



The Maryland-National Capital Park and Planning Commission

**PRINCE GEORGE'S COUNTY**  
**Planning Department**

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## Zoning Map Amendment The Mark at College Park

## ZMA-2024-002

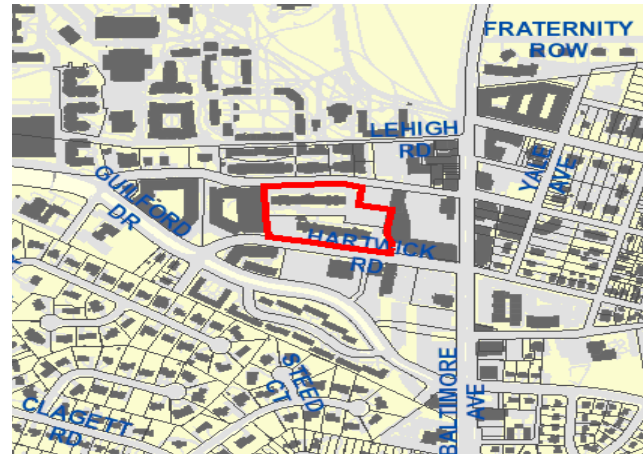
REQUEST	STAFF RECOMMENDATION
<p>This case was continued from the Planning Board hearing date of March 27, 2025 to May 1, 2025.</p> <p>To rezone the property from the Regional Transit-Oriented Low-Intensity Edge (RTO-L-E) Zone to the Regional Transit-Oriented Planned Development (RTO-PD) Zone.</p>	<p>With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

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

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

**Applicant/Address:**  
The Mark at College Park, LLC  
315 Oconee Street  
Athens, GA 30601

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

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

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

Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

**TECHNICAL STAFF REPORT**

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

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

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

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

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

RECOMMENDATION: **APPROVAL, with conditions**

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NOTE:

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

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

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## EVALUATION CRITERIA

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

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

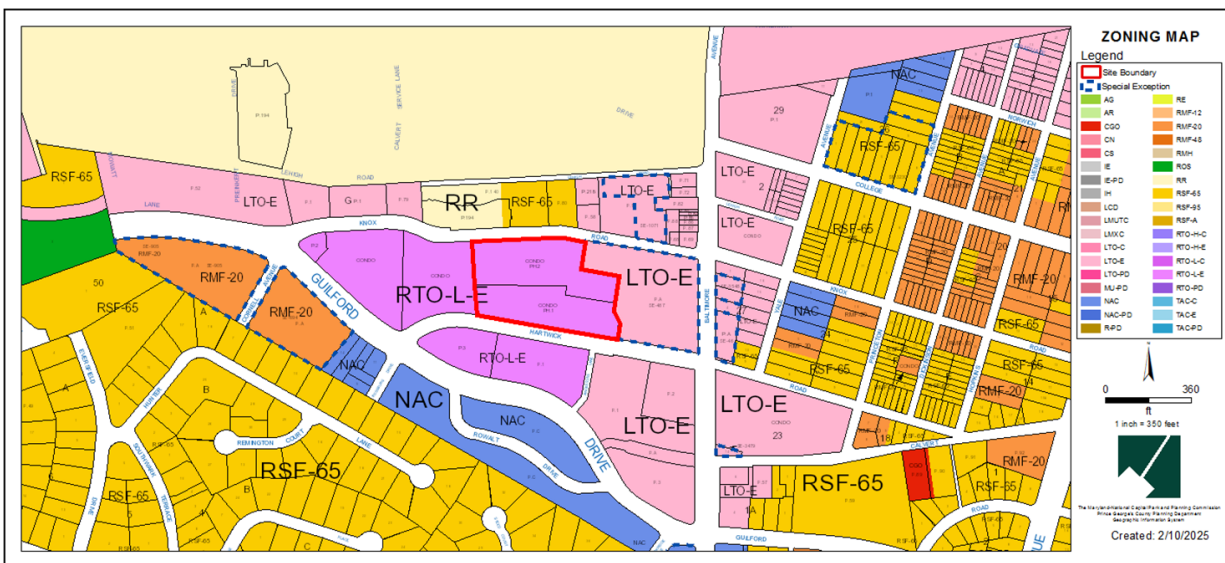
## BACKGROUND

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

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

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

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



**Figure 1: Site Zoning Map**

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

PROPOSED USES	
Multifamily residential units	665
Amenities	33,308 sq. ft.

5. **Development Data Summary:**

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

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

The calculation for density is as follows:

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

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

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

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

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

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

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

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

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

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

## FINDINGS

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

### Plan 2035

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **General Plan**

Plan 2035 addresses the following:

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

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

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

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

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

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

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

**Plan 2035**

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

**Sector Plan**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

#### **Corridorwide Policies**

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

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

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

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

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

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

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

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

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

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

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

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

**Location Standards:**

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

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

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

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

**Use Mixing:**

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

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

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

**Horizontal Mixing of Residential and Nonresidential:**

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

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

**Shopping Centers:**

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

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

### **Blocks and Alleys:**

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

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

### **Streets:**

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

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

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

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

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

#### **Connectivity:**

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

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

#### **Building Configuration:**

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

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

#### **Parking:**

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

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

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

#### **Transparency:**

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

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

#### **Open Space Design:**

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

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

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

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

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

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

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

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

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

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

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

### **Architecture and Design**

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

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

### **Greenway/Pedestrian Promenade**

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



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

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

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

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

### **Ancestors Lane Extension**

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

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

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

- one piece of public artwork

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**(E) Design amenities.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**(1) PD Basic Plan.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

See Finding 8.c. above.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

#### **Natural Resources Inventory**

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

#### **Woodland Conservation**

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

#### **Specimen Trees**

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

#### **Regulated Environmental Features**

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

#### **Stormwater Management**

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

#### **Soils**

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

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

#### **Erosion and Sediment Control**

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

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

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

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

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

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

## RECOMMENDATION

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

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

- d. A pollinator garden
  - e. One wayfinding sign
6. At the time of detailed site plan, the site plan shall include a section on required public benefits as outlined in these conditions, their required features, and how the site plan satisfies these requirements.

**Consideration:**

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