent of development, and as modified by ZMA-2024-002.

Parking Tabulations			
Required (min.)			Provided
Off-street parking*	0.5 per dwelling (studio and 1-bed room)	49×0.5=24.5	-
	0.675 per dwelling (other dwelling types)	540×0.675=364.5	-
Total Parking		389**	573
Standard Spaces (9 feet x 18 feet)	-	-	560
ADA parking spaces (8 feet x 18 feet)	2 percent of the total parking spaces for projects with parking spaces between 501 and 1000	12	13***
Electric Vehicle (EV) Charging stations	-	-	20****

Parking Tabulations			
Required (min.)			Provided
1 Visitor Space/20 DU Section 27-6305(g)	589DU/20=29.45	30	32
Food delivery spaces	-	-	2
Total Bicycle Spaces*	Condition 4 of ZMA-2024-002	204	319*****
Loading Space* (12 feet by 33 feet)	1 space per building	2	2

Notes: *Standards for off-street parking, loading spaces, and bicycle parking spaces were modified by ZMA-2024-002.

**Section 27-6305(d) notes the maximum number of off-street parking spaces, which refers to Section 27-4204(b)(1)(D)(ii) of the Zoning Ordinance. The maximum allowance is 583 spaces. Spaces in structured parking facilities do not count toward the maximum allowed.

***Among the 13 spaces provided, 9 are standard handicap-accessible spaces and 4 are van-size handicap-accessible spaces.

****Although this requirement will take effect on or after January 1, 2027, the applicant noted on the coversheet of the plan set that 20 Level 2 electric vehicle parking spaces are included with this detailed site plan, which include three visitor parking spaces and two standard handicap-accessible spaces. A condition is included herein requiring the applicant to correct three parking spaces on Sheet A2-02 that are mistakenly labeled as electric vehicle parking spaces.

*****Sheet L-1.33 shows the location of 319 bicycle spaces approved for the development, including 164 long-term spaces in the western building, 129 long-term spaces in the eastern building, and 26 short-term spaces are located in seven locations throughout the site.

c. Section 27-6306. Dimensional Standards for Parking Spaces and Aisles

All parking spaces and drive aisles meet the dimensional requirements outlined in Table 27-6306(a), as shown on Sheets A2-01 through A2-06 of the detailed site plan. Out of the 573 parking spaces provided, up to

286 (or half) of the required parking spaces may be designated as compact. The subject detailed site plan includes no compact spaces.

d. Section 27-6309 Bicycle Parking Standards

Section 27-6309(a) of the Zoning Ordinance was modified by ZMA-2024-002 to require at least 204 bicycle parking spaces. The subject detailed site plan includes a total of 319 bicycle parking spaces, as discussed above.

Section 27-6309(b): Short-term racks are on paved surfaces in seven locations throughout the site, all of which are visible, well-lighted areas conveniently accessible to the primary entrances of the approved buildings. These racks are at least 3 feet away from the principal buildings, and are more than 30 inches apart from each other. A long-term bicycle storage room is approved within each approved building and complies with the requirements of Section 27-6309(b)(3) of the Zoning Ordinance, as shown on Sheet L-1.33 of the plans. The details for the short-term bicycle racks are shown on Sheet L-3.21, while the details for the long-term bicycle racks are missing from the plan set. A condition is included herein requiring the applicant to add the details for the long-term bicycle racks to the plan.

e. Section 27-6310 Loading Area Standards

As modified by ZMA-2024-002, each building shall include at least one loading space. Sheet A2-01 shows that both the eastern and western buildings include one loading space, which meets the dimensional requirements of Section 27-6310(b), as shown on Sheet A2-01. The locational standards for loading spaces in Section 27-6310(c) are met, as follows. Each loading space is located within the respective building. The emergency/loading vehicle turning plan, as shown on Sheet DSP-7, shows that vehicles using these loading spaces can maneuver safely and conveniently to them from a public street and complete loading without obstructing or interfering with any public ROWs, parking spaces, parking lot aisles, or pedestrian pathways. Finally, both approved loading spaces are set back a minimum of 50 feet from any residential use or vacant land in a residential or rural and agricultural zone.

3. Section 27-6400—Open Space Set-Asides

Development subject to the standards of Section 27-6400 of the Zoning Ordinance shall provide the minimum amount of open space set-asides (as percentage of development site area) identified in Table 27-6403: Required Open Space Set-Asides, of the Zoning Ordinance, based on the use classification.

a. Section 27-6403. Amount of Open Space Set-Asides:

Table 27-6403 provides the minimum amounts of open space set-aside area, based on the use classification. Residential uses in PD Zones have a 7.5 percent open space set-aside requirement. The subject site is approximately 4.53 acres and requires at least 0.34 acre of open space set-asides. The applicant provided an open space set-aside plan (Sheet L-1.20) showing approximately 15.65 percent of the site (0.71 acre) as open space being provided as passive recreation, plazas, landscape areas, public access easements with paths, and stormwater management (SWM) areas.

b. Section 27-6404. Areas Counted as Open Space Set-Asides

Pursuant to Table 27-6404(a), all approved open space areas on the subject property are eligible to be counted towards the open space set-aside. Three locations of micro-rotation features are counted toward the open space set-aside requirements because they support passive recreation uses. Since the subject site is located in the RTO-PD Zone, no less than 50 percent of the total required minimum open space set-aside area shall be a square, forecourt, or plaza. The submitted open space set-aside plan (Sheet L-1.20) depicts two plazas, for a total of 0.19 acre, which is more than the required approximately 0.17 acre. A condition is included herein requiring the applicant to add a note to the open space set-aside plan indicating the required 0.17 acre (approximately 3.75 percent of the site).

c. Section 27-6405. Areas Not Counted as Open Space Set-Asides

The approved open space set-aside areas do not include the areas that cannot be counted as open space set-asides per Section 27-6405.

d. Section 27-6406. Design Standards for Open Space Set-Asides

The approved open space set-asides complies with the design standards in Section 27-6406, as applicable. As required by Section 27-6406(a), the approved open spaces are readily accessible and useable by residents and visitors and serve as focal points within the development. The approved open space set-aside areas are contiguous or interconnected, to the maximum extent practicable. Entrances to the approved building are designed to face the required open space set-aside areas. These spaces are integrated into the design of the central promenade and the greenspace/pocket park, where they are intended for public use and serve as focal elements of the development.

Per Section 27-6406(b), the approved open space set-aside areas are contiguous or interconnected to the maximum extent practicable. As shown on the Open Space Set-Aside exhibit (Sheet L-1.20), various types of open space set-asides are interconnected and integrated into the design of the approved promenade and greenspace/pocket park, serving as focal elements of the overall development within this detailed site plan. There are no existing or planned public trails, parks, or other public open space area land to which the open space might connect.

Per Section 27-6406(c), entrances to the approved building are designed to face the required open space set-aside areas. Although the main entrances to two approved buildings are located on Hartwick Road and Knox Road, two side entrances to the eastern building and one side entrance to the western building face the approved promenade that is incorporated with multiple open space set-asides.

e. Section 27-6407. Development in Open Space Set-Asides

The approved development within open space set-asides consists only of improvements appropriate to each open space set-aside, as shown on Sheet L-1.20.

f. Section 27-6408. Ownership, Management, and Maintenance of Open Space Set-Asides

Prior to approval of a building permit, an easement or covenant shall be established for the open space to ensure continued use for open space purposes, in perpetuity, and provide for the continued and effective management, operation, and maintenance of the land and facilities, which is conditioned herein.

4. Section 27-6500—Landscaping

The detailed site plan is in conformance with the applicable standards of the Landscape Manual. Detailed findings and conditions for landscaping are discussed in Finding V below.

5. Section 27-6600—Fences and Walls

The subject detailed site plan includes three types of fences and walls. First, two separate 6-foot-tall fences, each with a gate, are located on the northern and southern ends of the sliver of land along the western property line, as shown on Sheets A2-01 and A2-04. Second, a 6-foot-tall mirror/reflecting wall is located in the greenspace/pocket park, along the eastern property line, as shown on Sheet L-1.30. Third, various retaining walls are located in multiple locations on the site, as shown on Sheet DSP-5. These fences and walls comply with the

requirements of Section 27-6602, General Standards; Section 27-6603, Height Standards; Section 27-6604, Materials; and Section 27-6606, Appearance, of the Zoning Ordinance, as demonstrated on Sheets A2-01 and A2-04, and Sheets L-1.32 and L-3. However, certain specifications for the fences and the mirror/reflective wall are missing. Conditions are included herein requiring the applicant to provide these details, such as dimensions. Each gate associated with the respective fence needs to comply with Section 27-6607 of the Zoning Ordinance. A condition is included herein requiring the applicant to add notes associated with the gate details specifying that (a) all gates shall be equipped with hardware to secure them in a closed position, and (b) all unattended gates, as well as gates opening onto a public sidewalk, shall be self-closing, self-latching, and locked when not in use. Finally, all of the approved retaining walls are approximately 2 feet in height and comply with the requirements of Section 27-6609, Retaining Walls, of the Zoning Ordinance, as modified by ZMA-2024-002.

In addition to three types of fences and walls approved, transformers located around the buildings and visible from the public streets are required to be screened, pursuant to Section 4.4 of the Landscape Manual. However, the details for these screening walls/fences are not included in the plan set. A condition is included herein requiring the applicant to provide these details and revise the fence and wall heights to comply with Section 27-6603(a) of the Zoning Ordinance.

6. Section 27-6700—Exterior Lighting

A photometric plan (Sheet L-1.50) was submitted with this detailed site plan, demonstrating conformance to the applicable standards in this section.

a. Section 27-6704. Prohibited Lighting

No prohibited lighting types are included.

b. Section 27-6706. General Standards for Exterior Lighting

Section 27-6706(a) does not apply because the applicant does not include public, civic, and institutional uses, commercial uses, mixed-uses, or industrial uses.

Per Section 27-6706(b), as shown on the photometric plan, all exterior luminaries will be full cut-off fixtures and will not be directed above a horizontal plane through the lighting fixture, except one uplight fixture shown on Sheet L-1.51. A condition is included herein requiring the applicant to remove the uplight fixtures from this detailed site plan.

Maximum illumination measured in foot candles, at ground-level, at the lot lines may not exceed the maximums listed in Section 27-6706(c)(1) of the Zoning Ordinance. The maximum illumination level at lot line for residential uses in the RTO-PD Zone is 2.0-foot candles. The submitted photometric plan shows more than 2.0-foot candles along the eastern property lines in the approved greenspace/pocket park. A condition is included herein requiring the applicant to revise the photometric plan to meet the requirements.

The approved 14-foot-tall exterior lighting fixtures within the subject site are within the maximum height limit of 20 feet for Transit-Oriented/Activity Center base and PD Zones in Table 27-6706(d).

c. Section 27-6707. Lighting Design Standards for Specific Uses and Site Features

Sheet L-1.51 includes several specific exterior lightings, including two pole-mounted lights (L1 and L2), bollard lights (L3), and wall-mounted lights (L4), with details. However, details of some lighting fixtures are missing. A condition is included herein requiring the applicant to provide all details of all lighting fixtures approved for the subject detailed site plan. The submitted photometric plan demonstrates that the internal driveway and walkways, within the subject site, are adequately lit, in accordance with Section 27-6707(e) of the Zoning Ordinance.

7. Section 27-6800—Environmental Protection and Noise Controls

a. Section 27-6802. Natural Resources Inventory (NRI)

An approved Natural Resources Inventory Plan (NRI-115-2024) was included in the application and confirms that the site does not contain woodland or REF.

b. Section 27-6803. Trees and Vegetations

This detailed site plan complies with the requirements of Subtitle 25, Division 1, General; Subtitle 25, Division 2, Woodland and Wildlife Habitat Conservation Ordinance; and Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, of the Prince George's County Code. See Findings VI and VII below.

c. Section 27-6804. Floodplain Management

According to NRI-115-2024, the site does not contain 100-year floodplain. The detailed site plan is in accordance with Subtitle 32, Division 4, Floodplain Ordinance, of the Prince George's County Code.

d. Section 27-6805. Erosion and Sedimentation Control

Development shall comply with the requirements for sedimentation and erosion control, in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the County Code. The County requires an Erosion and Sediment Control Plan (CSC 23-25), which was approved on February 20, 2025.

e. Section 27-6806. Stormwater Management

A SWM Concept Plan (SIT-00111-2024), which was approved on February 3, 2025, and expires on February 3, 2028, shows the use of microbioretention and an underground detention system. Due to the presence of Christiana clays and the proximity of stormwater devices to building foundations, inground water infiltration is not permitted.

f. Section 27-6807. Chesapeake Bay Critical Area

The subject property is not within the Chesapeake Bay Critical Area. Therefore, Section 27-6807 of the Zoning Ordinance is inapplicable.

g. Section 27-6808. Regulated Environmental Features

REF are required to be preserved and/or restored, to the fullest extent possible, under Section 27-6808 of the Zoning Ordinance; however, the site does not contain REF.

h. Section 27-6809. Unsafe Lands

In accordance with Section 27-6809 of the Zoning Ordinance, this application was reviewed for unsafe land restrictions. According to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, the predominant soils include Urban land-Christiana-Downer complex. Christiana clay is mapped on the site, but there are no geotechnical concerns with the approved development.

i. Section 27-6810. Noise Control

This section is inapplicable because the subject property is within a Transit-Oriented/Activity Center PD Zone, is not within the Military

Installation Overlay (MIO) Zone, and is not adjacent to existing or planned streets classified as arterial or higher.

8. Section 27-6900—Multifamily, Townhouse, and Three-Family Form and Design Standards

27-6903(a) Site Access

The approved development will have direct access from both the Knox Road and Hartwick Road ROWs, which run along the northern and southern boundaries of the property, respectively. This will accommodate emergency vehicles. No primary vehicular access along a local street serves existing single-family detached dwellings.

27-6903(b) Location of Off-Street Parking

As shown on the submitted site plans, parking spaces will be located within the approved parking garage, which include guest and overflow parking. Accordingly, the locational standards for off-street parking are met.

27-6903(c) Building Orientation and Configuration

The approved buildings are designed to orient towards Knox Road and Hartwick Road. As such, the primary entrances of the buildings will face either Knox Road and/or Hartwick Road. The eastern building is designed with one main entrance facing Knox Road, and one main entrance facing Hartwick Road, while the eastern building has its main entrance facing Hartwick Road.

27-6903(d) Maximum Building Length

This requirement is not applicable because the property is located in the RTO-PD Zone.

Building Façades

The requirements of building façades in Section 27-6903(e)(1) and (2) were modified by ZMA-2024-002. The submitted architectural elevations show that the façades of the approved buildings facing a street will incorporate building massing articulation, such as projections, recesses, and/or changes in material in the façade plane to provide visual interest and match the character of contextual buildings.

Pursuant to Section 27-6903(e)(3) of the Zoning Ordinance, the street-facing façades of multifamily buildings must be designed with a minimum of three design features. As indicated on the architectural elevations, the subject detailed site plan includes at least three listed design features, including a recessed entrance, multiple windows with a minimum 4-inch-wide trim, and integrated planters that incorporate landscaped areas or places for sitting.

27-6903(f) Roofs

As modified by ZMA-2024-002-C, the approved buildings will be designed with flat roofs that are concealed by parapets designed with a horizontal coping element to provide a finished appearance and create a defined skyline profile.

27-6903(g) Building Façade Fenestration/Transparency

Per Condition 2 of ZMA-2024-002-C, at least 25 percent of the street-facing façade area of the ground-level floors of the approved buildings will be occupied by windows and/or doorways, as depicted on Sheet A3-07.

27-6903(h) Materials

As shown on the architectural elevations, the approved primary façade materials extend along any side façade that is visible from a street, for a minimum of 20 feet; and materials changes occur along a horizontal line, where two forms meet, or where materials occur as accents.

27-6903(i) Garage Standards

These regulations are not applicable to the subject detailed site plan because the approved parking garage is not detached nor freestanding.

27-6903(j) Outdoor Activity Areas

This regulation is not applicable to the subject detailed site plan because no single-family dwellings are adjacent to the subject site.

9. Section 27-61500—Signage

27-61502: The subject detailed site plan includes three canopy signs and one projecting sign to which the signage standards apply. Pursuant to Section 27-61502(b)(1) of the Zoning Ordinance, one directional sign for the approved parking structure, with a “parking” labeling, is exempt from sign standards because it meets the definition of “Sign, directional,” as discussed in Finding II.G above.

27-61503: No prohibited sign types are included.

27-61504: The signs approved are designed with static illumination and are not made of materials listed in Section 27-61504(b). The detailed site plan does not include digital displays and signs located within ROWs.

27-61505: The submitted signage package includes details of all approved canopy signs and shows that these signs are located a minimum of 10 feet behind the street line and are not located on top of the canopy. Can-12 and Can-13 are mistakenly identified as wall signs on page 3 of the signage package, which is conditioned herein for correction. The total sign area of all approved canopy signs does not exceed 200 square feet and meets the requirement. A condition is included herein requiring the applicant to add a sign schedule to the signage

package that specifies the square footage of each canopy sign and the total square footage of all approved signs. The submitted signage package also shows that each approved building is equipped with one projecting sign. Details for projecting signs are included on page 9 of the signage package, demonstrating conformance to Section 27-61505 of the Zoning Ordinance.

10. Section 27-61600—Green Building Standards

The approved development meets the minimum Green Building score requirement of 4.0 points for new residential development containing 25 or more units, as noted in the following table. However, pursuant to Condition 3 of Zoning Map Amendment ZMA-2024-002, the approved development must earn 8 points.

Table 27-61603(b): Green Building Point System	Points Earned
Development as a Transit-Oriented/Activity Center Planned Development (PD) zone	1.25
Redevelopment of an existing parcel within a Neighborhood Reinvestment Area as designated on the Strategic Investment Map in the General Plan, a designated Priority Funding Area, or an area targeted for reinvestment by the Federal, State, or County government*	1.0
Meet ASHRAE standards for lighting**	0.75
Construct the principal building(s) to meet or exceed LEED® Bronze certification or equivalent standards of the National Green Building Standard™/NGBS Green or the International Code Council's <i>International Green Construction Code</i> ***	0.75
The use of environmental site design including, but not limited to, grass buffers and swales, bioretention (rain garden or porous landscape detention, sand filters, and permeable pavement systems), to meet stormwater managements requirements of the County Code	1.0
All showerheads and handheld showers are 2.0 GPM or less	0.5
All lavatory faucets flow rate is 1.5 GPM or less at 60 PSI	0.5
All toilets are 1.28 GPF or less.	0.5
Provide an electric vehicle (EV) Level 2 charging station that is made available to those using the building	0.75
Provide a covered and secure bicycle parking room that protects parked bicycles from the elements and from theft	1.0
Total	8.0

Notes: *Based on the Maryland Department of Planning, the subject property is located within the Priority Funding Area (PFA) of Prince George's County.

****Standard for the Design of High-Performance Green Buildings, American Society of Heating, Refrigerating, and Air-Condition Engineers (ASHRAE), 2014, as amended, or other appropriate ASHRAE standards, as amended.**

*****The applicant included a score card on the cover page of the plan set noting that the approved development will achieve the silver standard of the National Green Building Standard™/NGBS Green.**

Based on the analysis of the applicable Part 27-6 development standards herein, in addition to the evidence filed in conjunction with this application, the Planning Board finds that DET-2024-009 represents a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the approved development for the intended uses.

IV. COMPLIANCE WITH PRIOR APPROVALS

A. **Zoning Map Amendment (Basic Plan) ZMA-2024-002:** ZMA-2024-002 was approved by the District Council (Zoning Ordinance No. 1-2026) with 11 conditions and one consideration. The conditions relevant to the review of this detailed site plan are listed below, in **bold** text. The Planning Board's analysis of the project's conformance to the conditions follows each one, in plain text.

2. **At least 25 percent fenestration for the street-facing façade area of ground floor for each building shall be composed of windows and doors, exceeding the base zoning requirement of at least 15 percent, per Section 27-6903(g) of the Prince George's County Zoning Ordinance.**

Sheet A3-07 shows that at least 25 percent of the street-facing façade area of the ground-level floors of the approved buildings within the subject development will be occupied by windows and/or doorways.

3. **The development shall earn at least eight Green Building points from the Green Building Point System provided in Table 27-61603(b) of the Prince George's County Zoning Ordinance, exceeding the base zoning requirements of at least four points, per Section 27-61603 of the Zoning Ordinance.**

The subject detailed site plan will achieve eight Green Building Points, as discussed in Finding III.D.10 above and as shown on the coversheet of the plan set.

4. **At least 204 bicycle parking spaces within the development shall be provided, exceeding the base zoning requirements of at least 104 spaces, per Section 27-6309(a)(2) of the Prince George's County Zoning Ordinance.**

The subject detailed site plan includes a total of 319 bicycle parking spaces, as discussed in Finding III.D.2 above. Twenty-six spaces are short-term bicycle parking and 293 spaces are long-term bicycle parking.

5. In accordance with Section 27-4301(d)(1)(P) of the Prince George's County Zoning Ordinance, a publicly accessible greenway/pedestrian promenade shall be provided which shall include the following:

The plan set submitted with this detailed site plan shows a publicly accessible greenway/pedestrian promenade to be located between two approved buildings, with amenities. Sheet DSP-4 indicates the approved public use easement for this promenade, but does not clearly delineate the area of this easement. A condition is included herein requiring the applicant to clearly delineate the boundary of the approved public use easement for the approved publicly accessible greenway/pedestrian promenade.

a. Two plazas, one each at the north and south ends of the greenway/pedestrian promenade.

The subject detailed site plan features a publicly accessible greenway/pedestrian promenade between the two approved buildings. Two plazas are located at the north and south ends of this promenade, which are identified as the northern plaza and the southern plaza and depicted on the site plan.

b. An Americans with Disabilities Act-compliant ramp ascending the steep portion at the northern end of the promenade, in addition to stairways at this location.

In addition to stairways, the submitted site plan shows that the approved promenade will be designed to include an ADA-compliant ramp ascending the steep portion at the northern end of the promenade.

c. One piece of public art (1). The detailed site plan shall identify the type(s) of artwork and shall show the approximate size and location of the artwork.

The greenway/pedestrian promenade will be designed to include one piece of public art, identified as a stair mural on the greenway staircase leading to and from the north plaza. The applicant includes an image of this stair mural on Sheet L-1.32 and an elevation of this mural on Sheet L-1.34, and depicts its size of approximately 15 feet by 54 feet. This stair mural adds color and visual interest to the promenade, while providing opportunities for user interaction. Since the promenade descends from north to south, the mural creates a focal point when viewed from the southern end, looking northward. As such, the Planning

Board finds that this stair mural is appropriate, in terms of the type, size, and location of this artwork. A condition is included herein requiring the applicant to provide the final design and associated details of this stair mural to be reviewed and approved by the Urban Design staff of the Development Review Division (DRD) of the Prince George's County Planning Department and the City of College Park, as designee of the Planning Board, prior to installation.

d. At least four benches/seating areas.

Sheet L-1.30A identifies four long benches, with an image of this bench model shown on Sheet L-1.31 and its details shown on Sheet L-3.21.

e. At least one bicycle repair/"fix it" station.

Sheet L-1.30A depicts one bicycle repair/"fix it" station located in the southern plaza, to satisfy this condition. Its associated image and details are shown on Sheet L-1.31.

f. One bicycle trough.

One bicycle trough is provided alongside the staircase of the promenade, as shown on Sheet L-1.30A, with details shown on Sheet L-3.20.

g. At least one piece of interactive artwork (1). The detailed site plan shall identify the type(s) of artwork, and shall show the approximate size and location of the artwork.

One piece of interactive artwork, identified as one outdoor interactive board and located in the southern plaza, is identified on Sheet L-1.30A. The associated image and details of this interactive artwork are shown on Sheet L-1.31, while Sheet L-34 shows its dimensions of approximately 10 feet by 10 feet. This interactive board can be used by promenade users as a gathering space for discussions on a variety of topics or other creative displays, based on its functionality and flexible design. When people gather for these activities, they attract additional visitors to the promenade, further activating the space and fostering a strong sense of place. As such, the Planning Board finds that this interactive artwork is appropriate, in terms of the type, size, and location of this artwork. A condition is included herein requiring the applicant to provide the final design and associated details of this interactive artwork to be reviewed and approved by DRD Urban Design staff and the City of College Park, as designee of the Planning Board, prior to installation.

h. At least two trash and two recyclable receptacles.

This condition is met, as Sheet L-1.30A identifies two sets of one trash and one recycle receptacle. One set is located in the northern plaza, while the other set is located in the southern plaza. The image and details of these trash and recycle receptacles are shown on Sheet L1.31.

i. At least two wayfinding signs.

Two wayfinding signs are depicted on Sheet L-1.30A. One sign is located at the entrance to the northern plaza, while the other sign is located at the entrance to the southern plaza. Sheet L-1.31 includes an illustrative image of wayfinding signs. A condition is included herein requiring the applicant to add the details of wayfinding signs to the plan, including dimensions and materials.

6. In accordance with Section 27-4301(d)(1)(P) of the Prince George's County Zoning Ordinance, a publicly accessible greenspace/pocket park shall be provided in the specified portion of the property, which shall include at least the following:

The plan set submitted with this detailed site plan shows a publicly accessible greenspace/pocket park to be at the southeast corner of the site, with amenities. Sheet DSP-4 indicates the approved public use easement for this greenspace/pocket park, but does not clearly delineate the area of this easement. A condition is included herein requiring the applicant to clearly delineate the boundary of the approved public use easement for the approved publicly accessible greenspace/pocket park.

a. One piece of public artwork (1). The detailed site plan shall identify the type(s) of artwork, and shall show the approximate size and location of the artwork.

One steel sculpture is depicted on Sheet L-1.30A as a piece of public artwork, located inside the approved pollinator garden and measuring approximately 2 feet by 6 feet. The images of this steel sculpture shown on Sheets L-1.32 and L-1.34 are for illustrative purposes only. The associated number of the image/details for this artwork is mistakenly labeled as P3, instead of P1 on Sheet L-1.30A, which is conditioned herein for correction. The approved sculpture will enhance the garden's overall character and visual appeal. Therefore, the Planning Board finds that this sculpture is appropriate, in terms of its type, size, and location. A condition is included herein requiring the applicant to provide the final design and associated details of this artwork to be reviewed and approved by DRD Urban Design staff and the City of College Park, as designee of the Planning Board, prior to installation.

b. One beehive, free little art gallery, or free little library.

This condition is met, as Sheet L-1.30A identifies one free little art gallery, with an illustrative image shown on Sheet L-32. A condition is included herein requiring the applicant to add the details of this free little art gallery to the plan set, including dimensions and materials.

c. One bench/seating area.

The submitted site plan identifies one curved bench within this garden area, with image and details shown on Sheet L-1.32.

d. A pollinator garden.

As shown on the submitted sit plan, the greenspace/pocket park will be designed to include a pollinator garden.

e. One wayfinding sign.

One wayfinding sign is depicted at the entrance to the greenspace/pocket park. A condition is included herein requiring the applicant to add the details of wayfinding signs to the plan set, including dimensions and materials.

7. At the time of Detailed Site Plan review, the Site Plan shall include a section on required public benefits as outlined in Conditions 1 through 5, their required features, and how the site plan satisfies these requirements.

Condition 7 inadvertently states Conditions 1 through 5. However, it should be Conditions 2 through 6. All conditions are satisfied with this detailed site plan, with the approved conditions to be addressed, prior to certification of the detailed site plan.

8. At the time of Detailed Site Plan review, the applicant shall demonstrate that the side yard depth provides adequate light for dwellings impacted by the proposed development of the subject property, and that fire safety standards are met.

The side yard depth, as shown on the submitted plan set, provides adequate light for dwellings impacted by the approved development of the subject property, and meets applicable fire safety standards. With respect to adequate light for dwellings, adequate natural light is provided for all residential dwelling units through fenestration in all living areas and the provided separation between adjacent buildings, as shown in the cross-section of the buildings on Sheet A3-06. With respect to fire safety standards, pages 11 through 12 of the

statement of justification, dated April 30, 2026, indicates that both approved buildings are Type IB construction with sprinkler protection, and comply with applicable fire separation distance requirements from adjacent buildings under the International Building Code.

9. **At the time of Detailed Site Plan review, the Site Plan shall demonstrate that a minimum number of 20 electrical charging spaces are provided for the proposed parking structure.**

The subject detailed site plan includes 20 Level 2 electrical charging spaces within the western building. Four spaces are located on level 1 of the building (Sheet A2-01), while 16 spaces are located on level 2 of the building (Sheet A2-02).

10. **Prior to certification of the Detailed Site Plan, Applicant and the City of College Park shall submit evidence of the agreement and declaration of Covenants concerning the provision of beds for eligible students whose income does not exceed 80% of the Area Median Income, and the reduced rent that will be charged per bed. Upon submission of this evidence by Applicant and the City of College Park, the ZHE shall include that evidence into the record.**

The applicant will provide evidence of its agreement with the City of College Park, prior to certification of the detailed site plan. As such, this condition is carried forward with this detailed site plan.

Considerations:

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

As shown on the submitted plan set, the approved greenway/pedestrian promenade serves as the central organizing feature of the development. Amenities, access points, and other site elements are oriented toward the promenade to activate the space and create a cohesive design theme. Wayfinding signage, lighting, public art, and landscaping are incorporated to enhance visual interest and support navigation toward the University of Maryland.

- B. Preliminary Plan of Subdivision PPS-2024-016:** PPS-2024-016 was approved with nine conditions. The conditions relevant to the review of this detailed site plan are listed below, in **bold** text. The Planning Board's analysis of the project's conformance to the conditions follows each one, in plain text.

- 2. Prior to certification of a detailed site plan, the plan shall include a sign at the end of the future Ancestor's Lane street dedication, with sign details that provide the words "FUTURE STREET CONNECTION."**

The submitted site plan does not include this sign indicating future street connection, which is included herein to be provided.

- 3. At the time of detailed site plan, the open space set-aside areas required by Section 27-6400 of the Prince George's County Zoning Ordinance shall be delineated on the plans for placement under an easement or covenant.**

The open space set-aside areas required by Section 27-6400 of the Zoning Ordinance are delineated on Sheet L-1.20 and identified for placement under an easement or covenant. Prior to approval of a building permit, an easement or covenant shall be established for the open space to ensure continued use for open space purposes, in perpetuity, and provide for the continued and effective management, operation, and maintenance of the land and facilities.

- 5. In conformance with the recommendations of the 2009 *Approved Countywide Master Plan of Transportation* and the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following and show the facilities on the detailed site plan:**

- a. All pedestrian and bicycle facilities are to be provided on the plan sheets.**
- b. Provide crosswalks and Americans with Disabilities Act curb ramps at all vehicular access points and to the building entrances.**
- c. Provide short- and long-term bicycle parking details and locations on-site, in accordance with Section 27-6309(a)(3) of the Prince George's County Zoning Ordinance.**

The Planning Board finds the pedestrian and bike facilities, crosswalk, ADA curb ramps, and long- and short-term bicycle parking, shown on the approved site plan, to be adequate.

6. **Development of this site shall be in conformance with approved Stormwater Management Concept Plan SIT-00111-2024, and any subsequent revisions.**

A SWM Concept Plan (SIT-00111-2024) was submitted with the subject detailed site plan, showing that the approved development is in conformance with it.

- C. **Certificate of Adequacy ADQ-2024-040:** ADQ-2024-040 was approved by the Planning Director on May 19, 2026, subject to eight conditions. The conditions relevant to the review of this detailed site plan are listed below in **bold** text. The Planning Board's analysis of the project's conformance to the condition follows, in plain text.

1. **Total development within the subject property shall be limited to uses that would generate no more than 330 AM and 432 PM peak-hour vehicle trips.**

The subject application is consistent with the approved ADQ and does not exceed the established trip cap. This condition has been met.

2. **The applicant and the applicant's heirs, successors, and/or assignees shall provide a bicycle and pedestrian impact statement that includes a facilities plan that illustrates the location, limits, specifications and details of the on-site and off-site pedestrian and bicycle adequacy improvements, consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations, with the detailed site plan.**

A bicycle and pedestrian facilities plan (Sheet DSP-6) was submitted with this detailed site plan and identified the on-site improvements. However, details for off-site improvements are not included in the submission, which is conditioned herein to be provided.

4. **The applicant, and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for and provide adequate on-site recreational facilities.**

The approved recreational facilities are organized in five separate locations throughout the development and are identified on Sheet L-1.30 as the greenway/pedestrian promenade, the greenspace/pocket park, the western courtyard, the eastern courtyard, and the roof terrace.

6. **The on-site recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department, for adequacy and proper siting, in accordance with the Parks and Recreation Facilities Design Guidelines, with the review of the detailed site plan. Timing for construction shall also be determined at the time of the detailed site plan.**

A detailed breakdown of the on-site private recreation facilities, including their values and quantity, was submitted with this detailed site plan, as shown on Sheets DSP-1 and L-1.30. A detailed discussion of these facilities is provided in Finding II.G. However, timing for construction of these recreational facilities is missing from the plan sheet. A condition is included herein requiring the applicant to add the timing for construction of these recreational facilities to the Recreational Facilities schedule on the cover page of the plan set.

V. COMPLIANCE WITH THE 2018 PRINCE GEORGE'S COUNTY LANDSCAPE MANUAL

The application is subject to the requirements of Section 4.1, Residential Requirements; Section 4.4, Screening Requirements; Section 4.8, Building Frontage Landscape Requirements; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual.

The submitted landscape plans show conformance to these requirements. However, some corrections need to be made. In Schedule 4.1-4, trees located in public ROWs are mistakenly added for calculation. A condition is included herein requiring the applicant to remove the number of trees located within ROWs from Schedule 4.1-4. Some information in Schedule 4.8-2 is not completed correctly. Pursuant to Section 4.4, screening is required for transformers that are located around the buildings and visible from the public streets. Evaluation of this requirement has been discussed in Finding III.D.5 above. Pursuant to Section 4.8, a building frontage zone shall be provided where a building's primary front façade, front entrance, or any building façade (front, rear, or side) that includes doors and/or windows facing onto, and is within 40 feet of the boundary of a common open space area (such as a park, square, or plaza). As such, the building façades facing the greenway/pedestrian promenade require the evaluation of Schedule 4.8. A condition is included herein requiring the applicant to revise Schedule 4.8-2 to ensure accuracy and to include an evaluation of both building façades that face the greenway/ pedestrian promenade.

Finally, pursuant to Section 4.9(e), 30 percent is the maximum allowable proportion for any single species, when the total number of trees or shrubs ranges from 51 to 100. Conditions are included herein requiring the applicant to correct the percentage of one type of evergreen trees in Schedule 4.9-1 and the number of evergreen trees in the plant schedule, accordingly. With this detailed site plan, the applicant plans to remove two existing specimen trees with diameters at breast height (DBH) of 37 inches and 45 inches, for a combined total of 82 inches DBH. Pursuant to Section 4.9(e)(7)(F)(i), each healthy specimen tree removed from an established tree protection zone must be replaced with one or more trees of the same type, providing a total caliper equivalent to the DBH of the specimen trees removed. This requirement is satisfied through the provision of 24 on-site shade trees at 3-inch caliper each and 7 off-site shade trees at 2-inch caliper each, yielding a total of 86 inches DBH. The provision of the seven off-site shade trees complies with Section 4.9(e)(7)(F)(ii), as shown on Sheet L-1.41B.

VI. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE 2010 PRINCE GEORGE'S COUNTY WOODLAND AND WILDLIFE HABITAT CONSERVATION ORDINANCE

The subject detailed site plan is exempt from the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the site contains less than 10,000 square feet of woodland and does not have a previously approved tree conservation plan. The site received a letter of exemption from the WCO (WCO-SE-2025-0088) on December 29, 2025, and it remains valid until December 29, 2030.

Specimen Trees

The site contains two specimen trees, which are required to be protected under Section 25-122(b)(1)(G) of the WCO. However, the site is exempt from specimen tree regulations, per the approved letter of exemption WCO-SE-2025-0088. Therefore, the development is subject to the specimen tree regulations contained in Section 4.9(e)(7), Sustainable Landscaping Requirements – Specimen Trees, of the Landscape Manual for tree replacement of the two existing specimen trees to be removed, which is evaluated in Finding V above.

VII. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE PRINCE GEORGE'S COUNTY TREE CANOPY COVERAGE ORDINANCE

The Tree Canopy Coverage Ordinance requires a minimum percentage of the site to be covered by tree canopy for building or grading that includes more than 2,500 square feet of gross floor area or disturbance. Pursuant to Section 25-128 of the Tree Canopy Coverage Ordinance, properties zoned RTO-PD are required to provide a minimum of 15 percent of the net tract area covered by tree canopy. The net acreage of the subject property is 4.53, and the required tree canopy coverage (TCC) is approximately 0.68 acre (or approximately 29,599 square feet). The site plan includes sufficient TCC through the approved landscaping trees to meet the minimum requirement. However, the total square footage required for TCC in the TCC schedule is incorrect. A condition is included herein requiring the applicant to revise the TCC schedule.

VIII. REFERRAL COMMENTS

The subject application was referred to the concerned agencies and divisions. The Planning Board has reviewed and adopted referral comments that are incorporated herein by reference and are summarized, as follows:

- A. **Community Planning**—In a memorandum dated May 8, 2026 (Carothers to Huang), the Community Planning Division indicated that master plan conformance is not required for this application. Nonetheless, the approved development aligns with Plan 2035 recommendations for the University of Maryland East Local Campus Center by providing a medium-high residential development near downtown College Park and in proximity to the College Park Metro Station. The site design and architecture approved with this detailed site plan are also consistent with the recommendations of the sector plan, related to land use, environment, living area, and circulation and transportation.

- B. **Transportation Planning**—In a memorandum dated May 8, 2026 (Roff to Huang), the Transportation Planning Section provided a review of conditions attached to prior approvals, and a review of applicable Part 27-6 development standards, which are incorporated into the findings above. The Transportation Planning Section determined that the application is acceptable and meets the findings for pedestrian and bicycle transportation purposes.
- C. **Environmental Planning**—In a memorandum dated April 10, 2026 (Meoli to Huang), the Environmental Planning Section finds the application to be in conformance with Sections 27-3605(e)(3), 27-3605(e)(6), 27-6802, 27-6803, 27-6805, 27-6808, and 27-6809 of the Zoning Ordinance.
- D. **Subdivision**—In a memorandum dated May 11, 2026 (Bartlett to Huang), the Subdivision Section provided a review of conditions attached to prior approvals, which are incorporated into the findings above.
- E. **Historic Preservation**—In a memorandum dated April 24, 2026 (Stabler, Smith, and Chisholm to Huang), the Historic Preservation Section indicated that the subject property does not contain and is not adjacent to any Prince George’s County historic sites or resources.
- F. **Prince George’s County Department of Parks and Recreation (DPR)**—In an email dated May 1, 2026 (Thompson to Huang), DPR noted that the proffered recreation facilities fulfill the requirements of Section 24-4601 of the Subdivision Regulations, per the requirements of ADQ-2024-040, and indicated that DPR has no additional comments.
- G. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated April 14, 2026 (Abdullah to Barlett), the Site/Road Plan Review Division of DPIE noted that the subject property is in water and sewer Category 3, with existing water and sewer lines located in both Knox Road and Hartwick Road.
- H. **Prince George’s County Fire/EMS Department**—In a memorandum dated April 19, 2026 (Reilly to Huang), the Fire/EMS Department requested the applicant to delineate fire lane markings and sign locations and indicate the location of any fire department connections on the site plan, which are depicted on Sheet DSP-4.
- I. **Prince George’s County Police Department**—The Police Department did not offer comments on this application.
- J. **Prince George’s County Health Department**—In a memorandum dated April 1, 2026 (Adepoju to Huang), the Health Department noted that noise and dust should not be allowed to adversely impact activities on the adjacent properties during the construction phase. Adherence to construction standards will be required by DPIE.

- K. **Washington Suburban Sanitary Commission (WSSC)**—WSSC did not offer comments on this application.
- L. **Maryland State Highway Administration (SHA)**—No correspondence has been received from SHA.
- M. **Public Utilities**—The plan was referred to Verizon, Comcast, AT&T, the Potomac Electric Power Company (PEPCO), and Washington Gas, for review and comments, on March 30, 2026. AT&T indicated that AT&T Local Network Server (LNS) has no existing facilities at this location. Other public utility companies did not offer comments on this application.
- N. **City of College Park**—The subject property is located within the geographical boundary of the City of College Park. The detailed site plan application was referred to the municipality for review on March 30, 2026. The application was heard at the City Council meeting on May 12, 2026, and final recommendations are expected during the June 2, 2026 meeting.

IX. COMMUNITY FEEDBACK

On December 16, 2025, the applicant conducted a pre-application neighborhood meeting in the City of College Park, specifically at 7401 Baltimore Avenue, College Park, beginning at 6:30 p.m., in accordance with Section 27-3402 of the Zoning Ordinance. Prior to the meeting, the required mailing and sign posting were completed by the applicant. A written summary of the meeting was included in the detailed site plan submission. The Planning Board did not receive any inquiries from the community regarding the subject application.

X. PLANNING BOARD MEETING

The Planning Board held an evidentiary hearing on this application on June 11, 2026. Prior to the June 9, 2026 noon deadline, the Board received: (1) two exhibits from the City of College Park, indicating that the City of College Park City Council, at their meeting on June 2, 2026, voted unanimously to support approval of this application, with three conditions; (2) Applicant Exhibit 1, which requested changes to certain conditions; and (3) the applicant's ethics affidavits.

At the evidentiary hearing, staff provided a brief overview of the proposed development and indicated agreement with the revisions to conditions requested in Applicant Exhibit 1. These revisions have been incorporated herein. Staff next addressed the City of College Park's proposed conditions, as follows. Condition A includes three sub-conditions. Condition A.1 recommends micromobility docking stations, while Condition A.2 recommends on-site security gates at the western portion of the property. Both conditions were respectively evaluated and included in the above findings of this resolution. Condition A.3 recommends three off-site raised crosswalks located on Knox Road and Hartwick Road owned by the City of College Park, which is outside the boundary of the subject site and is excluded from review of this detailed site plan, as the Zoning Ordinance's pedestrian access provisions focus on the design of the internal pedestrian system. Therefore, Condition A.3 cannot be incorporated herein. Staff did not recommend the

City's Condition B and Condition D be applied to the approval of this detailed site plan because Condition B recommends the execution of a Declaration of Covenants and Agreement between the applicant and the City of College Park, and Condition D includes a list of items that will be addressed at the time of permitting. The Board concurs with staff's assessment.

Following staff's presentation, the applicant's attorney testified and highlighted the project's recreational amenities and public benefit features. Then, Miriam Bader testified on behalf of the City of College Park. She highlighted the City's unanimous recommendation of approval, with conditions. She also discussed the status of the negotiations between the City and the applicant on the Declaration of Covenants and Agreement the City requires. As noted, the Declaration of Covenants and Agreement is not within the scope of this detailed site plan.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Detailed Site Plan DET-2024-009 for the above-described land, subject to the following conditions:

1. Prior to certification, the applicant and the applicant's heirs, successors, and/or assignees shall revise the detailed site plan, as follows, or provide the specific documentation:
 - a. Revise the lot width on Sheet DSP-1.
 - b. Correct three parking spaces on Sheet A2-02 that are mistakenly labeled as electric vehicle parking spaces.
 - c. Add the details for the long-term bicycle parking racks to the plan set.
 - d. Update the Open Space Set-Aside schedule, indicating that no less than 50 percent (0.17 acre) of the required open space set-side is to be a square, forecourt, or plaza.
 - e. Regarding the recreational facilities:
 - (1) Revise the total required value of the recreational facilities noted in General Note 14 on Sheet DSP-1.
 - (2) Revise the total dwelling number of the development and the total required value of the recreational facilities in the Recreational Facilities schedule on Sheet DSP-1.
 - (3) Add details, including dimensions and materials (as applicable), of all recreational facilities to the plan set, which are listed on Sheets DSP-1 and L-1.30.
 - (4) Add the timing for construction of the recreational facilities to the Recreational Facilities schedule on Sheet DSP-1, indicating that: (1) The recreational facilities located within the two buildings (e.g., the western courtyard, the eastern

courtyard, and the roof terrace) shall be constructed, prior to issuance of the final certificate of occupancy for each respective building; and (2) The recreational facilities located within the greenway/pedestrian promenade and the greenspace/pocket park shall be constructed, prior to issuance of the final certificate of occupancy for the overall development.

- f. Add the details for two separate fences, each with a gate, to the plan set, and add notes associated with the gate details specifying that (a) all gates shall be equipped with hardware to secure them in a closed position, and (b) all unattended gates, as well as gates opening onto a public sidewalk, shall be self-closing, self-latching, and locked when not in use. Such fences and/or gates shall be subject to removal by the Prince George's County Fire/EMS Department.
- g. Add the details for the mirror/reflecting wall to the plan set.
- h. Regarding lighting:
 - (1) Remove the uplight fixtures shown on Sheet L-1.51 from the development.
 - (2) Revise the photometric plan to ensure that the maximum illumination level at lot line for residential uses in the RTO-PD Zone does not exceed 2.0-foot candles.
 - (3) Add the details of all lighting fixtures for the development.
- i. Regarding signage:
 - (1) Revise signs labeled as Can-12 and Can-13 on page 3 of the signage package to be canopy signs.
 - (2) Add a sign schedule to the signage package that specifies the square footage of each canopy sign and the total square footage of all signs.
- j. Regarding the required facilities by Zoning Map Amendment (Basic Plan) ZMA-2024-002:
 - (1) Clearly delineate the boundary of the public use easement for the publicly accessible greenway/pedestrian promenade on Sheet DSP-4.
 - (2) Clearly delineate the boundary of the public use easement for the publicly accessible greenspace/pocket park.
 - (3) Revise the associated number of the image/details for the sculpture, to be labeled as P1, not P3, on Sheet L-1.30A.
 - (4) Add the details of this free little art gallery, including dimensions and materials, to the plan set.

- (5) Add the details of wayfinding signs, including dimensions and materials, to the plan set.
 - k. Depict at least one area for parking micromobility devices along both Knox Road and Hartwick Road on the plan.
 - l. Revise the block length on the cover page of the plan set (Sheet DSP-1) to indicate the block length is met in accordance with applicable approvals and findings made herein.
 - m. Delineate and label the area of Ancestor's Lane as planned for future on demand dedication or establishment of a public use and improvement easement, at the time of remaining extent of the Ancestor's Lane right-of-way is established.
 - n. Depict the location of a sign on the plan at the end of the future Ancestor's Lane street dedication, with sign details that provide the words "FUTURE STREET CONNECTION."
 - o. Provide details for off-site pedestrian and bicycle adequacy improvements, including the location, limits, and specifications.
 - p. Prior to certification of the detailed site plan, the applicant and the City of College Park shall submit evidence of the agreement and Declaration of Covenants concerning the provision of beds for eligible students whose income does not exceed 80 percent of the area median income, and the reduced rent that will be charged per bed. Upon submission of this evidence by the applicant and the City of College Park, the Prince George's County Zoning Hearing Examiner shall include that evidence in the record.
2. Prior to certification, the applicant and the applicant's heirs, successors, and/or assignees shall revise the landscape plan, as follows:
- a. Remove the number of trees located within rights-of-way from Schedule 4.1-4.
 - b. Revise Schedule 4.8-2 to ensure accuracy and to include an evaluation of both building façades that face the greenway/pedestrian promenade.
 - c. Add the details for the screening walls/fences to the plan set and revise their heights to comply with Section 27-6603(a) of the Prince George's County Zoning Ordinance.
 - d. Revise the total square footage required for tree canopy coverage (TCC) in the TCC schedule.
3. Prior to issuance of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall provide the final design and associated details of the following items to be reviewed and approved by the Urban Design staff of the Development Review Division of the

Prince George's County Planning Department and the City of College Park, as designee of the Planning Board:

- a. One stair mural located in the central greenway/pedestrian promenade.
 - b. One interactive artwork identified as one outdoor study board and is located in the central greenway/pedestrian promenade.
 - c. One sculpture located in the greenspace/pocket park.
4. At the time of final plat, the applicant shall identify the stub portion of Ancestor's Lane and include a notation that it is intended for future connection between Hartwick Road and Knox Road, with development of the abutting property to the east.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Jenkins, seconded by Commissioner Matthews, with Commissioners Jenkins, Matthews, and Okoye voting in favor of the motion, and with Commissioner Geraldo absent at its regular meeting held on Thursday, June 11, 2026, in Largo, Maryland.

Adopted by the Prince George's County Planning Board this 2nd day of July 2026.

Billy Okoye
Vice Chairman


By Jessica Jones
Planning Board Administrator

BO:JJ:TH:ac


Approved for Legal Sufficiency
M-NCPPC Office of General
Counsel