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# ZONING MAP AMENDMENT

# A-10011

Application	General Data	
<b>Project Name:</b> Domain College Park	Date Accepted:	07/28/08
	Planning Board Action Limit:	N/A
	Plan Acreage:	2.67
<b>Location:</b> Southwest quadrant of the intersection at Campus Drive and Mowatt Lane.	Zone:	R-55
	Dwelling Units:	N/A
	Gross Floor Area:	N/A
<b>Applicant/Address:</b> Domain College Park, LLC 5847 San Felipe, Suite 3600 Houston, TX 77057	Planning Area:	66
	Tier:	Developed
	Council District:	03
	Municipality:	N/A
	200-Scale Base Map:	209NE03

Purpose of Application	Notice Dates	
Rezoning from the R-55 Zone to the M-X-T Zone.	Informational Mailing:	05/06/08
	Acceptance Mailing:	07/23/08
	Sign Posting Deadline:	N/A

Staff Recommendation		Staff Reviewer: Cynthia Fenton	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

December 3, 2008

**TECHNICAL STAFF REPORT:**

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

VIA: Jimi Jones, Zoning Supervisor

FROM: Cynthia Fenton, Planner Coordinator

SUBJECT: **Zoning Map Amendment Application No. A-10011**

REQUEST: **Rezoning from the R-55 (Single-Family Detached Residential) Zone to the M-X-T (Mixed-Use Transportation-Oriented) Zone**

RECOMMENDATION: **APPROVAL with conditions**

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NOTE:

This application is on the agenda for the Planning Board to decide whether or not to schedule a public hearing. If the Planning Board decides to hear the application, it will be placed on a future agenda.

Any person may request the Planning Board to schedule a public hearing. The request may be made in writing prior to the agenda date or in person on the agenda date. All requests must specify the reasons for the public hearing. All parties will be notified of the Planning Board's decision.

You are encouraged to become a person of record in this application. The request must be made in writing and sent to the Office of the Zoning Hearing Examiner at the address indicated above. Questions about becoming a person of record should be directed to the Hearing Examiner at 301-952-3644. All other questions should be directed to the Development Review Division at 301-952-3530.

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## FINDINGS:

- A. **Location and Field Inspection:** The subject property, measuring approximately 2.67 acres, includes four parcels located in the southwestern quadrant of Campus Drive and Mowatt Lane in College Park. Parcel 39, adjacent to the Potomac Electric Power Company (PEPCO) substation, is improved with a vacant single-family residence that has access from Mowatt Lane. The remainder of the site is undeveloped and heavily wooded.

B. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	R-55	M-X-T
Use(s)	Single-Family Dwelling	240-300 multifamily rental units
Acreage	2.67	2.67 acres
Parcels	4	4

- C. **History and Background:** The 1989 and 1990 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity and Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67* retained the R-55 Zone for this property.

- D. **Master Plan Recommendation:** The subject property is located in Planning Area 66 and within the 1989 and 1990 approved master plan for Langley Park-College Park-Greenbelt and vicinity. The plan recommends medium-suburban density residential land uses for the site. The following guidelines, on pages 72–73 of the 1989 master plan, are particularly relevant to this proposal:

6. **High-density housing should be located only in such a manner as to relate to, and maximize convenience to, public and private service facilities for the greatest number of people in the area, and only where designated in the Plan. Sufficient space should be available for the provision of new or expanded supporting facilities in proportion to the expected population increase.**
7. **The site planning of apartment projects should provide adequate open space at the perimeter to serve as a buffer between the project and adjacent lower density residential development.**
8. **Multifamily development should have direct access to arterial or collector roads and should not have primary access through single-family residential streets.**
15. **Future apartment development should be located within walking distance (usually 1,500-foot radius) of public transportation access points.**

On page 65, the master plan also recommends for infill development, “residential densities compatible with existing densities to preserve acceptable levels of public facility service, primarily an adequate transportation system.”

**The 2002 Prince George’s County Approved General Plan:** The property is located in the General Plan’s Developed Tier. The vision for the Developed Tier is a network of sustainable, transit-supporting, mixed-use pedestrian-oriented, medium-to high-density neighborhoods. New development or redevelopment should enhance established communities, include more mixed-use

and more intense development in centers and corridors, and offer an attractive alternative to the suburban neighborhoods in the Developing Tier. The goals that have particular relevance to the instant application are:

- Strengthen existing neighborhoods
- Encourage appropriate infill
- Encourage more intense, high-quality housing and economic development in centers and corridors
- Capitalize on investments in transportation and other infrastructure
- Maintain/renovate existing public infrastructure
- Promote transit-supporting, mixed-use, pedestrian-oriented neighborhoods

A discussion of the master plan and General Plan follows in Section G of this report. The University of Maryland Facilities Master Plan, approved in 2002 and recently updated, does not address this site as it is off-campus on private property.

- E. **Request:** The applicant requests a rezoning from the R-55 (Single-Family Detached Residential) Zone to the M-X-T (Mixed-Use Transportation-Oriented) Zone. Should the requested zoning map amendment be granted, the applicant proposes to develop the property as a residential/commercial development known as “Domain College Park.” The plan proposes a residential component of between 240–300 luxury rental (non-student housing) units approximately 800 square feet (200,000 square feet total), with 9,000 square feet of retail space. Approximately 4,000–6,000 square feet of the residential component will be reserved for interior amenities, including a clubhouse, fitness center, theater, and a demonstration kitchen. Exterior amenities include a rooftop pool over the garage.

- F. **Neighborhood and Surrounding Uses:** The applicant defines the neighborhood as Stadium Drive to Field House Drive to the north; the intersection of Notre Dame and Adelphi Road connecting with the northern end of Windsor Lane and Lowell Drive, continuing to the intersection of Mowatt Lane to Guilford Drive to the south; Library Lane to the intersection of Guilford Drive to Mowatt Lane to the east; and Adelphi Road/University Boulevard to the west. A graphic version of the neighborhood boundary may be found in the attachments to this report. Staff suggests more appropriate neighborhood boundaries would be those approved by the District Council for the Mosaic at Turtle Creek condominium development just south of the subject property. The suggested neighborhood boundaries are:

North: Campus Drive  
South: Wells Parkway and Calverton Drive  
East: Mowatt Lane  
West: Adelphi Road

It is noted that, unlike Mosaic at Turtle Creek which was a Euclidian rezoning with a required finding for establishing a neighborhood boundary, this application has no such finding.

The site is surrounded by property in the R-55 Zone. The southwestern portion of the neighborhood is clearly residential in nature, defined by single-family detached homes on heavily

wooded lots. The uses oriented toward Mowatt Lane include a church, a PEPCO substation, the Hillel Jewish Student Center, and two single-family homes. Across Mowatt Lane is the main campus of the University of Maryland. The site is surrounded by the following uses:

- North: Across Campus Drive, a University of Maryland parking facility zoned R-R
- South: A PEPCO substation, zoned R-55
- East: Across Mowatt Lane, the University of Maryland campus, zoned R-R
- West: University Methodist Church and an undeveloped parcel zoned R-55

**G. Zoning Requirements:**

**Sec. 27-213. Map Amendment approval; amendments.**

**(a) Criteria for approval of the M-X-T Zone.**

**(1) The District Council shall only place land in the M-X-T Zone if at least one of the following two criteria is met:**

**(A) Criterion 1. The entire tract is located within the vicinity of either:**

- (i) A major intersection or major interchange (being an intersection or interchange in which at least two (2) of the streets forming the intersection or interchange are classified in the Master Plan as an arterial or higher classified street reasonably expected to be in place within the foreseeable future); or**
- (ii) A major transit stop or station (reasonably expected (1) to be in place within the foreseeable future).**

The applicant claims that Section 27-213(a)(1)(A)(i) is met based on the site's proximity to the intersection of Campus Drive and Adelphi Road, future Purple Line transit stations, the College Park Metro Station, and the Prince George's Plaza Metro Station. The applicant explains that the subject property is located less than one-half mile (0.4 miles) from the major intersection of Adelphi Road and Campus Drive. The applicant asserts that, while conformance to Section 27-213(a)(1)(A) (ii) is not necessary to meet the requirements for approval since Section 27-213(a)(1)(A)(i) is met, the property also meets this criterion due to its location within one-half mile of two proposed Purple Line transit stops. In further support of this finding, the applicant indicates that the site is currently served by several metro bus routes with multiple stops within .15 miles of the property (at Presidential Drive/Campus Drive and Campus Drive/Preinkert Drive), as well as a University of Maryland shuttle which has a stop immediately adjacent to the property along Mowatt Lane.

**Staff Comment:** Staff finds that the applicant has met this criterion based on its proximity to the Adelphi Road/University Boulevard intersection and the proposed Purple Line. The subject property lies within one-half mile (0.4 miles) of the intersection, the distance of which the Zoning Hearing Examiner, in the rezoning case A-9981 (Addison Row) also for the M-X-T Zone, has determined to be well "within the vicinity" of a property. While the applicant is only required

to meet one criterion to make this finding, they have additionally provided evidence indicating that the Purple Line (a bus rapid transit or light rail facility) will be within the vicinity of the subject property. Although the proposed locations of the transit stations have not yet been finalized, the preliminary engineering study for the Purple Line is underway, and the locations of the proposed stations are under consideration. Between February and March 2009, the Maryland Department of Transportation will make its recommendation regarding the locally preferred alternative, which will include recommended station sites. Possible station locations include Campus Drive in the vicinity of University College Inn and Conference Center and the University of Maryland Student Union. Both of these locations are within reasonable walking distance (ten minutes) of the proposed development. Staff therefore finds that at least one station could be “reasonably expected to be in place in the foreseeable future.”

**(B) Criterion 2. The applicable Master Plan recommends mixed land uses similar to those permitted in the M-X-T Zone.**

The applicant claims in the statement of justification that Section 27-213(a)(1)(B) is met for the reason “it fits within the Master Plan recommendations for the Property (p.10).” In further response to this criterion, the statement directs the reader to the discussion they provide for the finding in Section 27-213(a)(2), that the proposed location will not substantially impair the integrity of the General Plan or master plan. That discussion consists of a listing of the objectives and strategies in the General Plan that they believe the proposal addresses, and further offers a listing of goals, objectives and guidelines from the master plan which the proposal supports.

**Staff Comment:** Staff finds that the applicable master plan does not recommend mixed land uses similar to those permitted in the M-X-T Zone. In fact, the sectional map amendment retained the property in the R-55 Zone and the master plan recommendation for the property is medium-suburban land use with a density between 3.6 and 5.7 dwelling units per acre. Because the master plan does not recommend mixed land uses for this property, they cannot be compared with those permitted in the M-X-T Zone. The applicant has not adequately responded to this finding; however, the applicant has met Section 27-213(a)(1)(A)(i), therefore this finding is not required for rezoning approval.

**(2) Prior to approval, the Council shall find that the proposed location will not substantially impair the integrity of an approved General Plan, Area Master Plan, or Functional Master Plan and is in keeping with the purposes of the M-X-T Zone. In approving the M-X-T Zone, the District Council may include guidelines to the Planning Board for its review of the Conceptual Site Plan.**

In response to the first part of this criteria, regarding the General Plan, the applicant provides (as noted in the previous section) an extensive listing of applicable development policies, objectives, and strategies for the Developed Tier, and for centers and corridors (pp. 11–21). The applicant contends that the development will conform to goals that promote economic vitality, encourage efficient use of existing and proposed facilities, and enhance the quality and character of the community and neighborhood. The statement of justification also responds to the objectives and guidelines found in the

Living Areas and Housing sections of the master plan and indicates conformance by making the following points:

- The development is compatible with the surrounding community, namely, the University of Maryland and provides an excellent transition to the University from Adelphi Road and University Boulevard.
- The development provides market-rate luxury rental units of which there is currently a shortage in Prince George's County.
- The location takes advantage of the convenience to both existing and proposed public transportation.
- The site fronts on two collector roads, is within the vicinity of Adelphi Road and University Boulevard, and will have no affect on overall traffic circulation in the immediate area.
- Domain College Park provides for diversity of housing and complements the existing housing stock and Mosaic at Turtle Creek by offering a majority of one-bedroom units.
- The proposal will assist in setting the standard for redevelopment in the surrounding area.

**Staff Comment:** It is noted that the applicant cites conformance with the General Plan while at the same time declaring that conformance to the General Plan is not a requirement for M-X-T approval. Regarding conformance with the master plan, the applicant contends that the current master plan is outdated and therefore its consideration should be given less weight than the General Plan. Irrespective of these disclaimers, staff finds that the proposed development is consistent with the intent of both documents, and that Domain College Park, if approved, will not substantially impair either the General Plan or the master plan. Although the applicant does not strictly adhere to the Developed Tier goal to locate higher density mixed uses within centers and corridors, the applicant's proposal is compatible with the vision for the Developed Tier as a network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, medium-to high density neighborhood, and the specific goals to strengthen existing neighborhoods and encourage appropriate infill. Additionally, while the master plan recommends medium-suburban density residential land uses for the site, the proposal is compatible with the existing and approved uses within the immediate neighborhood.

### **General Plan**

The General Plan encourages intensive, mixed-use development at local centers and at other appropriate nodes within one-quarter mile of major intersections of transit stops along a designated corridor. This application is not in strict conformance with this policy. The site is, however, just outside of the one-quarter mile distance from the street center line established for corridors by the General Plan; it is approximately 1,000 feet (one-third of a mile) from the centerline of University Boulevard. Staff finds, nevertheless, that the proposal meets the intent of the General Plan to locate development in the Developed Tier in an appropriate location to take advantage of existing infrastructure, transit, promote walkability, and to provide densities compatible with the surrounding neighborhood. The Developed Tier does not specifically discourage

mixed-use projects outside of centers and nodes; on the other hand, it does encourage appropriate infill and the ability to capitalize on transportation investments. Although not in a corridor by the strict definition, Domain College Park is able to meet the goals of the centers and corridors by capitalizing on the existing (and future) transportation system, providing a compact, mixed-use development at moderate-to high-density that is transit-supportive and transit-serviceable with pedestrian-oriented and transit-oriented design that is compatible with the surrounding neighborhood, in particular, the University.

### **Master Plan**

As noted above, the application is also not consistent with the master plan recommendation for medium-suburban land use, as the applicant is proposing a mix of multifamily residential and retail development. The master plan further recommends infill development with “residential densities compatible with existing densities to preserve acceptable levels of public facility service, primarily an adequate transportation system (p. 65). Guideline 6 (p. 72) states “High-density housing should be located only in such a manner as to relate to, and maximize convenience to, public and private service facilities for the greatest number of people in the area, and only where designated in the Plan.” The Community Planning North Division, in their memorandum of August 22, 2008, found the proposed development to be consistent with these guidelines. In addition, Community Planning North Division found conformance with Guideline 8 (p. 72) which states: “Multifamily development should have direct access to arterial or collector roads and should not have primary access through single-family residential streets.” The site will have direct access from either Campus Drive or Mowatt Lane and not through any single-family development. Its orientation will be toward the intersection of Campus Drive and Mowatt Lane, and the University, which will further separate the development from the lower-density residential development found in the southeastern portion of the neighborhood.

In the supplemental statement of justification, the applicant presents the argument that the master plan is outdated; therefore, it should be given less weight and that greater weight should be given to the 2002 General Plan. In the supplemental statement of justification, the applicant argues that conformance to the General Plan is not a requirement for the M-X-T Zone; it is only a guide for future development “intended to be implemented through future revisions to area Master Plans.” The applicant does not present a compelling argument for either declaration, and, in the statement of justification acknowledges, “Although adopted close to 19 years ago, certain principals within the Master Plan have withstood the test of time (p. 22).”

Staff acknowledges that an updated master plan for this area is overdue. This zoning map amendment allows an opportunity to review the 1989 recommendations while considering the evolving conditions of the surrounding area. There is no way that the master plan was able to foresee the neighborhood transition currently underway. With the exception of the specific land use and density recommendation for the site, the applicant’s proposal generally conforms to the applicable land use policies, objectives, and strategies of the master plan. The applicant is proposing a higher density and mix of uses than the R-55 Zone allows. The Community Planning North Division noted in their memorandum that the master plan retained the R-55 Zone to reflect the zoning and character of the property that surrounds the site (surrounded by private property in the R-55 Zone and the University property in the R-R Zone). The area in proximity to the site has undergone significant changes in the last twenty years, which include expanded



University facilities, a traffic circle at Campus Drive and Mowatt Lane, improvements to Mowatt Lane, and most recently, the approval of Mosaic at Turtle Creek, a 300-unit complex just south of the subject property. Another property also within the site's neighborhood is on the market and the Baptist Church property, adjacent to the site, is considering expanding to provide office uses and housing. Although only the Mosaic at Turtle Creek project has been approved, the recent "buzz" of activity in this neighborhood appears to be signaling the early stages of transition—from primarily single-family uses to higher density residential and other uses that can capitalize on access to the University.

The Community Planning North Division finds that the proposal maximizes "convenience to the public and private facilities and amenities offered by the proximity of the University of Maryland, and is not inconsistent with the existing development character and intensities of the University." While this is not a strict adherence to the specific land use recommendation adopted by the master plan in 1989, staff finds the applicant has met the intent of the master plan, and the principles found therein, by proposing a mixed-use infill project that is compatible with, and complements, the changing character of the area. Specifically, the project takes advantage of the site's location proximate to the presence of the University, its facilities and amenities, the future Purple Line, and existing transit options. For the reasons discussed above, staff finds that the proposal will not substantially impair either the General Plan or master plan.

#### **M-X-T Zone**

Additionally, Section 27-213(a)(2) requires the proposal to be in keeping with the purposes of the M-X-T Zone. The applicant submitted the following discussion regarding the purposes of the M-X-T Zone:

1. The fruition of the proposal will offer additional ridership to the existing Metrobus and Metro College Park and Prince George's Plaza stations, as well as the proposed Purple Line, and will bring quality tenants to enhance the economic status of the County.
2. Due to the limited site area, only the M-X-T Zone can provide the flexibility to maximize the site's potential, which will act as a model for mixed-use development in the County. Concentrating this development within the Developed Tier is ideal for meeting County growth objectives established in the General Plan.
3. Domain College Park and Mosaic at Turtle Creek will contribute to the viability of the Purple Line. The site's prime location adjacent to the University will promote pedestrian activity and increase the usage of public transit. Direct and convenient access to the Capital Beltway is available.
4. The site's location adjacent to the University and the proposed Purple Line creates a 24-hour environment. Residents are anticipated to teach at the University, attend graduate school, and utilize mass transit for commuting or pleasure. The first floor retail will further the objective to make this an area of maximum activity, interactive with its surrounding community.

5. The proposed mixed-use development will contribute to the mix of uses promoted in both the General Plan and the Master Plan for the planning area.
6. The proposed development will be designed to blend the mix of uses and will provide a distinctive and complementary building in the existing community.
7. The mixed-use approach will create a more harmonious development than could be achieved through a single-purpose project. The location of this mixed-use community will increase the ridership of mass transit and reduce dependency on the automobile, creating energy savings for the community and further enhancing the County's initiative to meet the Cool Counties Climate Stabilization Declaration.
8. Market-rate apartments will be served by ground-floor retail.
9. The architecture, materials and construction will be high quality incorporated into efficient building design. Details will be refined during the DSP review process.

The applicant concludes by stating that the proposed development is an example of a carefully crafted plan utilizing a parcel of land in the right location to create an environment that enhances the pedestrian experience of using public transit, and provides a place in which they can live, visit, shop or gather without being auto-dependent. Domain College Park, it is further emphasized, will transform this location, creating a more balanced mix of uses that will result in a more liveable, walkable, and enjoyable community.

Per Section 27-542(a) of the Zoning Ordinance, the purposes of the M-X-T Zone are:

- (1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, and major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;**
- (2) To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;**
- (3) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;**
- (4) To promote the effective and optimum use of transit and other major transportation systems;**

- (5) To facilitate and encourage a twenty-four hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;**
- (6) To encourage diverse land uses which blend together harmoniously;**
- (7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**
- (8) To promote optimum land planning with greater efficiency through the use of economies of scale and savings in energy beyond the scope of single-purpose projects;**
- (9) To permit a flexible response to the market; and**
- (10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.**

The applicant's response to each of the purposes (with the exception of (2)) is provided above. Staff agrees with the applicant's position and offers the following comments:

- The subject property's location is well-suited for orderly redevelopment due to its proximity to two major intersections (Adelphi Road/University Boulevard and Campus Drive/Mowatt Lane) and existing and future transit stops. The proposed development will make a positive contribution to the current options for residential housing by offering high-end rental housing for non-students.
- The applicant has implemented recommendations in the approved General Plan and master plan by creating a compact, mixed-use, pedestrian-oriented development.
- The applicant is maximizing their development potential by proposing a high-density, mixed-use project at an intersection, across from the University, which is currently underutilized.
- The location of the site makes walking to existing and future transit stops practical and efficient.
- The proposed rezoning would encourage activity well after regular business hours. The development offers a wide range of amenities to its residents in addition to providing retail opportunities to attract visitors, students, and other non-residents to the area.
- The proposed development will include between 260 and 300 residential units, with up to 6,000 square feet of amenities, in addition to 9,000 square feet of retail space on less than three acres. This represents a diverse mix of uses which blend together harmoniously.

- The applicant is proposing a distinctive visual character and identity through its streetscape and building design. An illustrative plan (attached) was submitted for conceptual purposes, and the Urban Design Section submitted comments, which can be found in Finding H of this report. The application is also subject to conceptual and detailed site plan review.
- The project, by virtue of its density and retail space, creates an economy of scale beyond the scope of single-purpose projects. In addition, it will complement the Mosaic at Turtle Creek development.
- The project will permit a flexible response to the market by offering rental units targeted toward non-students.
- If approved, with the recommended conditions and detailed site plan review, the applicant will be allowed freedom in architectural design to provide a unique and attractive product for the area.

Staff recognizes that the entire design of the site is critical to the County's ability to create the transit-oriented development recommended in the General Plan. The development should be more pedestrian oriented than vehicle oriented and designed to encourage the community to walk or take transit. Attractive and pedestrian-friendly streetscapes will be an important element of providing pedestrian and transit-oriented development. Design elements proposed for the streetscape appeared to be high quality and of a scale that is appropriate for pedestrian-oriented development. Because the anticipated traffic generated by the development is significant, at 2,073 daily vehicle trips, it is imperative that appropriate pedestrian and transit oriented elements be provided in addition to an attractive streetscape. Safe and efficient pedestrian access to mass transit via sidewalks and internal connectivity will enhance the pedestrian experience. The result would take at least some vehicle trips off the road and reduce parking demand. The conceptual site plan and detailed site plan reviews will ensure that these purposes are achieved. Staff finds that the proposed development is in keeping with the purposes of the M-X-T Zone.

**(3) Adequate transportation facilities.**

- (A) Prior to approval, the Council shall find that transportation facilities that are existing, are under construction, or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry anticipated traffic for the proposed development.**

The applicant submitted a Traffic Impact Analysis in support of the rezoning request. According to the impact analysis, the proposed development will have no reasonable impact on the area and adequate transportation facilities will be provided, subject to improvements by the applicant.

The traffic study was based on a proposal for 258 garden/mid-rise residential apartment units and 9,000 square feet of retail. The traffic study makes the following determinations:

1. All signalized intersections, including MD 193 and Adelphi Road, Adelphi Road and Campus Drive, and US 1 and Guilford Drive are determined to operate at an acceptable Level-of-service (LOS) D, or better during both peak hours.
2. The roundabout intersection of Campus Drive and Mowatt Lane is determined to operate at acceptable levels in both peak hours, with a volume-to-capacity (V/C) ratio of 0.36. The maximum acceptable V/C ratio for a roundabout is 0.85, as defined by the 2002 "Guidelines for the Analysis of the Traffic Impact of Development Proposals."
3. The proposed unsignalized site access intersection with Campus Drive would operate acceptably with the provision of an additional turning lane on westbound Campus Drive, and dual exit lanes at the site access driveway.
4. The planned unsignalized site access along Mowatt Lane would operate acceptably with the existing traffic, traffic generated by approved developments, and traffic to be generated by the subject application, provided:
  - Mowatt Lane is improved along the property frontage to collector standards.
  - Mowatt Lane, south of the subject property, to Guilford Drive is improved to create a safe and more pedestrian-friendly roadway with at least two standard travel lanes, bike lanes, and provision of sidewalks.

**Staff Comment:** The Transportation Planning Section, in a memorandum dated November 12, 2008, found that existing transportation facilities and those to be provided by the applicant will be adequate to carry the anticipated traffic generated by the development. Transportation Planning staff indicated that the proposal would generate 149 AM and 199 PM peak-hour trips and 2,073 daily vehicle trips. The staff evaluation considered the roadway facility recommendations in the master plan (which were based on the R-55 Zone and not the M-X-T Zone for the subject property) and found that the proposed mixed-use development would not generate traffic which would lower the LOS anticipated by the land use and circulation systems shown on the approved master plan. Transportation Planning staff indicated that subsequent plans are required to reflect right-of-way dedication of at least 40 feet from the existing centerline along Campus Drive and an additional ten feet from the property line (45 feet from the existing centerline) from Mowatt Lane.

The Transportation Planning Section concluded that sufficient evidence was provided which shows that the transportation system, as it exists, with improvements to be funded and constructed by the applicant, will be adequate to carry the anticipated traffic generated by the proposed development. The following condition is recommended:

The preliminary plan shall dedicate the required right-of-way for Campus Drive and Mowatt Lane.

Staff further recommends that road improvements necessary for Campus Drive and Mowatt Lane be coordinated with planned improvements by the University of Maryland and Mosaic at Turtle Creek.

**(B) The finding by the Council of adequate transportation facilities at this time shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

**Staff Comment:** The site will be subject to preliminary plan review to address adequate public facilities.

#### H. Referral Comments

1. **Urban Design Section:** The Urban Design Section, in a memorandum dated November 17, 2008, offered the following comments and recommendation:

The applicant has submitted a description and illustrations of the conceptual design and features of the site. The applicant proposes the rezoning for the purpose of developing a mixed-use building with ground-floor retail below four stories of residential apartments. Parking would be provided in a parking garage located below the building, partially on the ground floor behind the retail spaces and partially below grade. The building would have minimal setbacks along the public streets and a pedestrian-friendly wide sidewalk along the frontage. Ground floor storefront retail spaces would be located along the street frontages of Campus Drive and Mowatt Lane.

The Urban Design Section has no objection to the use of the M-X-T Zone at this location, provided there are assurances that the site will be developed in a manner compatible with the exhibits that have been submitted in the record. If the M-X-T Zone is approved, the conceptual site plan, preliminary plan of subdivision, and detailed site plan should continue to show a multi-story building constructed to a high architectural standard, with vertical mixing of uses, a concealed parking garage, and an outward-oriented streetscape. The Urban Design Section recommends that the plan be subject to conditions of approval that provide assurance that the eventual development will conform to these basic concepts and exhibits.

The site will be subject to the Landscape Manual. It should be noted that the information submitted by the applicant indicates that a non-standard landscape treatment is proposed along Mowatt Lane and Campus Drive in order to create an urban-style frontage with a ten-foot-wide sidewalk and trees spaced every 25–50 feet in tree wells within the sidewalk. As the site progresses through the later stages of development review, the development must either conform to the Landscape Manual or demonstrate that any alternative is equal to or better than the basic requirements in order to obtain alternative compliance.

### **Recommendation**

The Urban Design Section recommends that any approval of this application should be subject to the following conditions:

- a. The building shall feature vertical mixing of uses with residential space in the upper stories above ground-floor retail oriented towards the public streets.
- b. Parking shall be primarily provided in a parking garage. The building shall be designed to minimize the visibility of the garage through screening and attractive design of the garage façade.
- c. The façades of the building shall utilize high-quality building materials such as brick, stone, and stucco.
- d. The floor plans shall feature closed corridor design and shall not provide for open corridors or breezeways.

2. **Trails:** The Transportation Planning Section cited the following goals in the General Plan that are applicable to the development:

- **Incorporate appropriate pedestrian, bicycle, and transit-oriented (TOD) and transit-supporting design (TSD) features in all new developments within centers and corridors (General Plan, p. 28).**
- **Give priority to trails that function as transportation facilities or as links to other transportation facilities (General Plan, p. 28).**
- **Promote transit-supporting, mixed-use, pedestrian-oriented neighborhoods (General Plan, p. 31).**

Staff further noted that sidewalks exist along the site's frontage along Campus Drive, but not along Mowatt Lane. The Mosaic at Turtle Creek development is subject to a condition requiring improvements along Mowatt Lane to be evaluated at the time of detailed site plan and building permit, subject to DPW&T approval. Countywide staff made the following recommendation with regard to Domain College Park:

In conformance with the approved General Plan, sidewalk improvements, internal pedestrian connections, connectivity with adjacent properties, and other pedestrian-oriented development and transit-oriented development features will be evaluated at the time of preliminary plan and detailed site plan.

3. **City of College Park Comments:** The City of College Park, at a public hearing on November 12, 2008, supported the rezoning request with two conditions:

- a. Execution of a Memorandum of Understanding between the city and applicant regarding annexation of the property and execution of an Agreement and Declaration of Covenants between the city and applicant regarding land use.
- b. A positive finding for adequate transportation facilities by M-NCPPC staff under Section 27-213(a)(3).

The City made the following findings with regard to the motion:

- The property is located within the vicinity of a major intersection with two arterials, and that the proposed Purple Line will have one or more stations within walking distance of the site.
- The Master Plan is 19 years old and did not anticipate the kind of development proposed for the site.
- The Mosaic at Turtle Creek development has set the stage for change in this area, which is undergoing a transition.
- The applicant has agreed to participate in a charrette to address issues such as density, circulation, access, and open space prior to filing the Conceptual and Detailed Site Plans.

It is noted that the subject site is not within the City boundaries, although annexation is under consideration.

4. **University of Maryland:** The University of Maryland, in a letter dated October 29, 2008, conveyed strong support of the zoning map amendment for Domain College Park. The Vice-President for Administrative Affairs indicated that the high-end residential, transit-oriented mixed-use development is a “compatible and desirable land use for the intersection of Campus Drive and Mowatt Lane abutting the southwest boundary of the campus.” The letter goes further to add, “The University believes the planned mix of quality residential and complementary retail is an excellent fit for this site and for the surrounding neighborhood, both the existing and planned communities. We are confident that Domain at College Park will help to enhance and define the southwest campus district area by improving and enlivening the streetscape.”

#### CONCLUSION:

Staff finds that the subject property is eligible for a rezoning to the M-X-T Zone pursuant to Section 27-213(a)(1),(2) and (3) of the Zoning Ordinance. The subject property is within the vicinity of a major intersection and existing shuttle/bus service, and will be within walking distance of at least one proposed major transit stop (Purple Line). Staff further finds the proposed location will not substantially impair the integrity of the recommendations in the General Plan or College Park master plan and meets the purposes of the M-X-T-Zone. Finally, Transportation Planning staff has determined that adequate transportation facilities exist, so long as required improvements are made. For these reasons, staff finds the project has sufficient merit to justify the requested rezoning. In consideration of all the merits of the application and the comments received, staff recommends APPROVAL, subject to the following conditions:

1. The Preliminary Plan shall dedicate the required right-of-way for Campus Drive and Mowatt Lane.
2. Road improvements necessary for Campus Drive and Mowatt Lane shall be coordinated with planned improvements by the University of Maryland and Mosaic at Turtle Creek.



3. At the time of preliminary plan and detailed site plan, sidewalk improvements, internal pedestrian connections, connectivity with adjacent properties, and other pedestrian-oriented development and transit-oriented development features will be evaluated.
4. The detailed site plan shall show the following:
  - a. The building shall feature vertical mixing of uses with residential space in the upper stories above ground-floor retail oriented towards the public streets.
  - b. Parking shall be primarily provided in a parking garage. The building shall be designed to minimize the visibility of the garage through screening and attractive design of the garage façade.
  - c. The façades of the building shall utilize high-quality building materials such as brick, stone, and stucco.
  - d. The floor plans shall feature closed corridor design and shall not provide for open corridors or breezeways.
5. Sidewalk improvements, internal pedestrian connections, connectivity with adjacent properties, and other pedestrian-oriented development and transit-oriented development features shall be evaluated at the time of preliminary plan and detailed site plan.