



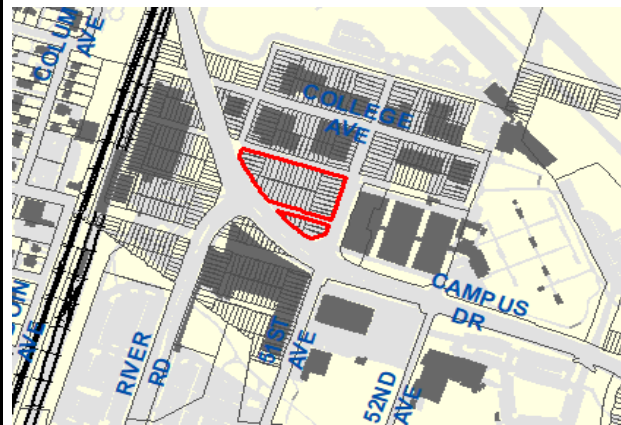
The Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Development Review Division
 301-952-3530

Detailed Site Plan
Departure from Parking and Loading Spaces
College Park Marriott

DSP-18047
DPLS-485

REQUEST	STAFF RECOMMENDATION
This case was continued from the Planning Board hearing date of July 30, 2020 to September 24, 2020.	
DSP: Construction of a 161-room hotel and 6,800 square feet of ground-level retail.	APPROVAL with conditions
DPLS: To reduce the required number of loading spaces from three to two.	APPROVAL

Location: In the southwest quadrant of the intersection of Lehigh Road and Corporal Frank S Scott Drive.	
Gross Acreage:	2.11
Zone:	M-U-I/T-D-O
Dwelling Units:	N/A
Gross Floor Area:	122,196 sq. ft.
Planning Area:	66
Council District:	03
Election District:	21
Municipality:	College Park
200-Scale Base Map:	209NE04
Applicant/Address: New County Hotel, LLC 1201 Maryland Avenue SW, Suite 850 Washington DC 20024	
Staff Reviewer: Thomas Burke Phone Number: 301-952-4534 Email: Thomas.Burke@ppd.mncppc.org	



Planning Board Date:	09/24/2020
Planning Board Action Limit:	10/14/2020
Staff Report Date:	09/10/2020
Date Accepted:	03/20/2020
Informational Mailing:	11/20/2018
Acceptance Mailing:	03/18/2020
Sign Posting Deadline:	08/25/2020

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/. 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

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-18047
Departure from Parking and Loading Spaces DPLS-485
College Park Marriott

The Urban Design staff has completed its review of the subject detailed site plan and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

EVALUATION

The detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Transit District Overlay (T-D-O) Zone standards of the 2015 *Approved College Park-Riverdale Park Transit District Development Plan*;
- b. The requirements of the Prince George's County Zoning Ordinance for the Mixed Use-Infill (M-U-I) and Transit District Overlay (T-D-O) Zones;
- c. The requirements of Preliminary Plan of Subdivision 4-18027;
- d. The requirements of the 2010 *Prince George's County Landscape Manual*;
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- g. Referral comments.

FINDINGS

Based upon the analysis of the subject application, the Urban Design staff recommends the following findings:

1. **Request:** This detailed site plan (DSP) proposes to construct a five-story, vertical, mixed-use building with a 161-room hotel and 6,800 square feet of ground-floor retail space. A Departure from Parking and Loading Spaces, DPLS-485, requests a reduction of the required number of loading spaces from three to two.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	M-U-I/T-D-O	M-U-I/T-D-O
Use(s)	Surface Parking Lot	Hotel and Commercial/Retail
Gross tract area (acres)	2.11	2.11
Parcel	1	1
Gross floor area (sq. ft.)	0	122,196
Hotel Gross floor area (sq. ft.)		115,396
Retail gross floor area (sq. ft.)	0	6,800
Total hotel rooms	0	161

PARKING AND LOADING DATA

Parking Spaces	Max. Allowed by TDOZ	Provided
Hotel: 161 rooms @ 0.33 spaces/room	54*	64
Retail (nonresidential): 6,800 sq. ft. @ 2.25 spaces/1,000 GSF sq. ft.	16*	16
Total	70	80**
of which are Handicap-Accessible	4	4

Loading Spaces	Requirement	Required	Provided
Hotel/Motel (115, 396 sq. ft.)	10,000 to 100,000 sq. ft. of GFA	1	1
	100,000 to 200,000 sq. ft. of GFA	1	0
Commercial/Retail (6,800 sq. ft.)	1 space per 2,000-10,000 sq. ft.	1	1
Total		3	2***

Notes: *The subject site is located within a quarter mile of the College Park/University of MD Metro Station.

**An amendment to the College Park-Riverdale Park TDDP standards is being requested by the applicant to allow more than the maximum number of parking spaces. This amendment is evaluated in Finding 7, below.

***The TDDP for the College Park-Riverdale Park Transit District Overlay (T-D-O) Zone does not have specific requirements for the number of loading spaces. Loading spaces are provided in accordance with Section 27-582 (a) of the Zoning Ordinance. A Departure from Parking and Loading Spaces, DPLS-485, has been included in this DSP to reduce the required number of loading spaces to two, as discussed in Finding 8.

BICYCLE PARKING DEVELOPMENT DATA

Parking Spaces	Requirement	Required by TDOZ	Provided
Hotel/Retail (122,196 sq. ft.)	One space per 10,000 sq. ft. GFA	13	14

- 3. **Location:** This site is located in the northwest quadrant of Campus Drive and Corporal Frank S Scott Drive. The subject property is also located in the College Park Aviation Village neighborhood of the 2015 *Approved College Park-Riverdale Park Transit District Development Plan* (College Park-Riverdale Park TDDP). The property is currently used as a surface parking lot, in Planning Area 66 and Council District 3, also within the municipal boundary of the City of College Park.
- 4. **Surrounding Uses:** Development surrounding this site is all within the Transit District Overlay (T-D-O) Zone and all zoned Mixed Use-Infill (M-U-I). Specifically, the site is bounded to the north by Lehigh Road, with industrial uses beyond; to the east, by Corporal Frank S Scott Drive, with a tennis center owned by The Maryland-National Capital Park and Planning Commission (M-NCPPC) beyond; and to the south by Campus Drive, with a federal government office building in the Metro Core neighborhood of the College Park-Riverdale Park TDDP beyond. The subject site and the vicinity are also within Aviation Policy Area (APA) 6 of the College Park Airport.
- 5. **Previous Approvals:** The College Park-Riverdale Park TDDP rezoned the property from the Mixed Use-Transportation Oriented (M-X-T) Zone to the M-U-I/T-D-O Zones. On January 23, 2020, the Prince George’s County Planning Board approved Preliminary Plan of Subdivision (PPS) 4-18027 (PGCPB Resolution No. 2020-09) for one parcel for the subject site, subject to 10 conditions.

The site also has a Stormwater Management (SWM) Concept Plan, 53859-2018-00, which was approved on March 26, 2020, and is valid through March 26, 2023.

- 6. **Design Features:** This site is triangularly shaped, with a curved primary frontage along Campus Drive, and secondary frontages on Lehigh Road and Corporal Frank S Scott Drive. The site is currently a surface parking lot, owned by M-NCPPC; however, upon approval, ownership will be transferred to a private entity for the proposed development. The site is located within the College Park Aviation Village neighborhood, of the College Park-Riverdale Park TDDP, and is approximately 600 feet away from the College Park Metro Rail Station, the College Park MARC-Camden Rail Station, and the future College Park Purple Line Station. The College Park Airport is approximately 500 feet from this site, and the University of Maryland, College Park Campus, is about three-quarters of a mile away. Attractions nearby include the College Park Aviation Museum, the Federal Center for Food Safety and Applied Nutrition, the Junior Tennis Champions Tennis Center, and the Herbert Wells Ice Rink and Ellen Linson Swimming Pool facilities owned by M-NCPPC. Numerous parks and trails are also in close convenience to this site.

This DSP proposes development of a 122,196-square-foot, five-story, multi-use building, including a 161-room hotel and 6,800 square feet of ground-floor retail space. The building will be approximately 60 feet high, and will be arranged to provide a vibrant, mixed

commercial environment along the frontage on Campus Drive. The main entrance to the hotel will be located off of a public use access easement that will serve as an extension of River Road. Parking spaces and a loading space will be provided on this access easement, as well as spaces along the site's frontage on Lehigh Road. The main parking area for the site will be surface parking behind the hotel at the corner of Lehigh Road and Corporal Frank S Scott Drive. This site also includes a large SWM facility in the northwest corner, to compensate for the site being located entirely within the 100-year floodplain.

The streetscape along Campus Drive will be fully developed with street trees, sidewalks, and a plaza for potential outdoor seating associated with the ground-floor retail uses.

Architecture

The proposed building has a roughly L-shaped footprint of five stories in height, with a flat roof. The building is a contemporary design of two distinctive parts, with an alternating vertical composition of brick and metal-look insulated grey panel upper section and an all-brick first floor. The brick and grey panel finish materials match that of the Washington Metropolitan Area Transit Authority (WMATA) garage building and federal building across Campus Drive, to the south. The first floor features engaged brick columns in a varied pattern as accents, with a dark metal-look string course band to provide a visual separation between the ground floor and upper levels. The retail/commercial storefronts are located on the south side of the building, facing Campus Drive. The entrances to the storefronts are from a plaza, which is elevated from the sidewalk by two to three extra wide steps. This elevated plaza is necessary due to the 100-year floodplain elevation requirements, which places the first floor elevation above the street level. As the topography of the site slopes slightly, the plaza can be accessed at street level on the west side of the building, where the main entrance to the hotel is proposed, as well as from an accessible ramp on Campus Drive. Metal canopies affixed within the string course, as well as storefront fenestration and signage, will further articulate the commercial and the hotel entrances.

The other main elevation fronting on Lehigh Road is designed in the same two-part composition and with the same combination of finish materials like the main elevation facing Campus Drive. However, the first floor of brick finish is predominantly solid wall, with only one window. Additional windows, or similar articulation, should be provided to enhance visual interest and to activate the street front of Lehigh Road. A condition has been included in the Recommendation section of this report requiring that additional articulation be provided on the first-floor elevation.

Lighting

A lighting plan, with photometric study, has been provided with this DSP application. Two types of light fixtures are proposed. The details and specifications of the pole lights are included on the lighting plan; however, details and specifications for the building-mounted lights are not included, nor is information provided that indicates if the light fixtures are full cut-off type. A condition has been included in the Recommendation section of this report requiring the applicant to provide a detail for the building-mounted lights, and a site plan note stating that all site lighting fixtures use full cut-off optics.

Signage

This application includes two building-mounted signs for the hotel, three building-mounted signs for the retail uses, a pylon sign, and a directional monument sign.

The two building-mounted signs for the hotel will be located on the east and west façades, on the building parapet. The signs will be approximately 40 square feet each, with aluminum channel letters and a white acrylic face, and be illuminated by LED (light emitting diode) lights. The three retail signs will be located over each exterior storefront on the south side of the building, facing Campus Drive. These signs will also be constructed of aluminum channel letters, a white acrylic face, with LED illumination. These signs all measure 24 inches in height; however, the length and area cannot be determined until specific tenants have committed to the spaces. The TDDP allows for two square feet of signage area for each one linear foot of building frontage at ground level. The plan appears to meet this standard; however, a signage table was not provided on the plan. A condition to include a signage table, demonstrating that the building signage is in conformance with the TDDP standards, is included in the Recommendation section of this report.

The pylon and monument signs are proposed on the northwest quadrant of Campus Drive and the River Road access easement extension. The pylon sign will be 25 feet in height, with an approximately 75-square-foot, double-sided, grey, backlit cabinet with white letters, sitting upon a silver, aluminum, rectangular pole. The directional sign will be 3.5 feet in height, with an approximately 10-square-foot, double-sided, dark grey, backlit cabinet upon a grey aluminum pedestal. The TDDP prohibits the use of freestanding signs in the Aviation Village. The applicant has requested an amendment to this standard, as discussed in Finding 7 below.

Loading and Trash Facilities

Two loading spaces are provided with this application. One space is located in the rear of the building, within the parking court, and is well screened from the public realm by a combination of a wall and landscaping. The DSP and architectural plans do not show a wall fully screening the loading space, and a condition has been included in the Recommendation section of this report requiring the applicant to show a wall that is the full length of the loading space on all plans. The second loading space is located in front of the building at the main entrance; however, it is located well within the property, and away from the public realm.

The trash facilities are located in the rear of the building, next to the loading space. The architectural plans show a gated trash enclosure; however, the plan is not updated to include the loading space, and the materials for the enclosure have not been provided. A condition has been included in the Recommendation section of this report requiring the applicant to provide an updated architectural plan and details for the trash enclosure.

Green Building Techniques

In the statement of justification (SOJ), the applicant states that Low-E glazing will be utilized for the hotel windows, that the use of LED lighting will be standard throughout the project, and that Energy Star appliances will be used wherever it is practicable. The SOJ also states that the applicant intends to pursue LEED® Silver or two Green Globes® Certification; however, a score card has not been provided with the application. A condition has been included in the Recommendation section of this report requiring the applicant to provide a LEED® or two Green Globes® score card.

COMPLIANCE WITH EVALUATION CRITERIA

7. **2015 Approved College Park-Riverdale Park Transit District Development Plan:** The application is within the College Park Aviation Village neighborhood of the College Park-Riverdale Park TDDP, one of four neighborhoods that make up the transit district. The remaining neighborhoods are Metro Core, Research Core, and Riverdale Park Transit Village. The TDDP envisions the College Park Aviation Village as a compact, predominantly residential neighborhood with integrated neighborhood-serving retail and civic uses. This site is within a quarter mile of the College Park Metro Station and should have convenient pedestrian access to the station and surrounding mixed-use development and community amenities, such as the College Park Aviation Museum. The subject DSP has been reviewed for conformance with the T-D-O Zone standards of the College Park Aviation Village and has been found to meet all applicable T-D-O Zone standards, except for eight standards from which the applicant has requested amendments.

The following discussion relates to the T-D-O Zone standards, specifically those requirements from which the applicant has requested amendments, in accordance with Section 27-548.08(c)(3) of the Prince George's County Zoning Ordinance, which states:

- (3) **The applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan, unless the plan provides otherwise. The Board may amend any mandatory requirements except building height restrictions and parking standards, requirements which may be amended by the District Council under procedures in Part 10A, Division 1. The Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.**

In approving the Transit District Site Plan, the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan, and the Board shall then find that the site plan meets all mandatory requirements which apply.

The applicant has provided an SOJ to discuss the reasons for amending the specific T-D-O Zone standards, as follows:

AMENDMENT 1: **Building Form, Build-to Lines** (page 198)

The front build-to line shall be located a minimum of 15 feet and a maximum of 25 feet from the face of the curb.

The Marriott Hotel is designed with its primary architectural features, as well as the entrances to the retail tenant spaces, towards the building's primary Campus Drive frontage. The curvilinear shape of Campus Drive conflicts with the straight lines of the hotel façade and results in a small triangularly shaped southeast corner of the building that protrudes into the build-to line, and a setback up to 32 feet from the face of curb, beyond the maximum setback of 25 feet. Along Lehig Road, the main hotel structure and exterior

stairwell/retaining wall protrude into the 15-foot build-to line, making the façade less than 15 feet away from the curb.

Staff supports the requested amendment to the build-to lines, due to the unique shape of the site. The build-to line, as amended, will benefit the proposed development and the transit district, and will not substantially impair implementation of the TDDP.

AMENDMENT 2: **Building Form, Public Utility Easements** (page 199)

The suburban utilities model typically includes a minimum public utility easement (PUE) of 10 feet in width along the street, free and clear of landscape plantings and development. This PUE can often make a more urban form difficult or even impossible to implement, because the desire to frame streets with buildings set close to sidewalks and roadways is at odds with the PUE requirement and existing utilities placement.

The development purposes a 5-foot-wide public utility easement (PUE). A 10-foot-wide PUE will make a more urban form for this site problematic to implement because the desire to frame streets with buildings set close to sidewalks and roadways is at odds with a 10-foot-wide PUE requirement. The College Park-Riverdale Park TDDP stresses urban-scale development, and these conditions create an environment that is unique to the property and generally not applicable to other properties. Thus, the engineering solutions to the placement of infrastructure and associated easements must also be unique.

Staff supports the requested amendment to reduce the PUE to 5 feet wide. The PUE, as amended, will benefit the proposed development and the transit district, and will not substantially impair implementation of the TDDP.

AMENDMENT 3: **Building Form, College Park Aviation Village, Lot Occupation** (page 202)

The frontage buildout shall be a minimum of 70 percent at the build-to line.

The proposed hotel is designed with 280 feet, or approximately 60 percent, buildout along the Campus Drive frontage. The proposed improvements will be served by a combination of several contemporary environmental site design SWM practices. These facilities will be planted in the context of their location and following Prince George's County and Maryland Department of the Environment requirements, to serve as visual amenities, in addition to the water quality benefit features. Furthermore, a significant portion of the site is impacted by existing floodplain. Mandatory stormwater bioretention facilities, compensatory underground stormwater storage facilities, as well as utility easements, severely limit the buildable areas of the site.

Staff supports the requested amendment to provide a 60 percent buildout at the build-to line along Campus drive. The lot occupation at the build-to line, as amended, will benefit the proposed development and the transit district, and will not substantially impair implementation of the TDDP.

AMENDMENT 4: **Parking, Parking Requirements and Transportation Adequacy**
(page 208)

There is no minimum number of required off-street parking spaces for any development within the transit district.

The “Maximum Parking Ratios” or the maximum number of off-street parking spaces permitted for non-residential, residential, and hotel land uses (regardless of neighborhood) are specified in Table 19. Additional parking may only be permitted if it is provided within parking structures.

The TDDP standards establish a maximum number of off-street parking spaces, for a hotel located within a quarter mile of the College Park Metro Station, at 0.33 spaces per room and 2.25 spaces per 1,000 gross square feet for nonresidential land uses. Based on these ratios, a maximum of 70 off-street spaces is allowed with this application.

The applicant believes that an amendment is warranted. Given the size of the hotel and the range of uses contained within the venue, additional parking is necessary to support visitors to the ground-floor commercial uses.

The TDDP states, “one of the major challenges to implementing a realistic plan for transit-oriented development is to strike the right balance between providing parking sufficient to support vehicular travel while not allowing it to dominate the transit district and unnecessarily constrain development” (page 64). In response, the TDDP institutes a “forward-looking” approach and adopts parking maximums for the district. An excess of parking over the maximum standard conflicts with the purpose and intent of the TDDP, that encourages transit use over single-occupancy vehicles.

The applicant seeks relief from the maximum parking standard. Per Section 27-548.09.01 of the Zoning Ordinance, this amendment must be heard by the County Council.

Staff contends that relief from the parking standard is detrimental to the purpose and intent of the TDDP and does not support an increase from the maximum of 70 spaces.

AMENDMENT 5: **Parking, Surface Parking Lots, Structured Parking Garages, and Loading and Service Areas** (page 211)

Any new surface parking lots that may be required to serve new development or redevelopment shall be set back a minimum of 30 feet from the build-to line.

The parking lot shown on the DSP is 10 feet from the build-to line of Corporal Frank S Scott Drive, and one foot from the build-to line of Lehigh Road. These are measured from the 15-foot build-to line. The applicant believes that an amendment is warranted, given the fact that surface parking will be fully screened from the street by the proposed development. This site is surrounded on all sides by streets, making conformance with this standard difficult, while maintaining a development that meets the intent of the TDDP.

Staff finds that, if the parking provided is reduced to the maximum number of 70 off-street surface parking spaces allowed by the TDDP, the applicant would still be unable to conform to this standard, due to the unusual triangular shape of the lot.

Staff supports this amendment to reduce the surface parking lot setback, as the reduced setback will benefit the proposed development and will not substantially impair implementation of the TDDP.

AMENDMENT 6: Parking, Surface Parking Lots, Structured Parking Garages, and Loading and Service Areas (page 211)

Surface parking lot landscaping requirements are as specified in the Landscape Manual.

Section 4.3(c)(2)(G), of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), requires that a planted island be placed every 10 parking spaces, on average. The proposed parking lot does not meet this requirement. The applicant believes that an amendment is warranted, since the surface parking will be entirely screened from the street by the proposed development.

Staff finds that planting islands can be provided, on average, every 10 spaces, if the total parking spaces are reduced to 70 spaces, as discussed in Amendment 5, above. Staff does not support the request to not provide planting islands, on average, every 10 parking spaces.

AMENDMENT 7: Architectural Elements, Signage (page 217)

New signs in the Metro Core and College Park Aviation Village shall be attached to the facade. Freestanding signs within these neighborhoods shall not be permitted.

A 25-foot-tall pylon sign and a 3.5-foot-tall monument sign are proposed with this application. These signs do not conform to the standards of the T-D-O Zone or the intent and vision of the TDDP. Both freestanding signs are more typical for auto-oriented, suburban neighborhoods, not mixed-use, dense, walkable villages. While this development is at the early stages of implementation of the TDDP, it must still conform to the transit-oriented, village-like development pattern envisioned for the area. Across the region, hotels with similar proximity to Metro stations in mixed-use centers focus their signage to pedestrian traffic with the use of wall or blade signs, not freestanding signs. This development will set the stage for others to follow and must not perpetuate auto-centricity where the County strives for true transit- and pedestrian-oriented development around the College Park Metro Station.

Staff does not support the requested amendment to allow a freestanding or monument sign.

AMENDMENT 8: Building Form, College Park Aviation Village, Lot Occupation (page 202)

Buildings should occupy a minimum of 50 percent of the net lot area.

When determining the net lot area of a site, acreage within the 100-year floodplain is subtracted. Therefore, the net lot area for this site is technically zero acres, since the property is located entirely within the 100-year floodplain. However, for the purposes of intent, the building occupation for the gross lot area is approximately 31 percent. Since this property is within the 100-year floodplain, and because the extension of River Road through the site as a private access easement being required, a significant portion of the site is occupied with a SWM facility and a roadway. These required features, therefore, diminish the ability for the applicant to comply with this standard.

Staff supports the requested amendment to provide a minimum lot coverage of less than 50 percent, as shown on the DSP (around 31 percent). The building coverage ratio, as amended, will benefit the proposed development and the transit district, and will not substantially impair implementation of the TDDP.

OTHER STANDARDS:

Parking, Surface Parking Lots

Reserved parking for hybrid, electric, and/or carpool and vanpool as well as car-share vehicles; charging stations; solar panel shading structures; and similar environmentally friendly parking design features are encouraged in all off-street parking areas throughout the transit district. (page 211)

The SOJ states that the parking areas designed for this site plan are configured to provide charging stations for electric/hybrid vehicles; however, no charging stations are identified on the plans. A condition is included in the Recommendation section of this report requiring the applicant to identify the space(s) designated for electric vehicle charging. Staff also recommends that the system be designed to be able to accommodate additional stations as the demand grows in the future.

The minimum size for compact, non-parallel off-street parking spaces shall be 8 feet by 16.5 feet. The minimum size for compact, parallel on-street parking spaces shall be 7 feet by 19 feet. (page 211)

The SOJ states that parking areas are configured to provide a total of zero compact parking spaces, per this standard; however, two spaces are shown meeting the compact parallel dimensions, and identified with a "C" on the plan. A condition is included in the Recommendation section of this report requiring the applicant to show these compact spaces in the parking table on the plan.

8. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-U-I and T-D-O Zones, and Part 10B Airport Compatibility, as follows:
 - a. Section 27-546.19(c), Site Plans for Mixed Uses in the M-U-I Zone, of the Zoning Ordinance requires that:

(c) A Detailed Site Plan may not be approved unless the owner shows:

- 1. The site plan meets all approval requirements in Part 3, Division 9;**
- 2. All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;**

The site plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use, and meets the development standards of the College Park-Riverdale Park TDDP, except for those alternative standards, as discussed in Finding 7 above.

- 3. Proposed uses on the property will be compatible with one another;**
- 4. Proposed uses will be compatible with existing or approved future development on adjacent properties and an applicable Transit or Development District; and**

The application proposes 161 hotel rooms and retail uses in a vertical, mixed-use format on a single lot located between the College Park Airport and the College Park Metro Station. The proposed building complex is the first development application within the College Park Aviation Village neighborhood of the TDDP. However, the site is within a quarter mile of the College Park Metro Station, where compatible projects have been approved for development. The proposed uses on the subject property will be compatible with each other and will be compatible with the surrounding properties that are predominantly vacant or underutilized, but planned to be developed with a mix of uses.

- 5. Compatibility standards and practices set forth below will be followed, or the owner shows why they should not be applied:**
 - (A) Proposed buildings should be compatible in size, height, and massing to buildings on adjacent properties;**
 - (B) Primary façades and entries should face adjacent streets or public walkways and be connected by on-site walkways, so pedestrians may avoid crossing parking lots and driveways;**
 - (C) Site design should minimize glare, light, and other visual intrusions into and impacts on yards, open areas, and building façades on adjacent properties;**

- (D) Building materials and color should be similar to materials and color on adjacent properties and in the surrounding neighborhoods, or building design should incorporate scaling, architectural detailing, or similar techniques to enhance compatibility;**
- (E) Outdoor storage areas and mechanical equipment should be located and screened to minimize visibility from adjacent properties and public streets;**
- (F) Signs should conform to applicable Development District Standards or to those in Part 12, unless the owner shows that its proposed signage program meets goals and objectives in applicable plans; and**
- (G) The owner or operator should minimize adverse impacts on adjacent properties and the surrounding neighborhood by appropriate setting of:**
 - (i) Hours of operation or deliveries;**
 - (ii) Location of activities with potential adverse impacts;**
 - (iii) Location and use of trash receptacles;**
 - (iv) Location of loading and delivery spaces;**
 - (v) Light intensity and hours of illumination; and**
 - (vi) Location and use of outdoor vending machines.**

The applicable T-D-O Zone has multiple compatibility standards and guidelines regarding building placement, orientation, design, lighting, outdoor storage, and signage. The proposed development is consistent with all applicable T-D-O Zone standards, except for those amended, as discussed in Finding 7. The subject site is currently used as a surface parking lot. The proposed main building façades fronting Campus Drive and Lehigh Road, as well as a private on-site access easement extension of River Road, have been articulated with a combination of different high-quality building materials and architectural features. The other elevations are secondary, but with different design themes and sufficient variations, in terms of design, materials, and colors. The proposed vertical building complex will set a high-quality standard for the adjacent area. The building represents a reasonable design solution for the site.

- b. The subject site is also located within APA 6 of the College Park Airport. In accordance with Section 27-548.42, Height requirements, of the Zoning Ordinance, no building permit may be approved for a structure higher than 50 feet in APA 6,

unless the applicant demonstrates compliance with Federal Aviation Regulations, Part 77. The applicant has provided a letter, issued on February 11, 2020, from the Federal Aviation Administration (FAA), indicating that the proposed development does not pose any hazard to air navigation. A condition has been included in the Recommendation section of this report requiring that a footnote be provided detailing the February 11, 2020 letter from the FAA.

- c. **Departure from Parking and Loading Spaces DPLS-485:** The applicant has requested a departure of one loading space from the required three spaces for the hotel and retail uses. Pursuant to Section 27-588(b)(7) of the Zoning Ordinance, the Planning Board must make the following findings:

(A) In order for the Planning Board to grant the departure, it shall make the following findings:

(i) The purposes of this Part (Section 27-550) will be served by the applicant's request;

The applicable T-D-O Zone does not have a standard for required loading spaces or parking space size. Therefore, per the M-U-I regulations, when a mix of uses is proposed on a single parcel, the site plan should set out the regulations to be followed. The subject site plan proposes one 12-foot by 33-foot loading space within the parking area, and a second 12-foot by 33-foot loading space adjacent to the main guest entrance to the hotel that will provide access from the service drive. The location and screening of the parking and loading spaces conform to all of the applicable T-D-O Zone standards. The reduced number of loading spaces will contribute to the development district vision of achieving pedestrian-friendly, concentrated, mixed-use development in this area.

The subject property has existing frontage and direct vehicular access on Campus Drive, Lehigh Road, and Corporal Frank S Scott Drive. The result of the development program and parking and traffic impacts were evaluated according to the Prince George's County adequacy of public facilities requirements during the review and approval of PPS 4-18027, relating to potential impacts on the existing road network.

This site is located approximately 1,000 feet from a residential area and among other commercial establishments. Further, the residential area is separated from the subject site by an active railroad track.

(ii) The departure is the minimum necessary, given the specific circumstances of the request;

The departure is the minimum necessary, due to the physical limitations of the site. The building contains a commercial use for which the applicant cannot apply any of the allowed reductions for

shared use of spaces. There is no additional area to use for loading, beyond those incorporated limits defined in the site plan.

- (iii) The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the County which were predominantly developed prior to November 29, 1949;**

Based on the historical timeline represented by aerial photographs, the applicant concludes that, in 1949, the prevalent conditions of this property and the immediate surrounding area reflected an undeveloped state. The site is also entirely within the 100-year floodplain. In order to obtain a waiver and approval from the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), the building elevation needs to be raised to one foot above the base flood elevation. Parking and loading will also have to be elevated to at least 0.5 feet above the base flood elevation. The building will have to be raised 4.5 feet above the existing flood elevation to meet this requirement. Parking is related to the building because of ADA (Americans with Disabilities Act) and grading requirements. If the building elevation is raised, then the parking and loading elevation will have to be raised along with it. In order to limit the impacts to the floodplain and additional compensatory storage, the reduction of one of the three loading spaces is helpful and necessary.

- (iv) All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical; and**

The loading requirements for a hotel are one space for 10,000 to 100,000 square feet and one additional space for each additional 100,000 square feet or fraction, and the loading space for the retail is one space per 200 to 10,000 square feet of gross floor area (GFA), or a total of three required spaces. The loading requirements for hotels are based upon the overall square footage of the hotel; however, for a hotel that has the majority of its square footage consisting of guest rooms, the requirement based upon overall square footage is excessive. The square footage associated with the hotel is 115,396 square feet. Approximately 15,000 square feet of the ground floor is used for lobby space, meeting rooms, and managerial and custodial offices. Over 100,000 square feet of the hotel consists of guest rooms, which by nature do not draw the need for loading. The need would come from activities within the building. This hotel has no grand ballroom or conference center, only the lobby space, meeting rooms, and managerial and custodial offices, for which one loading space is sufficient. In addition, the first floor has 6,800 square feet of retail, which also requires one loading space that results in a total of three loading spaces required. Two loading

spaces are proposed, one on the west side of the building adjacent to the main guest entrance drop-off area and the second one on the east side of the building. These two spaces are available for both the hotel and retail use.

(v) Parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted.

Residential homes are not adjacent to the site and the departure will not infringe upon them. The site is primarily surrounded by roadways and other commercial uses. This finding is met.

(B) In making its findings, the Planning Board shall give consideration to the following:

(i) The parking and loading conditions within the general vicinity of the subject property, including numbers and locations of available on- and off-street spaces within five hundred (500) feet of the subject property;

The applicant asserts that an appropriate number of off-street parking and loading spaces have been proposed on this site and there will be no need to use off-site facilities.

(ii) The recommendations of an Area Master Plan, or County or local revitalization plan, regarding the subject property and its general vicinity;

The College Park-Riverdale Park TDDP anticipates mixed-use on the property and recommends locating the buildings along Campus Drive (formerly Paint Branch Parkway). This proposal, although not mixed-use, will provide a hotel and retail uses, with an emphasis on building massing along Campus Drive. A departure for the elimination of one loading space will not impair the TDDP and will benefit the development.

(iii) The recommendations of a municipality (within which the property lies) regarding the departure; and

The subject property is located within the municipal boundary of the City of College Park.

(iv) Public parking facilities which are proposed in the County's Capital Improvement Program within the general vicinity of the property.

At this time, no public parking facilities in the Prince George's County Capital Improvement Program are proposed in the general vicinity of this property. An existing WMATA parking garage is located to the south of the subject site.

(C) In making its findings, the Planning Board may give consideration to the following:

(i) Public transportation available in the area;

This site is located approximately 600 feet from the College Park Metro Station, which provides a stop for the Green and Yellow Lines, the College Park MARC-Camden Rail station, and the future College Park Purple Line station. The County's TheBus system, Route 17, and Metrobus Routes R-12 and 302, have a stop in front of this property on Campus Drive. In addition, the College Park Airport is approximately 500 feet from this site.

(ii) Any alternative design solutions to off-street facilities which might yield additional spaces;

Alternative design solutions to off-street facilities have been utilized by maximizing compact spaces on the site.

(iii) The specific nature of the use (including hours of operation if it is a business) and the nature and hours of operation of other (business) uses within five hundred (500) feet of the subject property;

A survey of the surrounding neighborhood reveals that the subject property is proximate to 20 or more business uses located to the north and east of the property along Lehigh Road, 50th Avenue, Corporal Frank S Scott Drive, and College Avenue. The uses are mainly the type typically found in industrially zoned areas. The general hours of operation for these businesses are Monday through Friday, 7:30–8:30 a.m. to 6:00 p.m.

The hours of operation and specific nature of the hotel and retail services provided is not in conflict with those businesses and uses in the surrounding neighborhood. By its nature, a hotel and its supporting retail afford services that are complementary to the surrounding business uses, such as the federal office use located across Campus Drive, which may have staff from out of state in need of accommodations. In addition, the M-NCPPC tennis center located across Corporal Frank S Scott Drive hosts competitive tennis matches, usually extended over a period of days, and may greatly benefit from having a convenient hotel and supporting retail and/or restaurant services nearby.

(iv) In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where development of multifamily dwellings is proposed, whether the applicant proposes and demonstrates that the percentage of dwelling units accessible to the physically handicapped and aged will be increased over the minimum

number of units required by Subtitle 4 of the Prince George's County Code.

The subject property is in the M-U-I Zone; therefore, the above subsection is not applicable.

Based on the analysis above, staff recommends that the Planning Board approve DPLS-485, to allow a reduction of one loading space on this site.

9. **Preliminary Plan of Subdivision 4-18027:** The Planning Board approved PPS 4-18027 on January 23, 2020 (PGCPB Resolution No. 2020-09), for one parcel, subject to 10 conditions. The conditions that are pertinent to the review of this DSP are discussed, as follows:

2. **Prior to signature approval of the preliminary plan of subdivision, the applicant shall provide an approved stormwater concept plan and letter, and an approved floodplain waiver from the Prince George's County Department of Permitting, Inspections and Enforcement.**

SWM Concept Plan 53859-2018-00, dated March 26, 2020, and a floodplain waiver, dated December 12, 2019, were approved by DPIE. A Mandatory Referral application (MR-1944A) was submitted and approved the creation of a drainage swale to provide compensatory floodplain storage on the adjacent M-NCPPC-owned College Park Airport property.

3. **Prior to acceptance of the detailed site plan, the following information shall be provided:**
- a. **An exhibit that illustrates the location, limits, specifications and details of the off-site sidewalk and Americans with Disabilities Act improvements, consistent with Section 24-124.01(f) and the cost cap in Section 24-124.01(c).**
- b. **Demonstrate compliance with the Transit District Development Plan streetscape standards.**

The submitted plans include a 5-foot-wide sidewalk along the subject site frontage of Lehigh Road. The TDDP standards include a minimum 6-foot-wide pedestrian zone for all streets in the overlay zone. A condition has been included in the Recommendation section requiring that the sidewalk along Lehigh Road be widened to six feet.

6. **Total development shall be limited to uses that would generate no more than 49 AM and 52 PM peak-hour vehicle trips. Any development generating an impact greater than what is identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The development, at full buildout out, is projected to generate 49 (26 inbound, 23 outbound) and 52 (25 inbound, 27 outbound) vehicle trips during the AM and PM peak hours, respectively. The DSP meets this condition.

7. **A substantial revision to the mix of uses on the subject property that significantly affects Subtitle 24 adequacy findings, as set forth in a resolution of approval, or any residential development, shall require the approval of a new preliminary plan of subdivision prior to the approval of any building permits.**

This application conforms to the development approved with PPS 4-18027.

8. **Development of this site shall be in conformance with the approved stormwater management concept plan and any subsequent revisions.**

This application is in conformance with approved SWM Concept Plan 53859-2018-00, which is valid until March 26, 2023.

10. **2010 Prince George's County Landscape Manual:** The College Park-Riverdale Park TDDP states that, except as modified or referenced by the transit district standards, the provisions of the Landscape Manual regarding alternative compliance and buffering incompatible uses do not apply within the transit district (page 191). All other standards and regulations of the Landscape Manual apply, as necessary. The proposed mixed-use development project is subject to Section 4.1, Residential Requirements; Section 4.3, Interior Planting for Parking Lots; and Section 4.9, Sustainable Landscaping Requirements of the Landscape Manual. The landscape plan provided with this DSP shows conformance with all applicable requirements, with the exception of Section 4.3(c)(2)(G), Parking Lot Requirements. An amendment is being requested as part of this application, and evaluated in Finding 7 of this report.
11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is exempt from the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property contains less than 10,000 square feet of woodland on-site, and has no previous tree conservation plan approvals. A Standard Letter of Exemption (S-172-2019) from the WCO was issued for this site, which will expire on November 19, 2021.
12. **Prince George's County Tree Canopy Coverage Ordinance:** Strategy 2.4 of the College Park-Riverdale Park TDDP requires that the Tree Canopy Coverage Ordinance be met without waivers or modifications. A 10 percent tree canopy coverage (TCC) requirement applies to this M-U-I-zoned site, in accordance with the Tree Canopy Coverage Ordinance. The subject site measures 2.11 acres and the required TCC amounts to approximately 0.21 acre, or 9,191 square feet. The subject application provides a schedule showing that 10,000 square feet of TCC will be provided via the proposed on-site tree plantings that exceed the requirement.
13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments and major findings are summarized, as follows:
 - a. **Historic Preservation**—In a memorandum dated June 8, 2020 (Stabler to Burke), incorporated herein by reference, the Historic Preservation Section determined that, although several prehistoric archeological sites have been identified in the vicinity of this property, a Phase I archeological survey was conducted along the

right-of-way of Lehigh Road in 1987, and no archeological resources were found. Staff concluded that, due to prior disturbance, a Phase I archeology survey is not recommended for this site.

- b. **Community Planning**—In a memorandum dated June 29, 2020 (Hartsfield to Burke), incorporated herein by reference, the Community Planning Division evaluated the DSP and the proposed amendments to the mandatory standards of the College Park-Riverdale Park TDDP, as discussed in Finding 7 above.

In a memorandum dated August 28, 2020 (Punase to Burke), incorporated herein by reference, the Community Planning Division evaluated the request for the departure from parking and loading spaces, the findings of which have been incorporated into staff's recommendation.

- c. **Environmental Planning**—In a memorandum dated June 29, 2020 (Nickle to Burke), incorporated herein by reference, the Environmental Planning Section provided an evaluation, summarized as follows:

Natural Resources Inventory/Existing Conditions

The site has an approved Natural Resources Inventory (NRI-170-2018), which correctly shows the existing conditions of the property. No specimen or historic trees are associated with this site. Almost the entire site is mapped within regulated environmental features, which include 100-year floodplain and primary management area.

Stormwater Management

An approved SWM Concept Plan (53859-2018-00) and associated letter was submitted with this application.

The approved SWM concept plan shows the use of bioretention ponds on-site, and floodplain easement dedication from M-NCPPC is required on College Park Airport for compensatory storage. Coordination with the Prince George's County Department of Parks and Recreation (DPR) is required for negotiating any proposed off-site mitigation on DPR property. DPIE has granted a floodplain waiver for construction within the 100-year floodplain since the entire site is currently located within it.

- d. **Transportation Planning**—In a memorandum dated August 31, 2020 (Saunders to Burke), incorporated herein by reference, the Transportation Planning Section provided an analysis of the trip generation with this application and an evaluation of the departure from parking and loading spaces. The transportation planner also found that the application is in conformance with previous conditions of approval.
- e. **Trails**—In a memorandum dated June 30, 2020 (Jackson to Burke), incorporated herein by reference, the Trails planner provided an evaluation for conformance with the College Park-Riverdale Park TDDP and the applicable conditions of the PPS, in order to implement planned bikeways and pedestrian improvements. Staff found the pedestrian and bicycle transportation site access and circulation acceptable, subject to conditions that have been included in the Recommendation section of this report.

- f. **Permit Review**—In a memorandum dated July 1, 2020 (Linkins to Burke), incorporated herein by reference, the Permit Review Section provided comments that have been included in the Recommendation section of this report.
- g. **Prince George’s County Department of Parks and Recreation (DPR)**—In a memorandum dated July 17, 2020 (Asan to Burke), incorporated herein by reference, DPR provided an analysis of the application, with respect to the 100-year floodplain compensatory storage proposed on the nearby College Park Airport property (M-NCPPC-owned), stating that the approval of this DSP by the Planning Board does not constitute approval of the compensatory storage on parkland. Prior to any work on parkland, the applicant is required to provide to DPR a Construction and Maintenance Agreement for construction and maintenance of the compensatory storage; a tree conservation plan (TCPII); construction drawings for all improvements on parkland, including a detailed site and grading plan, a landscaping plan and details; and a Recreational Facilities Agreement for recreational facilities to be constructed on parkland as part of a mitigation package. In addition, the applicant must obtain all necessary permits for construction of compensatory storage and improvements on parkland including, but not limited to, state and County permits. In particular, the compensatory storage on parkland (at College Park Airport) will require a Floodplain Compensatory Storage Easement from M-NCPPC. DPR also discussed streetscape and sidewalk improvements on Corporal Frank S Scott Drive. A condition has been included in the Recommendation section of this report requiring the applicant to provide streetscape sections to DPR for Corporal Frank S Scott Drive.
- h. **Prince George’s County Health Department**—In a memorandum dated July 1, 2020 (Adepoju to Burke), incorporated herein by reference, the Health Department provided guidance with regard to controlling noise and dust during the construction phases of the development. The comments have been included in the Recommendation section of this report.
- i. **Prince George’s County Fire/EMS Department**—At the time of the writing of this report, the FIRE/EMS Department did not offer any comments on the subject application.
- j. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated July 24, 2020 (Giles to Burke), incorporated herein by reference, DPIE provided information regarding SWM requirements and offered support for the DSP. DPIE’s requirements will be enforced through their separate permitting process.
- k. **Prince George’s County Police Department**—In a memorandum dated June 9, 2020 (Contic to Burke), incorporated herein by reference, the Police Department provided no comments on this proposal.
- l. **Washington Metropolitan Transit Authority (WMATA)**—At the time of the writing of this report, WMATA did not offer any comments on the subject application.

- m. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this report, WSSC did not offer any comments on the subject application.
 - n. **City of College Park**—In a memorandum dated July 15, 2020 (Schum to Hewlett), incorporated herein by reference, the City of College Park provided a summary of the July 14, 2020 City Council meeting, with recommended conditions, including enhancing the streetscape on Corporal Frank S Scott Drive, removing the eight perpendicular parking spaces along Lehigh Road, and enhancing the SWM facility area at the western edge of the site to create a pocket park with benches, trash receptacles, and public art, for which matching funds are available from the City.
14. Based upon the foregoing analysis and as required by Section 27-548.08(c), the following findings may be made:
- (A) **The Transit District Site Plan is in strict conformance with any mandatory requirements of the Transit District Development Plan;**

This application consists of a mix of hotel and retail uses and is consistent with the land use vision of the College Park Aviation Village neighborhood. This DSP includes one, five-story, hotel building, with 6,800 square feet of GFA first-floor retail space on the southern side facing Campus Drive. This DSP conforms to most of the mandatory requirements of the College Park-Riverdale Park TDDP, except for eight standards for which the applicant has requested that the Planning Board apply alternative transit district development standards that are different from the mandatory requirements in the TDDP, in order to achieve a superior development, in accordance with the prescribed procedure allowed by the Zoning Ordinance in Section 27-548.08(c)(3). As discussed in Finding 7 above, staff supports five requested amendments because the standards, as amended, will benefit the proposed development and the transit district, and will not substantially impair implementation of the TDDP.
 - (B) **The Transit District Site Plan is consistent with, and reflects the guidelines and criteria for development contained in, the Transit District Development Plan;**

The subject site is within the College Park Aviation Village neighborhood of the College Park-Riverdale Park TDDP, and the development proposal is consistent with the development standards and guidelines, with the exception of the amendments evaluated in Finding 7 above.
 - (C) **The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone, and applicable regulations of the underlying zones;**

This DSP has been reviewed for conformance with all the requirements and applicable regulations of the M-U-I Zone and the T-D-O Zone standards, with the exception of eight amendments, evaluated in Finding 7 above. Staff concludes that the DSP meets the requirements of the T-D-O and M-U-I Zones, subject to the conditions included in the Recommendation section of this report.

- (D) The location, size, and design of buildings, signs, other structures, open spaces, landscaping, pedestrian and vehicular circulation systems, and parking and loading areas maximize safety and efficiency, and are adequate to meet the purposes of the Transit District Overlay Zone;**

The hotel and retail storefront are oriented toward Campus Drive, with various design focuses on each elevation. The main elevation along Campus Drive is articulated as an important elevation because Campus Drive is a main thoroughfare and this façade presents the retail entrances. A plaza is provided as an outdoor extension to the retail areas and will serve as a semipublic area for patrons of the hotel and retail establishments. The site has road frontages on all sides, which presented challenges in building design and layout, yet also offered opportunities for a safe and efficient circulation system for vehicles and pedestrians, and adequately meets the purposes of the T-D-O Zone. In summary, the proposed DSP is adequate to meet the purposes of the College Park-Riverdale Park TDDP and the T-D-O Zone.

- (E) Each structure and use, in the manner proposed, is compatible with other structures and uses in the Transit District, and with existing and proposed adjacent development.**

This proposal of one vertical mixed-use building will be replacing a surface parking lot and is the first application for development in the College Park Aviation Village neighborhood. This high-quality development will improve the appearance of the area significantly and establish a standard for all future adjacent developments to be compatible with.

- (F) Requests for reductions from the total minimum required parking spaces for Transit District Overlay Zones pursuant to Section 27-548.09.02 meet the stated location criteria and are accompanied by a signed Memorandum of Understanding between a car sharing corporation or company and the applicant.**

This requirement does not apply to this application because the applicant is not seeking a reduction in the minimum required parking spaces.

15. Section 27-285(b)(4) of the Zoning Ordinance provides the following required finding for approval of a DSP:

- (4) The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).**

The Environmental Planning Section noted, in a memorandum dated June 29, 2020, that regulated environmental features on the subject property have been preserved, to the fullest extent possible, based on the evaluation provided with PPS 4-18027.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and:

- A. APPROVE Amendments 1, 2, 3, 5, and 8 to the Transit District Overlay Zone standards, as follows:
 - 1. **Building Form, Build-to Lines** (page 198): To allow a setback of up to 32 feet from the face of curb on Campus Drive, and less than 15 feet from the face of curb on Lehigh Road.
 - 2. **Building Form, Public Utility Easements** (page 199): To allow a reduction of the public utility easement to five feet in width.
 - 3. **Building Form, Lot Occupation** (page 202): To allow a reduction of the frontage buildout occupation ratio to 60 percent at the build-to line.
 - 5. **Parking, Surface Parking Lots, Structured Parking Garages, and Loading and Service Areas** (page 211): To allow the surface parking spaces to be located less than 30 feet from the build-to lines, as shown on the detailed site plan.
 - 8. **Building Form, College Park Aviation Village, Lot Occupation Buildings should occupy a minimum of 50 percent of the net lot area** (page 202): To allow building coverage to be less than 50 percent, specifically as shown on the detailed site plan to be around 31 percent.
- B. Recommend to the District Council to DISAPPROVE Amendment 4 and DISAPPROVE Amendments 6 and 7 to the Transit District Overlay Zone standards, as follows:
 - 4. **Parking, Parking Requirements and Transportation Adequacy** (page 208): A request to increase the number of parking spaces from the maximum 70 spaces allowed.
 - 6. **Parking, Surface Parking Lots, Structured Parking Garages, and Loading and Service Areas** (page 211): A request to not provide planting islands between, on average, every 10 parking spaces.
 - 7. **Architectural Elements, Signage** (page 217): A request to have a freestanding and a monument sign.
- C. APPROVE Departure from Parking and Loading Spaces DPLS-485, to allow for a reduction of one loading space.
- D. APPROVE Detailed Site Plan DSP-18047 for College Park Marriott, subject to the following conditions:
 - 1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made, or information provided:

- a. Correct the provided number of handicap-accessible spaces in the General Notes to four spaces, and at least one shall be van-accessible.
- b. Provide the building dimensions on the DSP.
- c. Provide a detail for the building-mounted lights, and a site plan note stating that all site lighting fixtures will use full cut-off optics.
- d. Provide a signage table on the DSP with calculations demonstrating conformance with the standards of the *2015 Approved College Park-Riverdale Park Transit District Development Plan*.
- e. Provide a table or note on the DSP for each approved amendment to the *2015 Approved College Park-Riverdale Park Transit District Development Plan* standards.
- f. Provide a footnote to the building height note detailing the letter of no hazard, dated February 11, 2020, from the Federal Aviation Administration.
- g. Show full screening of the loading space in the rear of the building on all plans.
- h. Revise the architectural plan and details to show the location and materials of the trash enclosure, and include a note stating that all retail windows shall be clear glass.
- i. Provide a LEED® or two Green Globes® score card.
- j. Identify the spaces designated for electric vehicle charging and describe how the system will be designed to accommodate additional stations as demand grows in the future.
- k. Include the compact spaces in the parking table on the plan.
- l. Provide a 6-foot-wide sidewalk along the subject site's frontage of Lehigh Road and along the entire frontage of Campus Drive.
- m. Provide pedestrian ramps that meet Americans with Disabilities Act standards at all pedestrian and vehicular crossings.
- n. Provide streetscape sections of Corporal Frank S Scott Drive, showing a minimum 6-foot-wide unobstructed sidewalk, interpretative and way-finding signage, lighting, and other streetscape improvements, to be reviewed and approved by the Prince George's County Department of Parks and Recreation, as the designee of the Planning Board. The wayfinding sign or map shall indicate distances and locations of nearby destinations, including the Metrorail station, the College Park Aviation Museum, Greenbelt National Park, the Northeast Branch Trail, and the University of Maryland, among others.

- o. Provide written verification that the required off-site pedestrian-bicycle alternative was selected, in conjunction with the City of College Park. If a different required off-site pedestrian-bicycle facility was determined, in conjunction with the City of College Park, the applicant and the applicant's heirs, successors, and/or assignees shall provide an exhibit of the determined facility that illustrates the location, limits, specifications, and details of the facility, consistent with Section 24-124.01(f) of the Subdivision Regulations.
 - p. Enhance the stormwater management facility area at the western edge of the site to create a pocket park including, but not limited to, benches, trash receptacles, and public art.
 - q. Provide additional windows or architectural articulation on the ground-floor wall of the elevation facing Lehigh Road, in order to enhance visual interest and to activate the street, to be reviewed and approved by the Urban Design Section as the designee of the Prince George's County Planning Board.
 - r. Provide site plan notes, as follows:
 - “During the demolition/construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements, as specified in Subtitle 19 of the Prince George's County Code.”
 - “During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements, as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.”
 - s. Reduce the number of proposed parking spaces to 70, by eliminating the 8 perpendicular spaces on Lehigh Road and providing 2 additional planting islands within the eastern parking lot.
 - t. Remove the freestanding and monument sign from all plans.
2. Prior to approval of any permits, the applicant is required to obtain from the Prince George's County Department of Parks and Recreation a Construction and Maintenance Agreement for construction and maintenance of the compensatory storage on parkland (at College Park Airport) and a Floodplain Compensatory Storage Easement from The Maryland National Capital Park and Planning Commission.

ITEM: 7 & 8

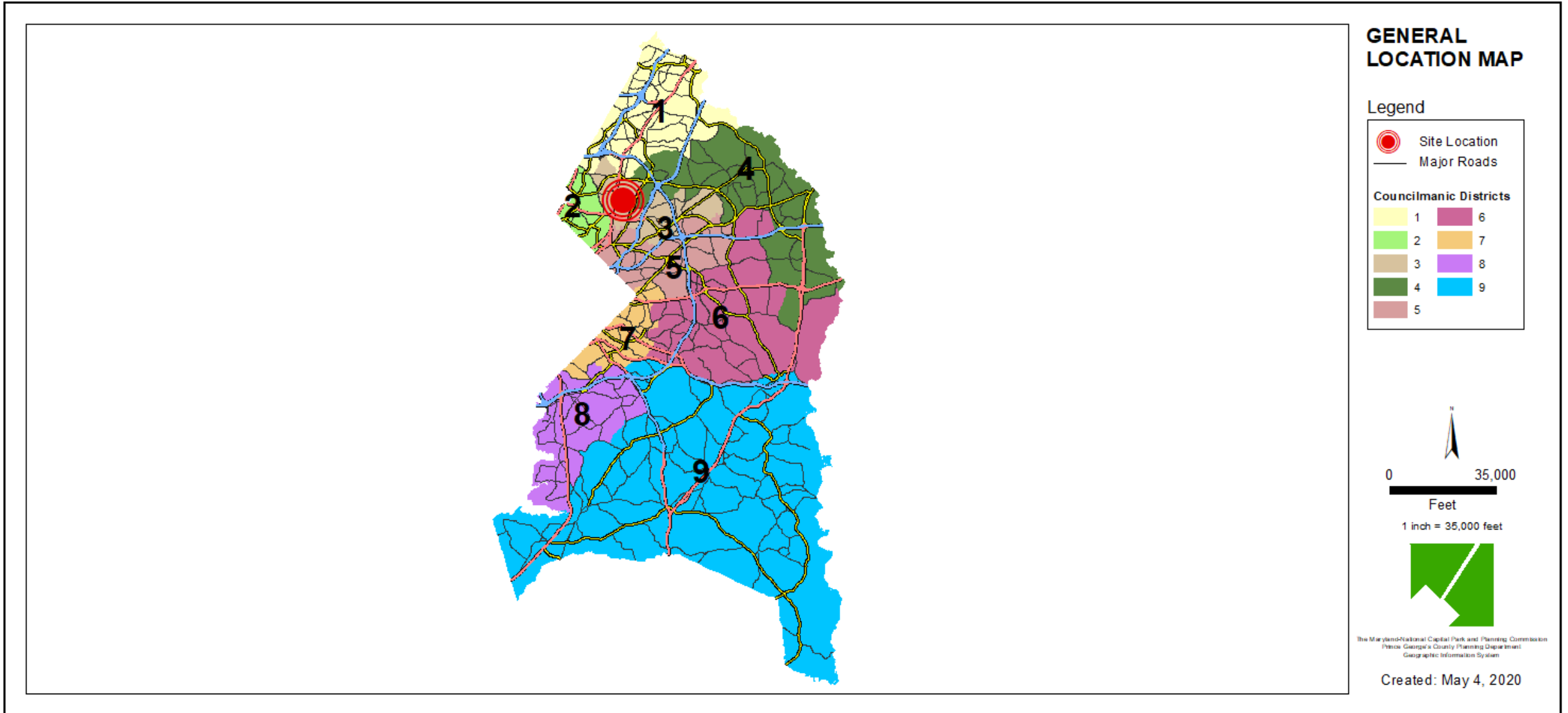
CASE: DSP-18047 & DPLS-485

COLLEGE PARK MARRIOTT

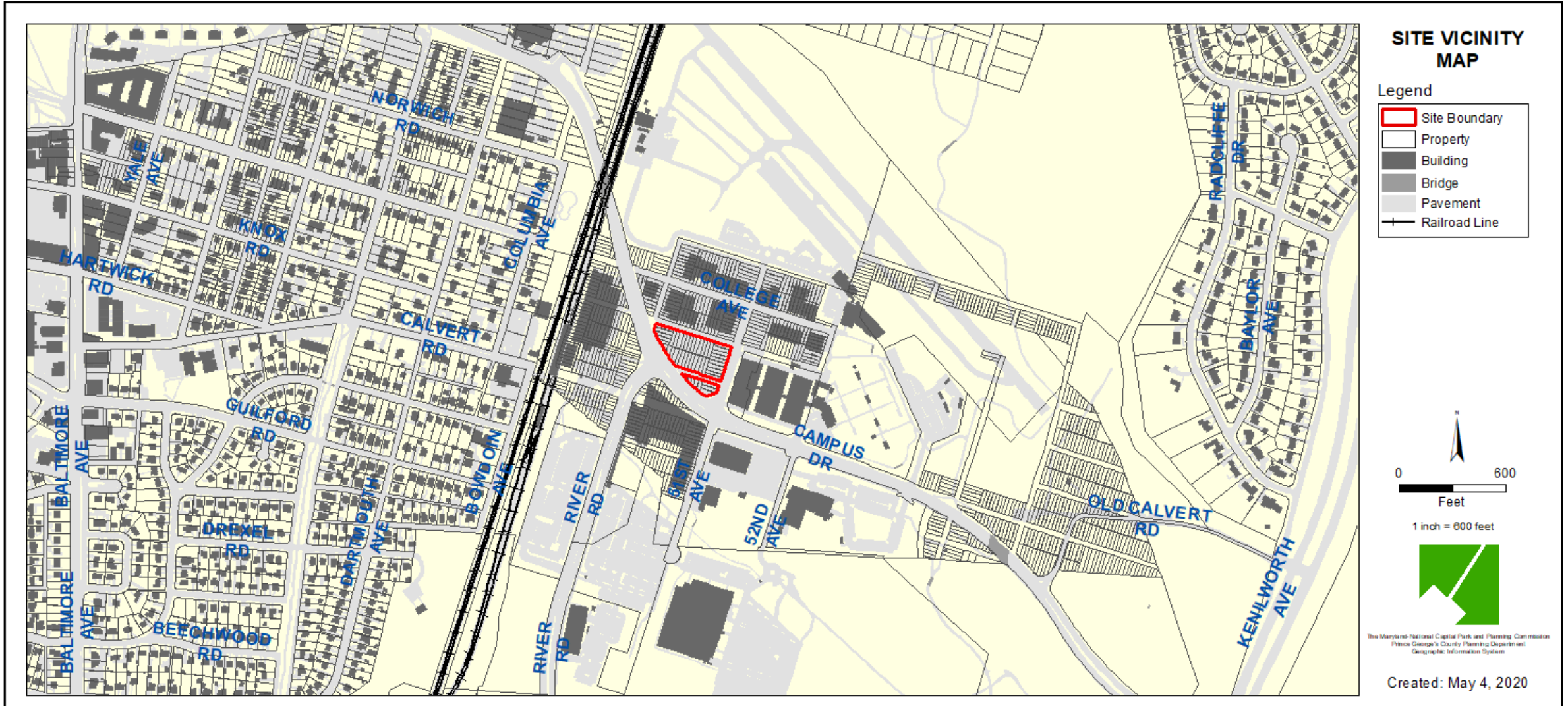
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



GENERAL LOCATION MAP



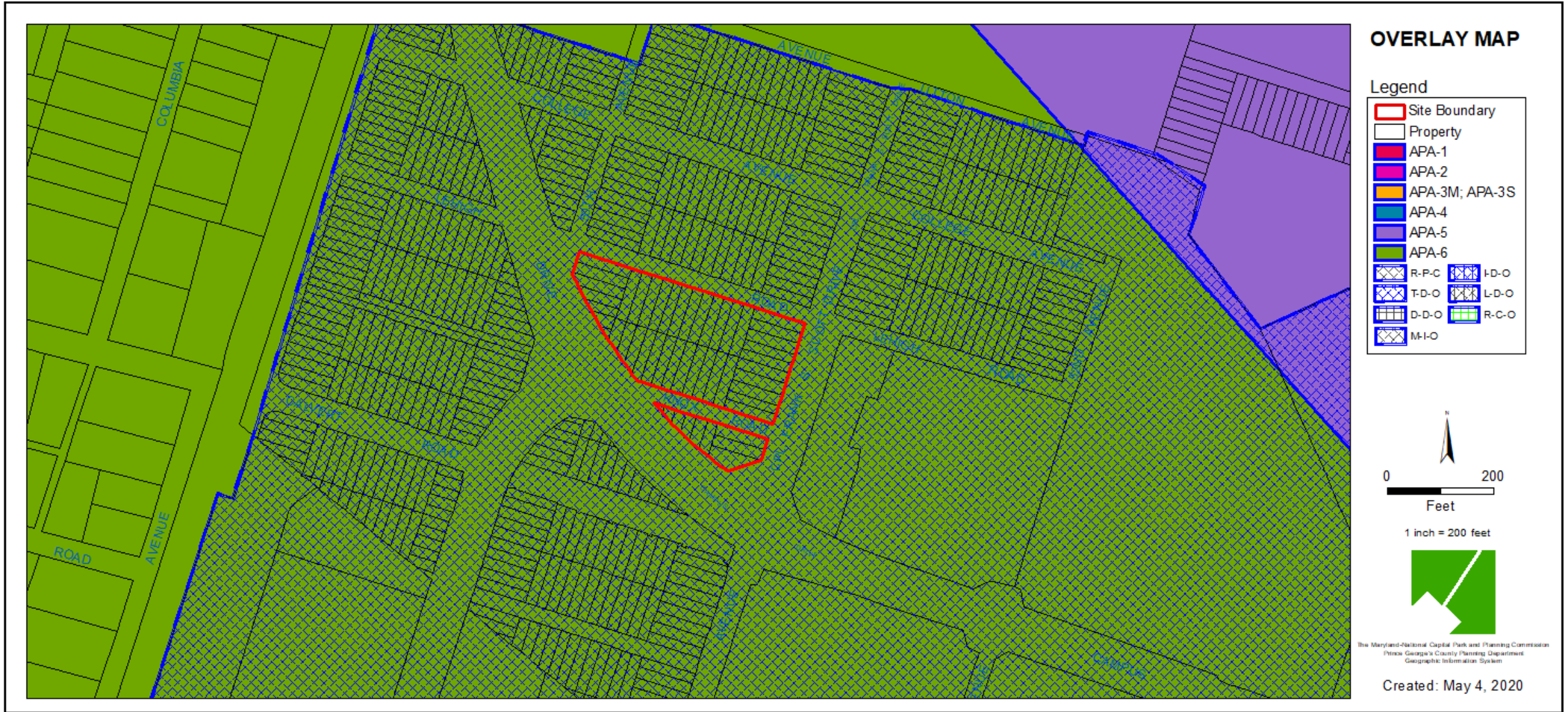
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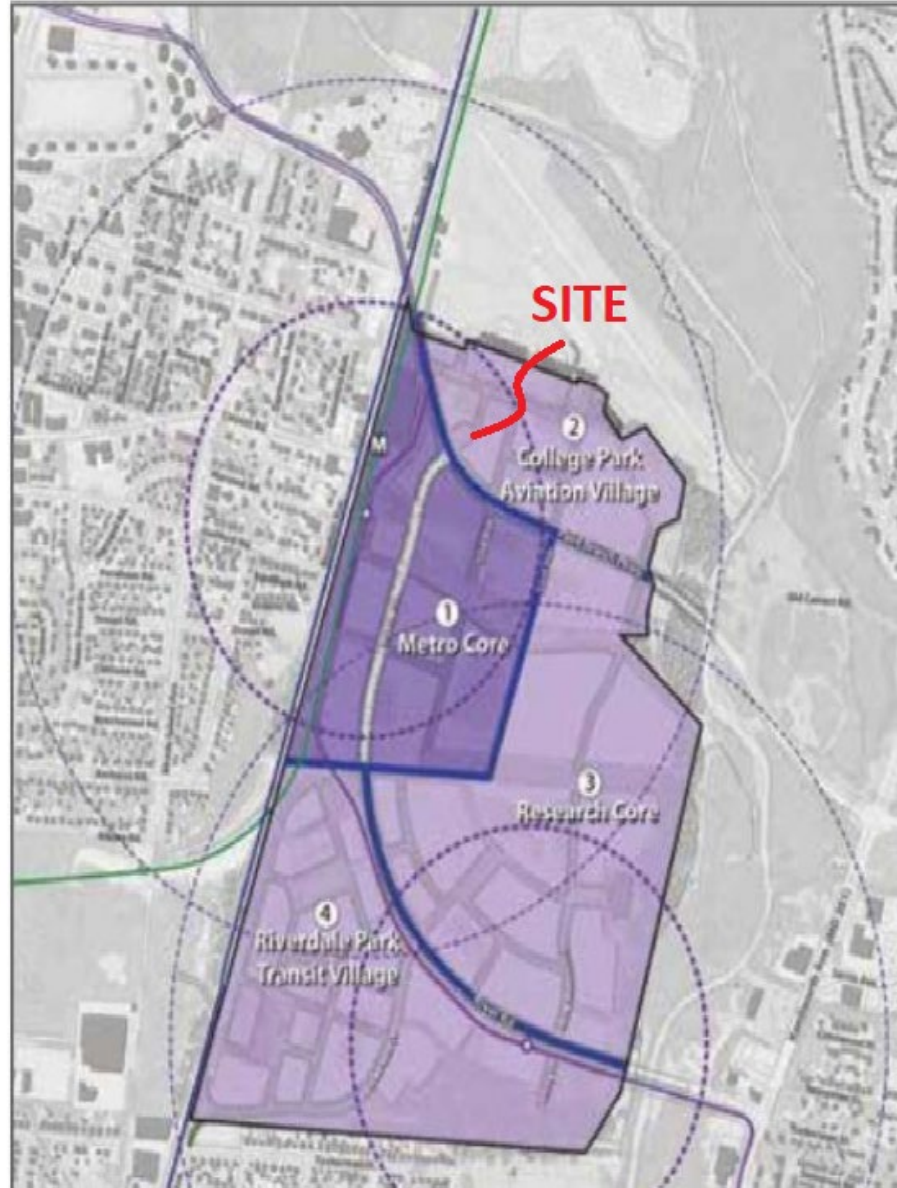
ZONING MAP



OVERLAY MAP



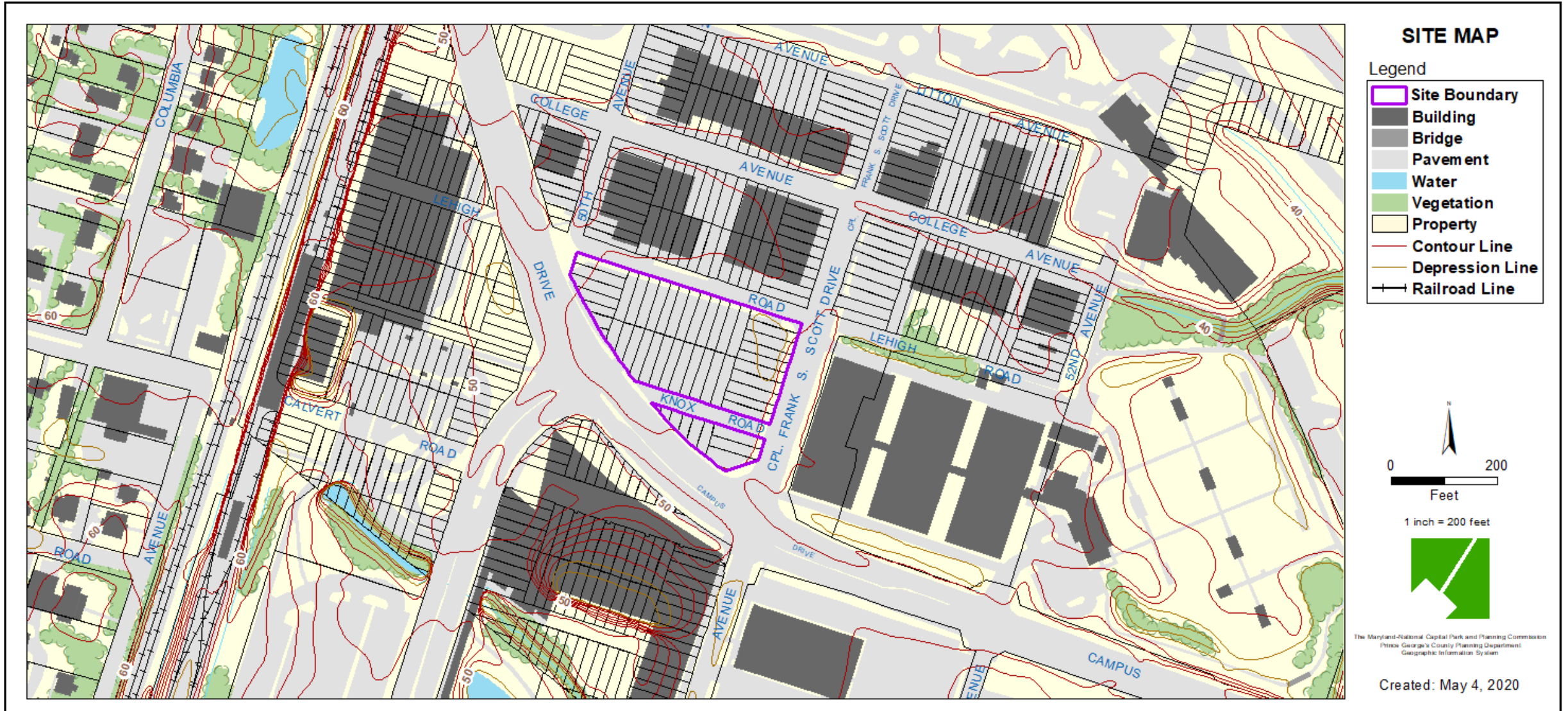
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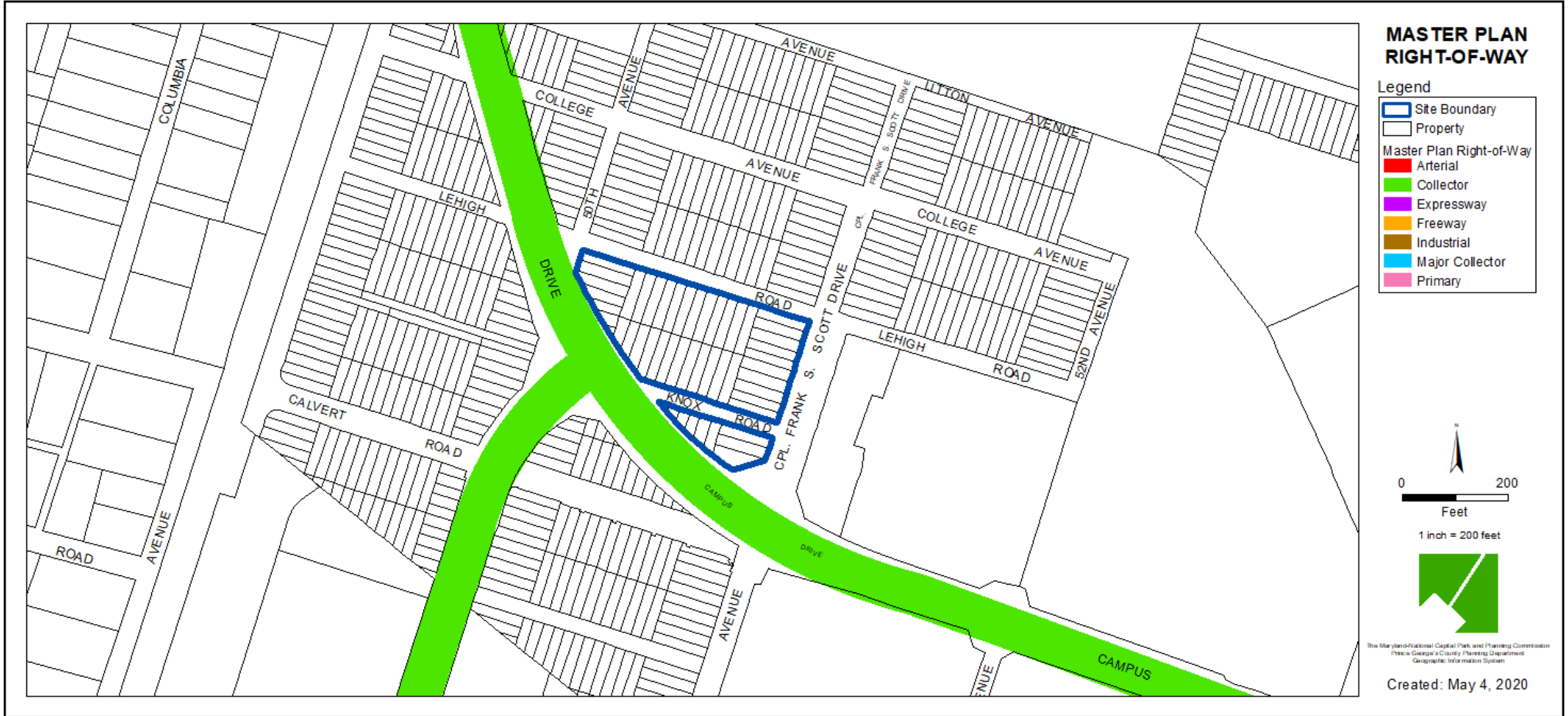
AERIAL MAP



SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW



SITE RENDERING



SOLTESZ, LLC
LANHAM OFFICE

*COLLEGE PARK
MARRIOTT*



NORTH AND WEST ELEVATIONS



NO.	REVISION	DATE

GORDON & GREENBERG
ARCHITECTS
1000 W. WASHINGTON ST.
SUITE 200
COLLEGE PARK, MD 20740
TEL: 410-326-1000
FAX: 410-326-1001
WWW.GORDONANDGREENBERG.COM



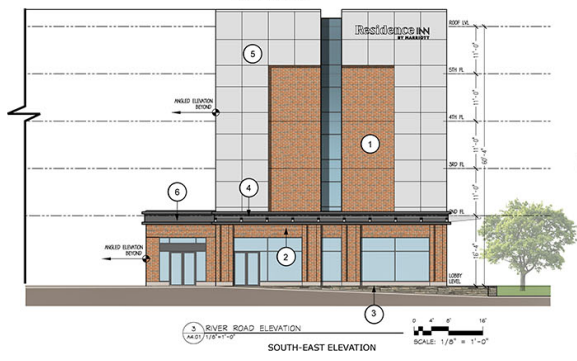
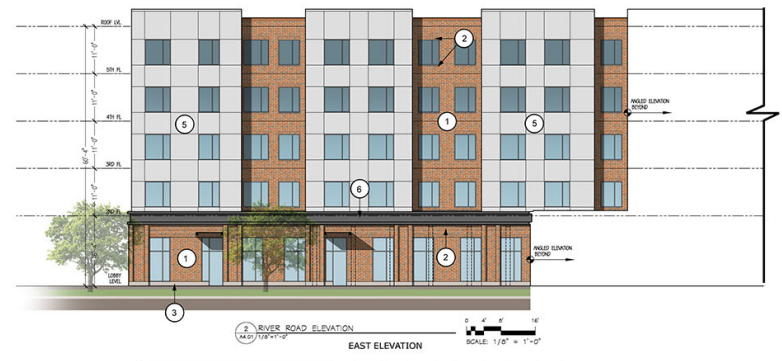
RESIDENCE INN
COLLEGE PARK, MD
BUILDING ELEVATIONS

A4.00

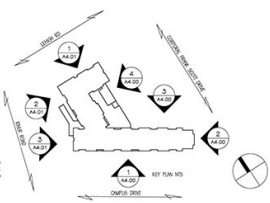
DRD
THE DEVELOPMENT REVIEW DIVISION



SOUTH AND EAST ELEVATIONS



- MATERIAL LEGEND**
- 1 BRICK
 - 2 BRICK SOLDIER COURSING
 - 3 PRECAST BASE
 - 4 METAL CANOPY
 - 5 METAL LOOK INSULATED PANEL
 - 6 METAL LOOK INSULATED PANEL BANDING



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Residence Inn
Inn
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May 28, 2019
Revised: June 3, 2020

VIA HAND DELIVERY

Mr. Thomas Burke
Development Review Division
Prince George's County Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

**RE: Marriott Residence Inn – College Park
Detailed Site Plan (DSP-18047)**

Dear Mr. Burke:

This application is a request by New County Hotel, LLC (the "Applicant"), for the concurrent review of the Detailed Site Plan ("DSP") application for the College Park Marriott Residence Inn ("Marriott Hotel") development project for vertical mixed-use development. The application is an infill development project on land currently owned by the Prince George's County. The site has an address locating it on the northeast corner of the Campus Drive (*formerly Paint Branch Parkway*) and Corporal Frank S. Scott Drive intersection in College Park, Maryland (the "Property") and is within walking distance (approximately 590 feet) to the College Park Metro Station. The Property is also located within the boundaries of The Approved College Park-Riverdale Park Transit District Development Plan ("TDDP").

1. **Property Description**

The Property is currently unimproved and is being used as a surface parking lot. The site is generally flat with un-compelling environmental characteristics. There are no streams, wetlands, significant trees, or similar features; however, the property is within the existing Paint Branch floodplain. The proposed site improvements are being designed to be served by a combination of several contemporary Environmental Site Design (ESD) stormwater management practices (i.e., bioretention, rain gardens, grassed swale, biochambers). These stormwater facilities will be attractively designed and planted in the context of their location in compliance with Prince George's County and Maryland Department of the Environment requirements and will serve as visual amenities in addition to the water quality benefit features.

2. **Location and Surrounding Land Uses**

The subject property is a triangular-shaped 2.11-acre site (the “Property”), located on the southwest corner of Campus Drive and Corporal Frank Scott Drive intersection. More specifically, the subject property identified on Tax Map 33, Grid E-4, Block 20 Lots 1-44, and Block 26 Lots 8-16. The property is bordered on all sides by roadways as follows:

- North:** Lehigh Road borders the property for its entire frontage; zoned M-U-I.
- South:** Campus Drive; and south of Campus Drive is the campus of the U.S. Food and Drug Administration Center for Food Safety and Applied Nutrition’s (CFSAN) Harvey W. Wiley Federal Building; zoned M-U-I.
- East:** Corporal Frank Scott Drive; across the said roadway is the M-NCPPC operated Tennis Center at College Park; zoned M-U-I.
- West:** Campus Drive; across Campus Drive is the WMATA – College Park Metro and its associated six-level parking structure, surface parking, kiss and ride and bus facility; this facility is also the location of the College Park Purple Line Light Rail station.

3. **Proposed Development**

The TDDP is the guiding document for development within a Transit District Overlay Zone (“TDOZ”), and most development is subject to the approval by the Planning Board of a detailed site plan prepared following the development requirements specified in the TDDP. This Detailed Site Plan is filed to demonstrate that the development proposed satisfies the Policies and Strategies found in the TDDP. The TDDP sets forth development standards which serve in place of the zoning ordinance for the Property. In those instances where an adjustment to the TDDP standards is deemed appropriate, this statement of justification will outline and justify the requested modification in detail.

A. **Development Data Summary**

Zone	Existing M-U-I	Proposed M-U-I
Use(s)	Surface Parking Lot	Hotel, retail uses and surface parking
Acreage:	2.11	2.11
Total Building	-	122,196
Gross Floor Area (SF)	-	6,600
Retail Gross Floor Area (SF)	-	161
Total Hotel Rooms	-	80 spaces
Surface Parking	240 spaces	

Off-street Parking:		
Standard	-	74 spaces
Handicapped		4 spaces
Compact	-	2 spaces
Total	-	80 spaces
Loading:		
- Minimum Required	-	2
- Proposed		2

B. Architecture and Site Design:

The TDOZ provides general urban design and planning objectives to achieve the ultimate vision of sustainable TDOZ in proximity to the College Park Metro Station. Specifically, the following apply to the subject property:

- Density: Intensity of development sufficient to provide a mass of transit riders.
- Diversity: Mix of Land Uses: A mix of complementary uses whose interactions help to promote transit ridership by locating intermediate work trip destinations near public transit stations.
- Design: Development that creates attractive, pedestrian-friendly environments and encourages hotel guests, employees, shoppers and visitors to arrive by various modes of transportation other than the automobile; i.e., public transit, walking, and bicycle.

The TDDP requires residential structures at this location to be five (5) to eight (8) stories high. To achieve the vertical definition envisioned in the TDDP, the Applicant is proposing a five (5) story, 161 room Marriott Hotel sensitively designed to provide a vibrant, transit-oriented, mixed-use hospitality residential, commercial retail development. The buildings address the streets while the significant public plaza along Campus Drive is activated by street-level retail and restaurant uses to animate this important approach corridor to the nearby Metro station and College Park US 1 corridor.

C. Circulation

The site enjoys an effective existing road and sidewalk network to connect the site and surrounding uses to the Metro station and WMATA parking structure. The project proposes the addition of a service drive transecting the property in a southerly to a northerly direction, and that aligns with the signalized intersection of Campus Drive and River Road to create a mid-block connection through the Property.

D. Site Engineering

The proposed improvements will be served by a combination of several contemporary Environmental Site Design (ESD) stormwater management practices (i.e., bioretention, rain gardens, grassed swale, biochambers). These stormwater facilities will be attractively designed and planted in the context of their location and accordance with Prince George’s County and Maryland Department of the Environment requirements and will serve as visual amenities in addition to the water quality benefit features.

The subject property is located within the Water and Sewer Master Plan Service Category 3 for both Water and Sewer. Public water service is currently available to the property along the frontage of Corporal Frank Scott Drive. Public sewer service is available to the property at the corner of Lehigh Road and 50th Avenue.

4. **Prior Approvals**

This Prince George’s County owned property was zoned M-X-T Zone (Mixed-Use – Transportation Oriented) Mixed-Use Infill (M-U-I) Zone as part of 2015 Approved College Park-Riverdale Park Transit District Overlay Zoning Map Amendment SMA (Resolution: CR-7-2015). The site is also subject to the Preliminary Plan of Subdivision 4-18027. The preliminary plan was adopted by the Prince George’s County Planning Board on February 13, 2020 (PGCPB Resolution No. 20-09) with conditions.

5. **Compliance with Evaluation Criteria for A Detailed Site Plan**

Plan Prince George's 2035 Approve General Plan

The application is consistent with the Plan Prince George's 2035 Approved General Plan (Plan Prince George's 2035, i.e., successor to the 2002 General Plan) development pattern policies that call for more dense mixed-use development within regional transit centers. The subject application is located within one of the eight Plan Prince George's 2035 designated Regional Transit Districts.

The vision for regional transit centers is moderate- to high-density and intensity regional-serving centers. Destinations for regional employees and residents that contain a mix of office, retail, entertainment, public and quasi-public, flex, and medical uses; the balance of uses will vary depending on the center’s predominant character and function. Walkable, bikeable, and well-connected to a regional transportation network via a range of transit options. Density and intensity are often noticeably greater within a quarter-mile of Metro and light rail stations. For properties such as the Subject, the General Plan recommends:

New Housing Mix: Predominantly high-rise and mid-rise apartments and condos, townhouses
Average Net Housing Density for New Development: 40+ Dwelling Units/Acre
FAR for New Commercial Development: 3+
Transportation Characteristics: Metrorail with frequent local feeder connections (bus and shuttle service) and intermodal facilities— commuter rail (Amtrak and MARC service), fixed guideway (light rail and bus rapid transit), and interstate highways and arterials.

Approved College Park-Riverdale Park Transit District Development Plan TDDP and TDOZ

The 2015 Approved College Park-Riverdale Park Transit District Development Plan supports the Plan Prince George's 2035 recommendations and strategies for properties such as the subject site that are proximate to transit centers, by envisioning “...*The most intense development should be concentrated in close proximity to transit, supporting a dynamic mix of uses and serving as a destination for employees, residents, and visitors. An appropriate transition from higher intensity uses to the surrounding neighborhoods to the west and south should also be provided to preserve the quality of life of current residents.*”

The subject property is part of the “College Park Aviation Village” area designation in the TDDP. “*The College Park-Riverdale Park TDDP envisions that the College Park Aviation Village as a compact, predominantly residential community with integrated neighborhood-serving retail and civic uses. New open spaces create opportunities for passive and active recreation with enhanced connectivity, views, and signage to highlight the College Park Aviation Museum as a cultural anchor.*” The Subject Property is located approximately 590-feet (walking distance) from the center of the platform serving the College Park Metro Station. The Master Plan recommends buildings of 5 to 8 stories for the subject property.



6. **Zoning Ordinance** As demonstrated below.

Section 27-546.15 M-U-I Zone (Mixed Use-Infill)

- (a) *The general purpose of the M-U-I Zone is to permit, where recommended in applicable plans or requested by a municipality or the Prince George's County Redevelopment Authority, a mix of residential and commercial uses as infill development in areas which are already substantially developed. The M-U-I Zone may be approved on properties which adjoin developed properties or otherwise meet plan recommendations and which have overlay zone regulations requiring site plan review, or on property owned by a municipality or the Prince George's County Redevelopment Authority, which requests the zone.*
- (b) *The specific purposes of the M-U-I Zone are:*
- (1) *To implement recommendations in approved Master Plans, Sector Plans, or other applicable plans by encouraging residential or commercial infill development in areas where most properties are already developed;*
 - (3) *To encourage innovation in the planning and design of infill development;*
 - (4) *To allow flexibility in the process of reviewing infill development;*
 - (5) *To promote smart growth principles by encouraging efficient use of land and public facilities and services;*
 - (6) *To create community environments enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses; and*
 - (7) *To permit redevelopment, particularly in areas requiring revitalization, of property owned by a municipality or the Prince George's County Redevelopment Authority.*

Response: The Property is owned by the Prince George's County; is classified in the M-U-I Zone (Mixed Use-Infill). It is also located within the boundaries of the Approved College Park-Riverdale Park TDDP (Transit District Development Plan); which envisions the Property as part of "College Park Aviation Village." Properties designated as part of Aviation Village are within an easy walk of the College Park Metro station (and future College Park Light Rail Purple Line Station), to be improved as moderate-to higher mixed residential, employment, and commercial development.

The proposed DSP includes a mix of commercial/hospitality residential, and commercial retail uses. The average density in terms of floor area ratio for the Property is approximately 1.33 FAR based on an estimated 2.11 gross site acreage. The site is located a very short distance from the entrance to the College Park Metro Station (i.e., 590± feet to the Metro Station platform). The DSP development plan maximizes connectivity between the project site and the College Park Metro Station by an extension of the existing sidewalk along Lehigh Avenue at the rear of the property.

In addition to the crosswalk and sidewalk(s), the DSP strives to create a pedestrian-friendly environment by providing a linear open space along the site's entire frontage on Campus Drive with carefully designed pedestrian-scale amenities, including light fixtures, signage, and landscaping elements and materials. The DSP also arranges nonresidential uses serving multifamily units, retail, and restaurant uses at the street level fronting a linear open space to create an active street front along Campus Drive, as well as within the development site. Bicycle parking is also planned in front of the retail/restaurant uses to encourage alternative transportation.

For a more extensive explanation of the DSP application's compliance with the Master Plan TDDP Design Standards, refer to the following section 9 entitled "The Approved College Park-Riverdale Park Transit District Development Plan Amendment Compliance – Transit District Standards."

Section 27-546.16. - Approval of Zone.

- (a) The District Council may approve the M-U-I Zone in a Sectional Map Amendment, a T-D-O Zone map amendment, a D-D-O Zone map amendment, an individual map amendment requested by a municipality or the Prince George's County Redevelopment Authority, or an individual site plan case, subject to the provisions in this Subdivision.*
- (b) The M-U-I Zone may be approved on property which has proposed development subject to site plan review and is in the Transit District Overlay Zone or the Development District Overlay Zone, or on property owned by a municipality or the Prince George's County Redevelopment Authority, which requests the zone.*
 - (1) Property in the T-D-O Zone may be reclassified from its underlying zone to the M-U-I Zone by an amendment to the Transit District Development Plan (TDDP). In the amendment process, the owner shall show that the proposed rezoning and development will meet TDDP goals and objectives and will be compatible with existing or approved future development on adjacent properties.*
 - (2) Property in the D-D-O Zone may be reclassified from its underlying zone to the M-U-I Zone through the property owner application process in Section 27-548.26(b). In the review process, the owner shall show that the proposed rezoning and development will be compatible with existing or approved future development on adjacent properties.*

- (3) ***Property owned by a municipality or the Prince George's County Redevelopment Authority may be reclassified to the M-U-I Zone under the following procedures:***
- (A) ***As to notice and hearing procedures in general, the Planning Board and District Council shall follow the requirements in Part 3, Division 9, for site plan cases. The processing of applications filed by municipalities or the Prince George's County Redevelopment Authority shall be expedited, and the Planning Board must file its recommendation with the Council not later than fifty (50) days after the application of the municipality or the Prince George's County Redevelopment Authority is accepted for filing.***
 - (B) ***The application by the municipality or the Prince George's County Redevelopment Authority shall include all materials required in Part 3, Division 9, for Conceptual Site Plan cases, with a statement which enumerates proposed uses on the site, demonstrates how the proposed mix of uses meets M-U-I Zone purposes, and shows how proposed development will promote redevelopment and revitalization in the vicinity of the property owned by the municipality or the Prince George's County Redevelopment Authority.***
 - (C) ***A municipality or the Prince George's County Redevelopment Authority shall file its application with Planning Board staff, which after acceptance must prepare a report and recommendation. The Planning Board shall hold a public hearing on the application, prepare its recommendation, file its decision with the Clerk of the Council, and send copies to persons of record.***
 - (D) ***Within thirty (30) days of the mailing of the Planning Board decision, any person of record may file with the Clerk of the Council comments on the application or a request for oral argument, or both. Oral argument must be held prior to final action on the application, if ordered by the Council or requested by a person of record.***
 - (E) ***Before taking final action, the Council may refer the case to the Zoning Hearing Examiner, for review of specific issues. The Examiner shall give priority in scheduling to all such cases. After hearing, the Examiner shall address and make recommended findings on the issues in the referral order and the standards given below. A person who was not a party of record when the Planning Board closed the record may become one after the referral to the Examiner.***
 - (F) ***The District Council may take final action approving the application by the municipality or the Prince George's County Redevelopment Authority,***

for the M-U-I Zone, with or without conditions, if it finds that the mix of uses proposed in the application will meet the purposes of the M-U-I Zone and that the proposed development will be compatible with existing and approved future development on adjacent properties, will not be inconsistent with an applicable Master Plan or the General Plan, as amended will conform to the purposes and standards of an applicable TDOZ, DDOZ or M-U-TC Development District Plan, and will enhance redevelopment or revitalization in the vicinity of the property owned by the municipality or the Prince George's County Redevelopment Authority.

Response: As noted above, the Property is both owned by the Prince George's County, and was rezoned from M-X-T Zone (Mixed-Use – Transportation Oriented) to Mixed-Use Infill (M-U-I) Zone as part of 2015 Approved College Park-Riverdale Park Transit District Overlay Zoning Map Amendment SMA (Resolution: CR-7-2015). Therefore, the above Zoning Standards of Section 27-546.16 do not apply.

Section 27-546.18. - Regulations.

- (a) *Except as provided in Subsection (b), the regulations governing location, setbacks, size, height, lot size, density, and other dimensional requirements in the M-U-I Zone are as follows:*
- (1) *R-18 Zone regulations apply to all uses in Section 27-441(b)(3), Miscellaneous;*
 - (2) *R-18 Zone regulations apply to all uses in Section 27-441(b)(6), Residential/Lodging, except hotels and motels;*
 - (3) *C-S-C Zone regulations apply to hotels and motels and all other uses; and*
 - (4) *Multifamily residential densities up to forty-eight (48) units per acre are permitted.*
- (b) *Where an owner proposes a mix of residential and commercial uses on a single lot or parcel in the M-U-I Zone, the site plan as approved shall set out the regulations to be followed. The approved regulations may reduce parking requirements by thirty percent (30%), where evidence shows that proposed parking will be adequate, notwithstanding provisions in Part 11.*

Response: The proposed Marriott Hotel DSP application incorporates a mixture of commercial hospitality residential and commercial retail uses into an attractive design that not only captures the letter (i.e., standards) but the spirit of the College Park-Riverdale Park TDDP plan. The DSP design arranges tenant units to provide a vibrant, transit-oriented, mixed-use hospitality residential, commercial retail development. The building addresses the streets while the significant public plaza along Campus Drive is activated by street-level retail and restaurant uses

to animate this important approach corridor to the nearby Metro station and College Park US 1 corridor.

Section 27-546.19. - Site Plans for Mixed Uses.

- (a) An owner proposing mixed residential and commercial development on the same lot or parcel in the M-U-I Zone may not obtain permits before a Detailed Site Plan is approved in accordance with this Section.***
- (b) The owner shall file a Detailed Site Plan application which meets the requirements of Part 3, Division 9, and includes:***
 - (1) Architectural elevations;***
 - (2) A statement showing how the proposed uses on the subject property are compatible with one another; and***
 - (3) A statement showing how the proposed uses are compatible with existing or approved future uses on adjacent properties.***
- (c) A Detailed Site Plan may not be approved unless the owner shows:***
 - (1) The site plan meets all approval requirements in Part 3, Division 9;***
 - (2) All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;***
 - (3) Proposed uses on the property will be compatible with one another;***
 - (4) Proposed uses will be compatible with existing or approved future development on adjacent properties and an applicable Transit or Development District; and***
 - (5) Compatibility standards and practices set forth below will be followed, or the owner shows why they should not be applied:***
 - (A) Proposed buildings should be compatible in size, height, and massing to buildings on adjacent properties;***
 - (B) Primary facades and entries should face adjacent streets or public walkways and be connected by on-site walkways, so pedestrians may avoid***

crossing parking lots and driveways;

- (C) Site design should minimize glare, light, and other visual intrusions into and impacts on yards, open areas, and building facades on adjacent properties;*
- (D) Building materials and color should be similar to materials and color on adjacent properties and in the surrounding neighborhoods, or building design should incorporate scaling, architectural detailing, or similar techniques to enhance compatibility;*
- (E) Outdoor storage areas and mechanical equipment should be located and screened to minimize visibility from adjacent properties and public streets;*
- (F) Signs should conform to applicable Development District Standards or to those in Part 12, unless the owner shows that its proposed signage program meets goals and objectives in applicable plans; and*
- (G) The owner or operator should minimize adverse impacts on adjacent properties and the surrounding neighborhood by appropriate setting of:*
 - (i) Hours of operation or deliveries;*
 - (ii) Location of activities with potential adverse impacts;*
 - (iii) Location and use of trash receptacles;*
 - (iv) Location of loading and delivery spaces;*
 - (v) Light intensity and hours of illumination; and*
 - (vi) Location and use of outdoor vending machines.*

Response: The Detailed Site Plan submittal documents show the architecture and location of buildings, parking spaces, vehicular traffic flow direction; handicapped parking, access aisle and sign details; landscaping and lighting details; fencing details; curb, gutter, parking lot access, and circulation, paving and sidewalk details; and public common area amenity details. A detailed discussion of the application's compliance to the DSP standards is addressed in section 9 below, where the Applicant has provided detailed responses and discussions relative to the proposed Marriott Hotel application's compliance with the multitude of guidelines or standards promulgated for it's near Metro Station located within the College Park-Riverdale Park TDDP.

7. **Compliance with Woodland Conservation and Tree Preservation Requirements**

Response: The site will comply with the current woodland conservation requirements using a letter of exemption.

8. **Compliance with Landscape Manual Requirements**

This site is subject to the following sections of the Prince George’s County Landscape Manual:

- Section 4.2 (c)(3)(A) Landscape Strips Along Streets,
- Section 4.3 (c)(2) Parking Lot Interior Planting
- Section 4.4 (c) Screening Requirements
- Section 4.9 Sustainable Landscape Requirements.

Response: The tabulations of these Landscape Manual requirements are included on the Landscape Plans. The requirements for Section 4.2 of the Landscape Manual are met. Section 4.3 requirements are mostly met, except for providing a planting island on average every ten parking spaces. Sections 4.4 and 4.9 are met. For further details refer to the Landscape and Hardscape plans included as part of the submittal.

9. **The Approved College Park-Riverdale Park Transit District Development Plan Amendment Compliance**

Transit District Standards

The College Park-Riverdale Park Transit District Development Plan (“TDDP”) covers approximately 289 acres in northwestern Prince George’s County adjacent to the College Park/University of Maryland Metro Green Line Station and future Purple Line light rail station are located directly across Campus Drive/east of the subject site. The northern half of the transit district area is situated in the City of College Park while the southern half is in the Town of Riverdale Park. The TDDP envisions four interconnected neighborhoods that transform the current auto- and suburban-oriented office and industrial area into a vibrant, walkable mixed-use center and position the innovative M Square Research Park as the centerpiece of a regional employment hub. The TDDP emphasizes environmental stewardship and improves walkability and access to the transit district’s diverse transit options and surrounding historic communities.

Although a TDDP/TDOZ typically focuses on physical development, land use, and transportation issues, more recent approaches to land use and policy planning set the stage for a new direction where the updated TDDP will serve a higher purpose by clearly establishing a cohesive vision and illuminating the path to a comprehensively planned transit district. All elements—land use, urban design, transportation and mobility, the natural environment, healthy communities, economic prosperity, housing and neighborhoods, community heritage and culture, and public facilities—will come together as part of a mosaic, pieces of a greater whole. In short, this TDDP will serve the same function as a typical master plan or sector plan in guiding the future of this key area within College Park, Riverdale Park, and Prince George’s County.

Intent

The transit district standards contain regulations and recommendations that impact the design and character of development within the College Park-Riverdale Park Transit District including landscape and urban open spaces. The purpose of these standards is to shape a high-quality built environment and to create a strong sense of place for the transit district consistent with the recommendations of the transit district development plan (TDDP).

These standards do not supersede any building code or fire code regulations that relate to life safety issues.

Building Form | Orientation, Block Lengths, and the Build-To Lines

The placement and form of buildings establish the character of the built environment. It is essential to create walkable blocks and ensure buildings help frame streets and other public spaces to improve the sense of enclosure that makes pedestrians feel comfortable as they walk between transit and their destinations to achieve a transit-oriented, walkable mixed-use environment. The relationship of block sizes, building frontage and build-to lines, height, and massing complements the street network and is of utmost importance in creating great places that maximize the potential of the transit district while also ensuring compatibility with and minimizing impacts on existing communities.

Building Orientation

- *Buildings and lots have fronts, sides, and backs. The front of buildings shall face the public realm— streets and urban parks. The backs of buildings and lots, which constitute the private or service side, should face alleys or the middle of blocks and be screened from view. Sides of buildings and lots may face either the public realm or may be concealed mid-block.*

Response: The Marriott Hotel is designed with its primary architectural feature or identity as well as the entrances to the retail tenant spaces focused towards the building's primary Campus Drive street frontage.

- *The major or primary streets identified by the TDDP (including Paint Branch Parkway (now known as Campus Drive), River Road, University Research Court, Rivertech Court, Greenway Corridor Road, Corporal Frank Scott Drive among others-see Map 12 on page 79.) shall be considered the primary frontage street. All new development shall face or align the “front” of their buildings to these streets. If a lot has frontage on any two or more of these streets, buildings should be designed to incorporate entrances on each street.*

Block Lengths

- *No block length shall exceed 650 feet unless a public access easement and/or pedestrian passage is incorporated along the block length to provide pedestrian and bicyclist through access to another street or public open space. Smaller block lengths are encouraged, particularly in the College Park Aviation Village and Riverdale Park Urban Village, to promote connectivity.*

Response: The subject property complies with this design standard. The property has block lengths of approximately 463-feet of frontage on Campus Drive, 243-feet on Corporal Frank Scott Drive, and 416-feet of frontage on Lehigh Avenue.

- *Public access easements and/or pedestrian passages through blocks should be a minimum of eight feet in width.*

Response: No public access easements or pedestrian passages are required since the block lengths are less than 650-feet.

- *When alleys and service drives are provided, they are included within blocks and do not divide one block from another.*

Response: The Hotel's design incorporates a service drive transects the site in a southerly to a northerly direction, and that aligns with the signalized intersection of Campus Drive and River Road. The main guest entrance to the Hotel will access from this service drive.

Build-to Lines

The build-to lines for buildings within the transit district establish the range for how close buildings must be placed to streets to foster an urban, pedestrian- and transit-oriented development pattern. For the purpose of these transit district standards, build-to lines shall be measured from the face of curb, and the build-to line is consistent across all neighborhoods. The area between the face of the curb and the building shall contain a tree zone (an area for street trees, landscape plantings, and step-off areas for parallel parking spaces), a pedestrian zone (a clear route for unobstructed pedestrian circulation), and a semi-private zone (an area where additional landscape plantings, front yards for residential buildings, café tables and seating, storefront displays, and similar elements may be placed).

- *The front build-to line shall be located a minimum of 15 feet and a maximum of 25 feet from the face of the curb.*

- *In predominantly residential areas, the build-to line should be placed closer to the face of curb (15 to 20 feet) while predominantly commercial areas and properties facing a primary open space should have build-to lines further from the face of curb (20 to 25 feet) to accommodate high pedestrian volumes, café seating, forecourts, and similar features.*

Response: To accommodate the variance in ground elevation/grade levels between the Campus Drive ROW and the subject property, an open pedestrian plaza fronting the hotel and commercial retail uses along Campus Drive is designed as an elevated pedestrian promenade. The main hotel structure design is set back from the 25-foot Build-to-Line (“BTL”) along the road frontage, at a maximum of seven (7) feet. Therefore the building is set back a maximum of 32-feet from the existing face of curb along Campus Drive. The curvilinear shape of Campus Drive conflicts with the straight lines of the hotel facade that enables the small triangular shaped southeast corner of the building to protrude into the BTL. Along Lehigh Avenue, the main hotel structure and exterior stairwell/retaining wall protrude into the 15-foot BTL, making the facade less than 15-feet away from the curb.

Modification: A modification is necessary for the BTL along Campus Drive and Lehigh Avenue. The majority of the building façade along Campus Drive is greater than 25-feet away from the curb, ranging from 25-feet+ to 32-feet. The entirety of the building facade along Lehigh Avenue is less than 15-feet from the curb, ranging from 13-feet to 14.5-feet.

- *Expansions to existing buildings should be designed to emphasize the street either by redefining the street edge along the build-to line (e.g., placing the expansion along the street front of the existing building to the extent feasible) or providing landscaped open spaces, such as plazas, café or informal seating areas, and other appropriate amenities that will reinforce the street as the major element of the public realm.*

Response: The subject building is for the construction of a “new” commercial Hotel; therefore, this standard does not apply.

- *If café seating, plazas, or similar amenities are proposed, the applicant may shift the build-to line back to a distance not to exceed an additional 25-feet to accommodate the placement of these amenities. The extent of this additional build-to line shall directly correspond to the width of the proposed amenity spaces to be provided; in other words, the additional build-to line shall under no circumstance apply to the entire facade of the building if the café area, plaza, or other amenity only occupies a portion of the facade.*

Response: To accommodate the pedestrian plaza for the proposed Marriott Hotel and associated retail uses, the BTL proposed along Campus Drive frontage ranges between 32-feet and 19-feet.

- *Pavilions up to 8,000 square feet (whether open-air or enclosed) and civic buildings (including government buildings, libraries, museums, and healthcare facilities) are exempt from all build-to line standards. These facilities should be designed and located as special places and gathering points for residents and workers, ideally along primary open spaces and near the center of neighborhoods. No portion or element of these buildings shall impede pedestrian movement within the pedestrian zone of the street space.*

Response: The subject application does not include the construction of any pavilions; therefore, this standard does not apply.

Public Utilities Easements

One of the challenges in implementing a transition from a traditionally suburban center to a more urban, mixed-use, transit-oriented community involves the relationship of streets and buildings to public utilities.

The suburban utilities model typically includes a minimum public utility easement (PUE) of 10 feet in width along the street, free and clear of landscape plantings and development. This PUE can often make a more urban form difficult or even impossible to implement, because the desire to frame streets with buildings set close to sidewalks and roadways is at odds with the PUE requirement and existing utilities placement.

Response: The development purposes a 5' wide PUEs which are an adequate width to supply utilities to the proposed parcel. The property is located within the College Park-Riverdale Park Transit District Development Plan, which stresses urban-scale development. A 10' PUE will make a more urban form for this site problematic or even impossible to implement, because the desire to frame streets with buildings set close to sidewalks and roadways is at odds with a 10' PUE requirement. The Transit District Development Plan encourages the negotiation with utility companies to reduce the width of PUEs in order to ensure the site is developed with the transit-oriented character expressed throughout the standards text. These conditions create an environment that is unique to the property and generally not applicable to other properties. Thus, the engineering solutions to the placement of development infrastructure and associated easements must also be unique.

These transit district standards recognize the need to continue conversations with utility providers, developers, municipalities, and implementing agencies to compromise on a more urban form of development where utilities are often channelized or placed in underground vaults beneath streets or planting areas. A balance should be struck between utility service, cost efficiency, ease of maintenance, and urban form.

Response: As discussed in the above standard, the Applicant and their design team are making every effort to comply with this standard. They are actively negotiating with the

public utility agencies and companies on the most efficient location of both wet and dry utilities.

To implement a horizontal and vertical mixed- use, transit-oriented character, build-to lines are established by these transit district standards. In some cases, these build-to lines may not be sufficient to accommodate a traditional PUE between the buildings and the right-of-way. Where the build-to line does not accommodate a sufficient PUE, the applicant should attempt to negotiate an alternative location or width of the public utility easement. Where an alternative location or width cannot be negotiated, the build-to line may be increased by the minimum width necessary to accommodate the PUE.

Response: The Applicant and their design team are making every effort to negotiate with the public utilities for the accommodation of existing and future wet and dry utility services fronting the subject property.

Redevelopment of the Kropp's Addition area, north of the Paint Branch Parkway, and continued development of vacant parcels provide an opportunity to incorporate urban utility provisions at every stage of design and construction. Public utilities shall be located underground beneath the streets and sidewalks or in the rear of lots to the fullest extent feasible, and approaches such as utility vaults should be used to provide access for maintenance and repair.

Response: Where feasible, the proposed Marriott Hotel plan complies with this TDDP design standard.

Building Form | College Park Aviation Village

Height

College Park Aviation Village: Located between the College Park Airport and Paint Branch Parkway (now known as Campus Drive), the College Park Aviation Village is a compact, predominantly residential community with integrated neighborhood-serving retail and civic uses. New open spaces create opportunities for passive and active recreation with enhanced connectivity, views, and signage that highlight the College Park Aviation Museum as a cultural anchor.

- ***Building heights adjacent to the intersection of Paint Branch Parkway and River Road Extended shall range from five to eight stories (to a maximum of 120 feet in height).***

Response: The proposed Marriott Residence Inn is designed as a five (5) story structure with a height 60-feet four (4)-inches, complies with this design standard.

- *Other properties in the College Park Aviation Village west of the youth tennis center and the aviation museum shall range from four to six stories (to a maximum of 85 feet in height).*

Response: The above design standard intended for properties other than the subject site; therefore, this standard does not apply.

- *Any future development on the youth tennis center, aviation museum, or former 94th Aero Squadron properties shall range from one to six stories (to a maximum of 85 feet in height).*

Response: The above design standard intended for properties other than the subject site; therefore, this standard does not apply.

- *Pavilions up to 8,000 square feet or civic buildings shall be a minimum of two stories in height (or at least 30 feet).*

Response: The above design standard civic buildings; therefore, this standard does not apply.

Lot Occupation

- *The frontage buildout shall be a minimum of 70 percent at the build-to line.*

Response: This standard is not achieved. The proposed Marriott Residence Inn is designed with 280-foot or approximately 60-percent buildout along the Campus Drive frontage.

Modification: The proposed improvements will be served by a combination of several contemporary Environmental Site Design (ESD) stormwater management practices (i.e., bioretention, rain gardens, grassed swale, biochambers). These stormwater facilities will be attractively designed and planted in the context of their location and following Prince George's County and Maryland Department of the Environment requirements to serve as visual amenities in addition to the water quality benefit features. For these reasons, a Modification is required from the minimum frontage buildout of this standard. The Applicant believes the modification is warranted due to the character and quality of design, and which will both benefit the development and not impair implementation of the TDOZ. Furthermore, a significant portion of the site is impacted by existing floodplain and mandatory stormwater at grade bioretention and compensatory underground stormwater storage facilities, and utility easements that severely limit buildable areas of the site.

- ***Building recesses, up to 12 feet behind the build-to line, may be permitted for not more than 40 percent of the required frontage buildout to accommodate elements such as café seating and forecourts and provide architectural interest.***

Response: Campus Drive as it passes subject site has a curve to the street profile. Wider Sidewalks have been provided. The building elevation has been raised to comply with site flood plain requirements. The building only fronts up to 60% along Campus Drive. A Retail component occurs for approximately 30% of the frontage. An exterior terrace has been provided in front of the retail to potentially provide for exterior seating for future desired food establishments.

Area has been provided using stairs and ramps to allow the public access to the exterior dining terrace.

With the length of the building and the curve of the street the design team feel a comfortable siting along campus drive has been achieved.

- ***Lot coverage shall be a maximum of 80 percent.***

Response: The subject development proposed lot coverage is 62-percent, complies with this standard.

- ***Buildings shall occupy a minimum of 50 percent of the net lot area.***



Response: The “net lot area” is technically zero (0) square feet, as the entire site lies within the floodplain. However, if we ignore this, the building occupies 31-percent of the site.

- ***Corner towers, landmark features, or bays may project up to 10 feet forward of the build-to line, and other building elements may project up to 4 feet forward of the build-to line (both subject to the approval of pertinent agencies if public areas are affected) for no more than 25 percent of the required building frontage. Towers, bays, awnings, canopies, and similar projections may span over the pedestrian zone of the street space but shall not impede pedestrian movement.***

Response: The proposed Marriott Hotel complies with this standard. The Architecture has a contemporary segmented upper floor facade with retail activated Campus Drive Ground floor look. The hotel entry occurs on the side of the building perpendicular to Campus Drive. Hotel entries and canopies do not occur along Campus Drive. The Architect and design team do not feel a Corner tower or Landmark feature will be an element that will improve the Architecture or is justified.

Yards

- ***The minimum side setbacks shall be 0 feet. Whenever possible, buildings shall be built flush to adjacent buildings and share party walls to create a unified streetscape.***

Response: Because publicly maintained streets surround the Hotel site, it does not have any front, rear, or side yards that are common with any neighboring lots, parcels, or buildings. Therefore this standard does not apply to the subject property and related application.

- ***Buildings shall be set back a minimum of 10 feet from the rear property line.***

Response: The Zoning Ordinance defines a rear lot line as the "Lot Line" generally opposite or parallel to the "Front Street Line," except in a "Through Lot" which has no "Rear Lot Line." By definition, subject property is classified as a Through Lot and therefore, there is no rear property lot line.

- ***Variations in the build-to line are permitted (within the ranges established by these standards) for adjacent buildings to provide visual interest. Elements such as forecourts, stoops, shopfronts, and arcades are encouraged to add flexibility and diversity within the built environment.***

Response: A detailed discussion of the Hotel’s compliance with the build-to line requirements is discussed in detail in the above College Park-Riverdale TDDP Design

Standards section entitled “Build-to Lines.” The Hotel building is located as close to BTL as possible.

Building Form | Massing and Transitions

Massing

Buildings should be designed to ensure new development is responsive to issues of scale, natural lighting, pedestrian comfort, and compatibility with neighboring communities.

- *An expression line is required above the base section of individual buildings, and horizontal band lines shall be used on elevations where there are changes in primary materials.*

Response: As currently proposed, the building has an expression band above the first floor which runs around the building and transitions the base from the upper floors.

- *Buildings shall include a setback above eight stories in height.*

Response: The proposed structure is designed with a maximum height of five (5) stories; therefore, this standard does not apply.

- *Arcades and other massing features provide shelter from the elements as well as visual interest and are encouraged for buildings fronting urban open spaces and other public areas.*

Response: The Marriott Hotel design is proposing a canopy type feature at the retail level extending five (5) feet out from the facade face which will provide shelter. Secondly, at the Hotel’s main entrance, a canopy structure is proposed to shelter guest arriving and leaving the hotel.

Transitions

As the College Park-Riverdale Park Transit District evolves from a suburban office and industrial area to a higher-density, mixed-use, transit-oriented community, it will be important to address community concerns regarding the potential impact of new development on established historic neighborhoods. Although there is separation between much of the transit district and the communities of Old Town College Park, Calvert Hills, and Riverdale Park, some portions of the transit district abut residential property or are across rail rights-of-way from single-family homes.

Where properties within the transit district share a rear property line with the existing residential development along Tuckerman Street, landscape buffers shall be required for all new development within the transit district pursuant to the regulations of the Prince George's County Landscape Manual for buffering incompatible uses.

Response: The subject property does not share property lines in common with the features identified within this standard; therefore, this requirement does not apply to this DSP.

These transit district standards incorporate height transitions from the center of the Metro TOD Core to lower heights to the west and south to address community concerns of height and density next to existing single-family areas. However, it is also important to consider the character and architectural quality of development as it transitions through new blocks toward existing communities to ensure the rear side of new buildings and structures are a "good neighbor" to existing residential neighborhoods.

Response: The subject site is neither near nor adjacent to residential properties or residentially zoned areas; therefore this requirement does not apply to this DSP application.

Development shall incorporate techniques such as masking mid-block parking garages with residential liner buildings and incorporating architectural detailing that is of equivalent quality as the front facade on any facade that may face existing residential neighborhoods to minimize negative visual impacts and reduce the impression of large, unrelieved building massing. Consideration shall also be given to reducing noise and light reflection into existing communities (which may be reflected off new development), securing refuse areas to reduce odor and control vermin, addressing the potential impact of shadow casting, and other techniques and approaches intended to ensure any negative impacts to the quality of life of existing residents is minimized to the maximum extent practicable.

Response: The above design standard intended for properties other than the subject site; therefore, this standard does not apply.

Parking | Parking Requirements and Transportation Adequacy

The transit district standards for parking are intended to promote a "park once" environment that enables people to conveniently park and access a variety of uses in a pedestrian-friendly environment where streetscapes are vibrant and active and not dominated by parking lots or garages. The required off-street parking spaces within the transit district are designed to minimize large parking areas while allowing for reasonable parking ratios as the transit district begins to develop in accordance with the vision and recommendations of the TDDP. Parking minimums are eliminated to encourage the use of transit, and transportation demand management strategies are recommended.

Parking Requirements

- *There is no minimum number of required off-street parking spaces for any development within the transit district.*

Response: For the subject property is located within ¼ mile of College Park/University of Maryland Metro Station, the TDDP standards establish a “maximum” allowed parking for the proposed Hotel’s DSP plan as follows:

Parking:	Use:	Maximum Spaces
Maximum Allowed:	Hotel	54 (0.33/Room)
	Retail	16 Spaces (2.25/1,000 GSF)
	Total	70 Spaces

To encourage alternative transportation choices and leverage the existing transit infrastructure, maximum rather than minimum parking space requirements apply to the College Park Riverdale sector plan area. The maximum parking space requirements vary based on proximity to transit. For those properties located within a ¼ mile from the Metro station, parking is reduced.

- *The “Maximum Parking Ratios,” or the maximum number of off-street parking spaces permitted for non-residential, residential, and hotel land uses (regardless of neighborhood) are specified in Table 19 below. Additional parking may only be permitted if it is provided within parking structures.*

Response: Table 19; Maximum Parking Ratios for Off-Street Parking Spaces are defined within the TDDP standards as follows:

TABLE 19: MAXIMUM PARKING RATIOS FOR OFF-STREET PARKING SPACES			
LOCATION¹	LAND USE²		
	NON-RESIDENTIAL	RESIDENTIAL	HOTEL
Within 1/4 mile of College Park/U of MD Metro Station	2.25/1,000 GSF	1.25/DU	0.33/room
Within 1/4 mile of the M Square (River Road) Purple Line Station	3.00/1,000 GSF	2.0/DU	0.5/room
Rest of Transit District Area	3.00/1,000 GSF	2.0/DU	0.85/room

NOTES: GSF=gross square feet, DU=dwelling unit

1. Location/distance is measured from the center point of a rail transit station to the closest lot line of the development lot or parcel.
2. In addition to the hotel maximums specified above, up to 10 additional parking spaces may be provided for each 1,000 GSF of floor space dedicated to non-lodging uses (such as, but not limited to, ballrooms, conference and meeting rooms, and restaurants and lounges/bars) located within the associated hotel.

- *The “Maximum Parking Ratios,” or the maximum number of off-street parking spaces permitted for each land use type (regardless of neighborhood) that is otherwise not specified or covered by Table 19 shall be equal to 80 percent of the minimum number*

of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance.

- *The number of off-street parking spaces for mixed-use development is calculated by adding the total number of spaces required by each separate function.*

Response: The proposed DSP development plan has 80 proposed parking spaces.

Modification: A modification is required from this standard. The Applicant believes that a modification is warranted given the size and hotel and the range of uses contained within the venue, additional parking is necessary the support of the transient guest and visitors to the ground floor commercial uses.

- *Development may only be permitted to exceed the Maximum Parking Ratios if the following criteria are met:*
 - *Additional parking spaces may only be provided in the form of structured parking.*
 - *The amount of additional structured parking spaces permitted beyond the Maximum Parking Ratios established above shall not exceed the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance. Additional parking spaces above this threshold may only be approved by the District Council in accordance with Section 27-548.09.01(a)(1)(E) of the Zoning Ordinance, regardless of whether they are in the form of surface or structured parking.*
 - *All parking spaces built in excess of the allowed Maximum Parking Ratios shall be provided as shared/public parking and shall be offered at the same cost as to any other project occupants or tenants.*
 - *Applicants desiring to exceed the Maximum Parking Ratios shall provide a comprehensive transportation demand management strategy/program including sustained incentives for non-automobile travel.*

Response: The proposed DSP development plan has 80 proposed parking spaces.

- *All parking spaces that are provided must be unbundled from the leasing and/or rental rates of associated development.*

Response: Upon completion of development, the parking associated with the DSP development plan will comply with this standard.

- ***Prior to the opening of the Purple Line, one bicycle parking space shall be provided for every 10,000 square feet of building area for office, retail, hospitality, and other commercial and institutional uses. One bicycle parking space shall be required for every 20 units for multifamily residential development. One bicycle parking space shall be provided for every 50,000 square feet of building area for industrial uses. Subsequent to the opening of the Purple Line, those ratios shall increase to 1 space per 8,000 square feet, 1 space per 15 multifamily units, and 1 space per 35,000 square feet respectively to reflect the presence of the Purple Line and reduced reliance on single-occupant automobiles. These bicycle parking requirements are cumulative for mixed-use development, and both open and covered bicycle parking areas should be provided.***

Response: Based upon the above-enumerated ratios, the DSP development designed to provide 14 of the 13 required bicycle parking spaces.

- ***On-street parking may be incorporated in any development project subject to the agreement of the agency with jurisdiction over the street. Parallel parking spaces, when provided, shall not count toward the parking maximums for the associated development.***

Response: No on-street parking is proposed at this time.

Other Requirements

- ***Carpool and vanpool parking spaces shall be required at a minimum ratio of one reserved high- occupancy vehicle space per every 100 regular parking spaces for any development including in excess of 50,000 square feet of office use. Free or reduced parking costs for authorized carpools and vanpools are encouraged.***

Response: The DSP development plan parking design is configured to provide 72 off-street parking spaces which are below the 100 regular parking space de minimus defined above; therefore, the application is exempt from the above carpool and vanpool space requirement.

- ***An appropriate number of reserved/dedicated car-share spaces should be provided for any development meeting or exceeding 150 residential units, 300,000 square feet of office space, or 50 parking spaces. The minimum number of car-share spaces shall be based on the lesser of:***

Residential Uses: Number of dwelling units x .10 (based on the statistic that 1 shared car replaces approximately 10 to 15 private vehicles¹; as of 2013, seven percent of households in the region are potential or likely car share users.

Response: There are no residential dwelling units associated with the DSP; therefore, this standard does not apply.

Non-residential Uses (Hotel exempted):

- *50 to 149 parking spaces constructed: Provide at least one car-share space*
- *150 to 249 parking spaces constructed: Provide at least two car-share spaces*
- *250 or more parking spaces constructed: Provide at least three car-share spaces plus one car-share space for each additional 100 spaces.*

Response: The proposed College Park Marriott Hotel is exempt from the above car-share parking requirements.

Car-share spaces should be accessible for public use and shall be offered free of cost to any licensed car-share provider. In the event that more than one recognized car-share provider expresses desire to utilize available spaces for the provision of public car sharing, property owners may implement a fee for rental of the space. In the event that no car-share provider expresses interest, properties may utilize spaces for general parking for a period of two years before actively pursuing car-share providers for the space once more. Property owners should demonstrate to the County a good faith effort to engage car-share providers before converting spaces to general purpose use.

Response: The proposed College Park Marriott Hotel is exempt from the above car-share standard.

- *Within the College Park-Riverdale Park Transit District, the transportation facilities adequacy standard shall be Level-of-Service E for individual critical intersections calculated in accordance with procedures outlined in the guidelines maintained by the Transportation Planning Section of the Planning Department.*

Response: The Marriott Hotel's development plan complies with this standard.

- *Until such time as a traffic signal at the intersection of River Road and Rivertech Court is installed or fully funded and permits have been issued by the County, each proposed development project with access on to River Road or Rivertech Court, and subject to Detailed Site Plan approval, shall submit a detailed analysis and a signal warrant study (using total projected traffic) at the time of their initial application for review by appropriate agencies to determine if a traffic signal, pedestrian crossing light, or other appropriate traffic safety measure is necessary to ensure pedestrians can safely and efficiently cross all legs of the intersection.*

Response: The above standard does not apply to the Hotel's location at the east side of Campus Drive at the signalized intersection with River Road.

- *The selection of critical intersections for any development or redevelopment project within the transit district shall be limited to any of the existing or planned intersections along Paint Branch Parkway and River Road excluding the intersections with US 1 (Baltimore Avenue) and MD 201 (Kenilworth Avenue).*

Response: The DSP-18047 Hotel site at the east side of Campus Drive (formerly Paint Branch Parkway), at the signalized intersection of River Road, complies with the above standard.

Parking | Surface Parking Lots, Structured Parking Garages, and Loading and Service Areas

- *Reserved parking for hybrid, electric, and/or carpool and vanpool as well as car-share vehicles; charging stations; solar panel shading structures; and similar environmentally friendly parking design features are encouraged in all off-street parking areas throughout the transit district.*

Response: The parking areas designed for the DSP-18047 site plan are configured to provide charging startions for electric /hybrid vehicles.

- *The minimum size for standard (non-compact) non-parallel off-street parking spaces shall be 9 feet by 18 feet. The minimum size for standard (non- compact) parallel on-street parking spaces shall be 7 feet by 22 feet.*

Response: The parking areas designed for the DSP-18047 site plan are configured to provide a total of 69 standard and three (3)handicap parking spaces.

- *The minimum size for compact, non-parallel off-street parking spaces shall be 8 feet by 16.5 feet. The minimum size for compact, parallel on-street parking spaces shall be 7 feet by 19 feet.*

Response: The parking areas designed for the DSP-18047 site plan are also configured to provide a total of zero compact parking spaces per the above standard.

Surface Parking Lots

- *Any new surface parking lots that may be required to serve new development or redevelopment shall be set back a minimum of 30 feet from the build-to lines along streets. Surface parking lots should be located mid-block to the extent practicable.*

Response: The parking lot designed for the DSP-18047 site plan is a minimum of 10 feet from the build-to line of Corporal Frank S. Scott Drive, and 1-foot from the build-to line of Lehigh Avenue. These are measured from the 15-foot BTL.

Modification: A modification is required from this standard. The Applicant believes that a modification is warranted given the fact that surface parking will be fully screened from the street by the proposed development.

- *New surface parking lots shall not be placed between the front of any building and the street.*

Response: The DSP development plan complies with this design standard.

- *Surface parking lots shall be concealed from streets by a liner building whenever possible. When this is not possible, a wall, decorative fence, or landscape strip shall be provided to screen parking areas.*

Response: The surface parking lot is designed to be at the concealed from the property primary Campus Drive street frontage by its location at the rear of the “L-shaped” hotel structure at the northeast corner of the site.

- *Surface parking lot landscaping requirements are as specified in the Landscape Manual.*

Response: The landscape plan meets most of the surface parking lot landscaping requirements, including interior landscape area and minimum shade trees. However, the proposed parking lot does not provide a planting island on average every ten spaces. Therefore, a modification from this standard is required.

Modification: A modification is required from this standard. The Applicant believes that a modification is warranted given the fact that surface parking will be entirely screened from the street by the proposed development.

- *Durable, pervious surfaces should be used for surface parking lots when feasible. Gravel and similar materials prone to dust shall be prohibited.*

Response: The DSP development plan proposes to use impervious surfaces for the surface parking lots. Pervious surfaces are not being used because all storm water management requirements are being met through proposed micro bio-retention.

- *Open bicycle parking (e.g., public space bicycle racks) should be provided within 100 feet of a building’s main entrance. Covered and secured bicycle parking (e.g., garage, bike rooms, cages, or lockers) should be provided within 100 feet of a building entrance if in a private facility or within 400 feet if in a shared parking facility or structured parking garage.*

Response: The proposed public bicycle parking location and configurations are identified on the DSP-18047 Landscape Plan sheet 1 of 2.

Structured Parking Garages

- *Parking structures shall be set back a minimum of 50 feet from the build-to lines of all adjacent streets (except rear alleys) to reserve room for liner buildings between the parking structure and the lot frontage.*

Response: The DSP development plan does not incorporate the use of structure parking within its design.

Loading and Service Areas

- *Loading and service areas shall not be visible from streets except alleys. These areas shall be located a minimum of 30 feet away from public sidewalks.*
- *Loading and service areas should be hidden from public view by street screens, fences, or street walls.*
- *Off-street loading areas that make it necessary for vehicles to back out directly onto a primary street are discouraged.*

Response: The loading area for the project is located within the parking area, behind the building, and on the service drive that transects the site in a southerly to northerly direction and that aligns with the signalized intersection of Campus Drive and River Road.

Modification: The loading space within the parking area does not meet the minimum size requirements for loading. It is proposed to be 11-feet x 20-feet. The minimum size per the Zoning Ordinance is 12-feet x 33-feet.

- *Dumpsters, HVAC units, utility mechanical equipment, and outdoor storage shall be completely screened so as not to be visible from the sidewalks.*

Response: Dumpsters will be contained within the building, thus screening them from the public view.

Architectural Elements | General and Fenestration

Certain design elements are common to all styles of architecture and building types such as the composition of openings (fenestration) and overall facade articulation. General architectural considerations and requirements for new development and redevelopment are established below.

General Requirements

- ***Buildings shall be designed to have a clearly defined base, middle, and top. Cornices and belt/ water table courses should be used to delineate and add definition to these building elevation zones in keeping with the architectural styling of the building.***

Response: The proposed building will have a base, low band, and middle and upper defined feature, with the contemporary design. The Upper cornice will be very simple and not dominate the design.

- ***Development should emphasize the division between street level and the upper stories through design features such as expression lines, aligned windows, awnings, patterned bands, and cornices.***

Response: The proposed design will comply with this standard.

- ***Elevations over 120 feet in length at the required build-to line shall be visually broken into smaller sections through techniques such as material and plane changes, variations in window groupings, and/or the addition of bays.***

Response: The proposed facade has an undulating facade that breaks up the length of the facade and helps conceal the mechanical louvers required for the Hotels guestrooms from appearing on the street facade.

- ***Recesses and projections should be used to provide visual interest by creating shadow lines, visual relief, and emphasis of a building's verticality. These projections and recesses may also provide opportunities for shading and cooling and allow space for balconies.***

Response: The proposed building has no balconies. It does have recesses adding visual interest and creating shadow lines and relife.

- ***Blank walls are not permitted on any facade.***

Response: While all around the exterior facade there are windows, recesses, color changes, bands, and other features, there will occur areas where the window rhythm is interrupted with non-window wall areas. This is kept to a minimum, using angles, recesses, and other techniques so the overall facade incorporates the non-window areas into the composition of the design.

- ***For commercial and non-residential uses, the ground level shall have an interior clear height (floor to ceiling) of at least 14 feet contiguous to the build-to line frontage to a minimum depth of 20 feet. The maximum ground-level story height for commercial and non-residential uses is 22 feet.***

Response: The proposed 1st-floor to 2nd-floor heights is 16-feet-4-inches, and said height covers the full floor plate. Therefore, the DSP complies with this standard.

- *For residential uses, the ground level shall have an interior clear height (floor to ceiling) of at least nine feet. The maximum ground-level story height for residential uses is 22 feet.*

Response: The proposed 1st-floor to 2nd-floor heights is 16-feet-4-inches, and said height covers the full floor plate. Therefore, the DSP complies with this standard.

- *For all upper stories, the maximum story height should be 18 feet excepting commercial or hotel top floors with event or meeting spaces. In no case shall the building exceed the maximum heights (in feet) established for the transit district.*

Response: The proposed height of the upper four (4) floors is 11-feet; therefore the DSP complies with this standard.

Fenestration

The relationship between solid building walls and openings, such as windows and doors (fenestration), is a critical component of architectural design. Ensuring an appropriate mix of fenestration in the design of new buildings helps ensure natural surveillance, enhances sense of place, and increases property values.

- *Building elevations shall include an appropriate balance of fenestration. The required percentage of fenestration within the transit district should vary according to the proposed use and shall be calculated for each facade/elevation and floor-to-floor in accordance with Table 21.*

TABLE 21: APPROPRIATE STREET COMPONENT DIMENSIONS	
ELEMENT	APPROPRIATE WIDTH
Vehicle Travel Lanes	11 feet
Dedicated Bike Lanes	5 feet
Cycle Tracks or Sidepaths	5 feet for cycle tracks
8 feet for sidepaths	40–90
Parallel Parking*	7 to 8 feet
Tree Zone	7 to 10 feet
Pedestrian Zone	5 to 10 feet
Semiprivate Zone	2 to 12 feet

* When parallel parking areas are included, they should be eight feet wide along primary streets and seven feet wide along two-lane, predominantly residential streets such as in the College Park Aviation Village and Riverdale Park Urban Village.

Response: The proposed Hotel includes an appropriate balance of fenestration. Based on the Hotel use, building height and window size, the relationship to solid wall and windows and Storefront is appropriate for the design.

- *The placement and groupings of windows and doors should be used to provide hierarchy and order to building elevations.*

Response: The DSP design complies with this standard.

- *The placement and groupings of windows and doors should be used to provide hierarchy and order to building elevations.*

Response: The DSP design complies with this standard.

Architectural Elements | Storefronts

Several locations within the College Park-Riverdale Park Transit District have been identified as prominent locations where significant pedestrian activity is most likely to occur and people are most likely to gather and socialize. These locations shall incorporate ground floor storefronts to accommodate retail uses either at initial occupancy or a later time when retail becomes more market sustainable. Additionally, office, institutional, hotel, and residential lobbies may be placed within the storefront frontage. These storefront locations are the most likely and appropriate areas within the transit district where retail uses, such as restaurants, dry cleaners, barbers, and other services, will be most successful.

- *Facades identified as part of the storefront frontages by Map 8 on page 45 shall be designed as storefronts/ shopfronts. If the storefront frontage is not viable as retail at initial occupancy, the design shall be flexible enough to accommodate a future transition to retail uses while serving as an additional building amenity or lobby space; a temporary “pop-up” shop, market, gallery, co-op office, or meeting space; and/or a similar permitted use otherwise allowed on the subject property over the short term and should be considered.*

Response: The proposed hotel has storefront glazing incorporated into the 1st-floor level where appropriate for the activities within the building, i.e., retail, meeting rooms lobby fitness, etc.

- *Storefronts shall be at least 30 feet deep at the ground level.*

Response: The DSP design complies with this standard.

- *Storefronts should incorporate metal, stone, cast stone, glass, pre-cast panels and concrete elements, durable exterior grade hardwoods, and/or other similar high-*

quality commercial materials. Softwood, exterior insulation and finishing systems (EIFS), and pressure-treated lumber are not permitted at the storefront ground level.

Response: The ground level of the project includes glass, metal, brick, and includes no EIFS.

- ***The primary entrance shall be clearly visible and should be sheltered from the elements by projections, recesses, canopies, or other architectural treatments.***

Response: The project design complies with this standard. Canopies occur at all major entrances, and a protective canopy is proposed at the retail area (See elevations).

- ***Low emissivity glass with high visual light transmittance may be permitted, but tinted glass shall not be permitted for storefronts.***

Response: Low-E glazing is specified in the project design specifications. All storefront glass is clear for maximum visibility. There is no opaque, smoked, or reflective glass in the project

- ***Storefront windows shall extend to at least eight feet above the adjacent sidewalks.***

Response: The DSP application complies with this standard.

- ***Storefronts shall remain unshuttered at night and shall provide clear views of interior spaces lit from within. Metal bars and security gates (including rolling doors) are prohibited on all storefronts.***

Response: The Applicant agrees to comply with this standard.

- ***Removable windows are encouraged to enhance interaction between the interior and the street space.***

Response: There is a retail component along Campus Drive for approximately 30% of the frontage. The retail will have a continuous storefront with doors at selected locations for patrons to access the retail and food venues. The makeup of the retail is unknown currently. While removable or operable glass areas will be considered, justification will have to be determined by the selected tenant use. The Storefront will have clear glass, and the public will be able to see into the retail spaces.

- ***Restaurants are encouraged to have additional doors to connect with outdoor seating areas and the street space.***

Response: When uses are established for the retail, ownership desires to secure a food

establishment. Having the terrace in front of the retail allows for exterior seating to be provided. When a food establishment is secured, they will be encouraged to have exterior seating providing the necessary doors to access for patrons and service

- ***Storefronts shall be at least 30 feet deep at the ground level.***

Response: The DSP design complies with this standard.

Architectural Elements | Building Materials and Elements

Exterior Walls

- ***Elevations directly visible from the public realm (including streets and open spaces) shall be constructed of brick or brick veneer, natural or pre-cast stone, glass, and/or metal components including architectural metal panels. Masonry is encouraged as the primary building material for development in the Metro Core.***

Response: Materials proposed include brick, smooth metal-like panels (at upper levels only), cast stone around the building base. Brick is the predominant material at the lower levels with smooth metal-like panels at the upper floors to create hierarchy and visual dominance. Vinyl and/or aluminum siding and are not used on this project. Aluminum windows and storefront are exclusively used.

- ***Primarily residential buildings or vertically mixed-use buildings with residential uses above the ground floor may also include cementitious siding or panels in a smooth or stucco finish at the fourth floor and higher.***

Response: This standard is not applicable to commercial hotel proposed in this DSP application.

- ***Exterior walls should be consistent in material and detail between the front elevation and side elevations as they turn the corner from a street or open space.***

Response: As is evident in the architectural elevations submitted in the DSP application, all building elevations utilize consistent building materials in the design of the structure.

- ***Vinyl and aluminum siding products shall not be permitted.***

Response: The DSP design complies with this standard.

- ***Exterior insulation and finishing systems (EIFS) and sprayed on stucco finishes shall not be permitted as the primary material on any facade including those visible only from interior courtyards.***

Response:

Materials proposed include brick, smooth metal-like panels (at upper levels only), cast stone around the building base. Brick is the predominant material at the lower levels with smooth metal-like panels at the upper floors to create hierarchy and visual dominance. Vinyl and/or aluminum siding and are not used on this project. Aluminum windows and storefront are exclusively used.

Smooth metal like panel is a new product introduced into the facade that looks like painted Metal panel. The material is applied over required continuous insulation providing superior energy-efficient wall system. Traditional exterior insulation and finishing systems and sprayed stucco are not used.

Entries

- *Primary building entries should be distinct and enhance the building facade. Residential lobby entries may be secondary entries but shall be clearly identifiable from the street and sidewalks.*

Response: See Architectural Elevations. The proposed Hotel has a major canopy covered street entry and a rear parking lot entry with canopy. The entry will be clearly identifiable.

- *Roll-down doors are discouraged, but where they may be necessary on side or rear elevations, they should be painted and/or designed to blend in with the overall building facade design.*

Response: There are no roll-down doors associated with this DSP application.

Roofs

Roofs (except on single-family attached residential units) should preferably be flat and be built of a white or light membrane material, light-colored paving or aggregate, and/or may be vegetated as a green roof.

Response: The roof membrane will be a light material with no vegetation.

Porches and Stoops

Porches and stoops are encouraged for residential development. Porches shall be a minimum depth of eight feet, while stoops shall be a minimum depth of four feet. For the purposes of these transit district standards, a stoop is an uncovered, elevated entry feature built in front of doors that typically includes one or more stairs.

Response: As discussed above, the DSP application is for the construction of a commercial hotel; therefore, this standard does not apply.

Architectural Elements | Signage

Porches and stoops are encouraged for residential development. Porches shall be a minimum depth of eight feet, while stoops shall be a minimum depth of four feet. For the purposes of these transit district standards, a stoop is an uncovered, elevated entry feature built in front of doors that typically includes one or more stairs.

General Requirement

- *New signs in the Metro Core and College Park Aviation Village shall be attached to the facade. Signs may be flat against the facade or mounted projecting or hanging from the facade. Signs may also be mounted on the roof of landmark features or civic buildings in certain cases to be determined at the time of a detailed site plan review. Freestanding signs within these neighborhoods shall not be permitted.*

Response: Building signs are designed to be attached on the building facade.

- *A single ground-mounted, monument-style freestanding sign may be permitted for each larger development of two or more buildings in the Research Core and Riverdale Park Urban Village neighborhoods. These freestanding signs shall be constructed of durable, high-quality architectural materials, such as masonry or metal, and shall not exceed 120 square feet in area. All other necessary and desired signage in these neighborhoods should be attached to the facade.*

Response: The freestanding or ground-mounted signs that may be proposed for Marriott Hotel will comply with the above standard.

- *Signs shall not be mounted at the rooftop of buildings or project above the building roof line, except for landmark features or civic buildings as determined at the time of detailed site plan review.*

Response: There are no rooftop signs proposed in this instant DSP application; therefore, this standard does not apply.

- *Signs shall be externally lit from the front with a full-spectrum light source designed to be simple and unobtrusive in appearance. Internal, halo, and back lighting are permitted as an exception only for individual letters or numbers such as for “channel letter” signage (panelized back lighting and box lighting fixtures are prohibited). Signage within a storefront may be neon lit.*

Response: All proposed future signage will comply with this illumination standard.

- *The total signage area allowed for each building shall be calculated on the basis of two square feet of signage area for each one linear foot of building frontage at the ground level. Where a building has multiple frontages, the allowed sign area should be distributed proportionally along each building frontage. Buildings with less than 60 linear feet of building frontage may be allowed up to 120 square feet of sign area. All building-mounted signs (including flat wall, blade, hanging signs mounted beneath a canopy, awning, marquee, and storefront window signage) count toward the total allowed sign area of the building.*

Response: All proposed future signage will comply with this area standard.

- *Signage submitted for multitenant buildings shall be coordinated and shall present a unified approach to signage.*

Response: Where practicable, future tenant signage will be uniform in design and style.

- *Signs shall be made of a durable, high-quality material such as metal, wood, and glass. Signs shall be of professional quality and finish.*

Response: Future signage will comply with this durability and essential information standard.

- *Signs mounted on the facade or under canopies shall maintain a minimum clear height of eight feet above the sidewalk.*

Response: Future signage will comply with this minimum ground clearance standard.

- *Signage submitted for multitenant buildings shall be coordinated and shall present a unified approach to signage.*

Response: All proposed future tenant signage will comply with this standard.

- *The maximum area of any single blade sign or sign mounted beneath a canopy shall not exceed 50 square feet.*
- *Blade signs shall not project more than 48 inches from the wall of a building.*

Response: Future blade signage the Marriott Hotel will comply with the above two standards.

- *Awnings shall be made of canvas, metal, or glass. Shiny or reflective materials are discouraged. Awning signs should not exceed 35 percent of the awning background*

surface area, and awnings shall be mounted so that not less than ten feet of clearance exists between the bottom of the awning and the sidewalk.

Response: The Marriott Hotel signage will comply with this awning standard.

- *Marquee signs may be appropriate to accentuate primary building entrances but shall be mounted so that not less than ten feet of clearance exists between the bottom of the marquee and the sidewalk.*

Response: The Marriott Hotel signage will comply with this marquee standard.

- *Permanent window signs (e.g., etched onto the window glass) may cover up to 20 percent of the glass area and should be designed so that visibility into and out of the window is not obscured.*

Response: The storefront window signs that may be proposed for Marriott Hotel will be the responsibility of future tenants to comply with the above standard.

- *Electrical connections required for signage, including junction boxes, transformers, conduits, raceways, and tubing, shall be concealed from public view. Where a signage raceway may be necessary, it shall be fabricated to conceal all electrical wiring components and painted to match adjacent sign and/or building facade elements.*

Response: The Marriott Hotel signage will comply with the above electrical design standard.

Sustainability and the Environment

Leadership in Energy and Environmental Design (LEED®) Certification

- *LEED® standards for building, as set forth by the U.S. Green Building Council or other similar rating system standards, should be reviewed and integrated into the design and construction process for all new development and renovation projects. LEED-Silver or better certification (or the equivalent) is desired for all new development.*
- *LEED-Gold or platinum certification under an applicable LEED® rating system is encouraged for all development when feasible.*

Response: Where practicable, the Applicant intends to pursue LEED Silver or two Green Globes certification for the proposed Marriott Hotel development.

- *Developments composed of several buildings should pursue LEED® for neighborhood development certification.*

Response: The DSP development plan is for the construction of a single commercial hotel; therefore, this standard does not apply.

Passive Solar and Ventilation Design

- *Provide shade for south-facing facades by designing properly-sized overhangs on south-facing glazing. Mature trees can also fulfill the need for shade on south-facing facades.*

Response: The proposed Marriott Hotel will utilize Low-E glazing in the project.

- *Solar tubes and skylights can reduce the need for electric lighting or provide sunlight to rooms that have few or no windows. These are encouraged, because they provide natural daylighting to interior spaces.*

Response: In considering the general nature of the structural and material characteristics, as well as fire safety standards required for constructing a multi-story commercial building such as the proposed hotel, the use of solar tubes and skylights are impracticable.

- *Maximize opportunities to align fenestration on opposite facades of buildings in order to facilitate cross ventilation. Minimize floor plate sizes so that rooms may have access to light and air.*

Response: For a commercial hotel this design standard is not achievable.

Materials

Wherever possible, green materials shall be used in both the structure and interior finishes of buildings. These include: recycled or salvaged materials, rapidly renewable materials (derived from plants with a fast growth cycle), Forest Stewardship Council® certified wood, and materials harvested or manufactured locally.

Response: The Marriott Hotel will pursue compliance standard where appropriate and practicable.

On-Site Energy Generation and Efficiency

- *In the case of pitched roofs, place photovoltaic panels on the slope that has the highest amount of solar gain.*

Response: The structure is designed for the DSP application will have a flat roof; therefore, this standard does not technically apply. However, from a practical design perspective, the overall small size and configuration of the roof area, coupled need to collocate HVAC and other mechanical equipment on the roof, the DSP application does not incorporate the use of solar panels. Compounding this design challenge is the concern that possible reflections of the sun's light off of solar panels might interfere with aircraft operations associated with the nearby College Park Airport.

- ***In the case of flat-roofs, place photovoltaic panels behind a parapet so that they are not visible from the street, and orient them as closely as possible to the ideal angle for solar gain. Sun-tracking panels are encouraged.***

Response: As discussed above, from a practical design perspective, the overall small size and configuration of the roof area, coupled need to collocate HVAC and other mechanical equipment on the roof, the DSP application does not incorporate the use of solar panels. Compounding this design challenge is the concern that possible reflections of the sun's light off of solar panels might interfere with aircraft operations associated with the nearby College Park Airport.

- ***Roof-mounted solar hot water and/or photovoltaic panels are encouraged to reduce grid-demand energy use.***

Response: The DSP development plan does not propose the use of roof-mounted solar hot water or photovoltaic panels.

- ***Proposed plantings and/or building additions that will shade preexisting solar panel installations on adjacent properties shall be avoided.***

Response: There are no preexisting solar panels either on or in close proximity of the property that might be shaded by the proposed hotel; therefore, this standard does not apply.

- ***The phasing out of fossil-fuel climatization systems, such as oil heating, is encouraged. Renewable energy sources, such as wind, solar, and geothermal generation, should be pursued.***

Response: The Applicant intends to make every effort where practicable to meet the intent of this standard.

- ***Air-conditioning systems and appliances should be of the highest efficiency ratings. Wherever possible, use Energy Star appliances.***

Response: The Applicant intends to develop the proposed hotel to be Energy Star compliant where practicable.

- ***In the case of pitched roofs, place photovoltaic panels on the slope that has the highest amount of solar gain.***

Response: As discussed previously within this statement of justification, the structure being designed for the DSP application will have a flat roof; therefore, this standard does not technically apply.

- ***All lighting should use high-performance or LED lighting systems.***

Response: The majority of the lighting fixtures being designed for the DSP development plan will utilize LED components as their primary source of illumination.

Landscaping

- ***Green roofs are strongly encouraged for all new development within the transit district area. Green roofs provide significant benefits (such as helping to treat and manage stormwater, contributing to cooler buildings and overall microclimate within the transit district, and increasing the amount of pervious surfaces) and are one of the more effective measures that achieve the environmental goals of the TDDP for new development.***

Response: Instead of utilizing green roofs within the design of the proposed Marriott Hotel, the DSP development plan proposes that stormwater is captured, stored and treated by a combination of several contemporary Environmental Site Design (ESD) stormwater management practices (i.e., bioretention, rain gardens, grassed swale, biochambers). To complement the aesthetics of the development, and the community as a whole, these stormwater facilities will be attractively designed and planted in the context of their location and in accordance with Prince George's County and Maryland Department of the Environment requirements and will serve as visual amenities in addition to the water quality benefit features.

- ***Minimize lawn or turf area. Turf should only be used in areas where it provides functional benefits.***

Response: The DSP landscape plan is designed to minimize or eliminate the use of high-maintenance turf lawn areas. Instead, the design incorporates the use of attractively mulched planting beds utilizing native and adaptive plant stock well adapted to the local growing conditions, as well as the incorporation of the bioretention rain gardens in the overall plan.

- ***Use drought-tolerant and/or slow-growing hardy grasses, native and indigenous plants, shrubs, ground covers, and trees appropriate for local conditions.***

Response: The proposed DSP-18047 Landscape Plan is designed in compliance with this standard. The design incorporates the use of attractively mulched planting beds utilizing native and adaptive plant stock well adapted to the local growing conditions.

- ***Permanent irrigation systems shall only utilize captured rainwater and/or building greywater (with approved filtration systems).***

Response: The Applicant believes due to the high probability that proposed landscaping will be adequately hydrated by increased levels of rainwater that have been occurring in this region of the country, and by utilizing sustainable, native, and drought tolerant species, no irrigation is necessary at this time.

- ***Potable water use should not be permitted in permanent irrigation systems.***

Response: No irrigation system is proposed with this DSP application.

- ***In the case of pitched roofs, place photovoltaic panels on the slope that has the highest amount of solar gain.***

Response: The structure designed for the DSP application will have a flat roof; therefore, this standard does not technically apply. However, from a practical design perspective, the overall small size and configuration of the roof area, coupled need to collocate HVAC and other mechanical equipment on the roof, the DSP application does not incorporate the use of solar panels. Compounding this design challenge is the concern that possible reflections of the sun's light off of solar panels might interfere with aircraft operations associated with the nearby College Park Airport.

- ***Use mulches to minimize evaporation, reduce weed growth, and slow erosion.***

Response: Mulch will be shredded brown hardwood and a minimum of four (4) inches in depth, as indicated by the note on the landscape plan.

- ***Encourage on-site food production by planting fruit-bearing trees adapted to the local climate.***

Response: The subject building is for the construction of a "new" commercial Hotel; therefore, this standard does not apply.

- ***Encourage setting aside areas and constructing composting areas and planting beds for the cultivation of fruits, vegetables, and herbs.***

Response: The subject building is for the construction of a "new" commercial Hotel; therefore, this standard does not apply.

Water Efficiency and Recharge

- *Surface parking areas, alleyways, and driveways should be constructed with durable, pervious paving materials (grass paver systems, porous paving, or pervious asphalt) to promote groundwater recharge and reduce stormwater runoff quantity and flow rates. Gravel is discouraged because of issues related to dust generation.*

Response: The site improvements are being designed to be served by a combination of several contemporary Environmental Site Design (ESD) stormwater management practices (i.e., bioretention, rain gardens, grassed swale, biochambers). In addition to providing mechanisms in their design for recharging groundwater, these stormwater facilities will be attractively designed and planted in the context of their location and in accordance with Prince George's County and Maryland Department of the Environment requirements and will serve as visual amenities in addition to the water quality benefit features.

- *All at-grade walks (excluding public sidewalks) and pathways should be constructed with pervious materials.*

Response: Sidewalks along the existing public streets will be constructed of concrete.

- *Capture slow runoff using exfiltration tanks, drainage swales, and other devices.*

Response: The proposed improvements will be served by a combination of several contemporary Environmental Site Design (ESD) stormwater management practices (i.e., bioretention, rain gardens, grassed swale, biochambers). These stormwater facilities will be attractively designed and planted in the context of their location and according to Prince George's County and Maryland Department of the Environment requirements and will serve as visual amenities in addition to the water quality benefit features.

- *Use low-flow water closets, faucets, showerheads, washing machines, and other efficient water-consuming appliances.*

Response: The subject hotel will comply with all contemporary water saving and energy efficiency standards.

Stormwater Management

- *All new development within established floodplains shall comply with all adopted County, state, and federal environmental regulations to prevent unnecessary runoff and pressure on the Anacostia River and the local watersheds.*

Response: The proposed improvements are located within an existing Paint Branch floodplain. The site improvements are being designed to be served by a combination of

several contemporary Environmental Site Design (ESD) stormwater management practices (i.e., bioretention, rain gardens, grassed swale, biochambers). These stormwater facilities will be attractively designed and planted in the context of their location and in accordance with Prince George's County and Maryland Department of the Environment requirements and will serve as visual amenities in addition to the water quality benefit features.

- *All new streets should be designed as green streets and incorporate environmental site design techniques to the fullest extent practicable.*

Response: The subject development site is surrounded by existing improved public streets; therefore, this standard does not apply.

- *Underground or above-grade cisterns should be integrated into the site plan for all new development within or abutting tributaries to the Anacostia River. These cisterns will both reduce the amount of stormwater flowing into the river and help to store water on-site for uses such as landscape irrigation.*
- *Site grading, paving, and planting shall be done in a manner that minimizes off-site stormwater runoff.*
- *Suburban stormwater management measures, such as regional storage and drainage ponds, shall be prohibited.*

Response: As discussed above, the site improvements are being designed to be served by a combination of several contemporary Environmental Site Design (ESD) stormwater management practices (i.e., bioretention, rain gardens, grassed swale, bio chambers). These stormwater facilities will be attractively designed and planted in the context of their location and accordance with Prince George's County and Maryland Department of the Environment requirements and will serve as visual amenities in addition to the water quality benefit features.

Food Production

Local food production techniques are appropriate throughout the transit district and would be particularly within the College Park-Riverdale Park Transit District given the long-standing farmers' markets at both the Wells-Linson complex and Riverdale Park. Communities are increasingly allowing urban agriculture and the raising of animals for supplies and reduction in energy consumption for food transport.

Response: The design standards relating to urban agriculture do not apply to the proposed commercial hotel site.

Streets and Open Spaces | Complete Streets

The design of streets and their relationship to the built environment is an essential element of urban design and placemaking. Streets not only provide circulation but should also be considered the primary and most frequently used public open space. They should be designed accordingly to serve this purpose with comfortable, shaded sidewalks and plaza areas. Connecting and extending existing streets appropriately is an important component of creating a functioning street grid as recommended by the TDDP.

As existing streets are reconfigured and new streets are built over time and in accordance with the phasing recommendations of the TDDP, it is critical they be designed and constructed as green and complete streets whenever possible in order to balance the needs of all users including pedestrians, bicyclists, transit riders, and motorists. The right-of-way may vary along new and existing streets within the College Park- Riverdale Park Transit District. In order to achieve a unified street character, easements shall be used where necessary to create a consistent build-to line, landscape area, and sidewalk width.

Complete streets, or shared-use streets, are designed to provide for transit, pedestrian, bicyclist, and motor vehicle use alike and green streets incorporate innovative stormwater management methods, such as rainwater planters, to capture and treat run-off from paved surfaces and improve overall water and environmental quality.

The composition of primary public and private streets through the transit district should be designed in a manner that emphasizes a complete multimodal approach to facilitating safe, well-connected travel through the area. The following table establishes appropriate ranges for the components that make up the street environments.

- *Proposed street sections are shown below for Paint Branch Parkway (now named Campus Drive), River Road, Rivertech Court, and a new typical two-way street within the transit district. These proposed sections have been designed in accordance with green and complete street principles and incorporate feedback from the Prince George's County Department of Public Works and Transportation, Maryland Department of Transportation, City of College Park, Town of Riverdale Park, and other stakeholders. While not intended to be the final section for future development, these proposed street sections emphasize the need for mobility, environmental sensitivity, and urban street sections, and the elements depicted in the street sections should be incorporated into any future street design/ reconfiguration.*

Response: The subject application complies with this standard. As discussed previously within this statement of justification, the subject property design incorporates a north/south oriented service drive that transects the site, and that aligns with the signalized intersection of Campus Drive and River Road. The main guest entrance to the Hotel will access from this service drive. The site also shares street frontage on the existing public streets of Campus Drive, Corporal Frank Scott Drive, and on Lehigh Avenue.

- ***Parallel parking is required, whenever feasible, along all streets in front of identified storefront areas. Parallel parking is encouraged elsewhere within the transit district except where specific site conditions make parallel parking unfeasible.***
- ***Parallel parking paving materials should be differentiated through a change in material (to include consideration for porous and pervious materials and paving mixes to facilitate environmental and stormwater management goals) but may also be the same material as the travel lanes. Additionally, an edge band denoting the border between the travel lane and parallel parking spaces is encouraged and may be differentiated by color and/or material.***
- ***The tree zone shall include a two-foot-wide paved step-off zone adjacent to parallel parking areas (e.g., the tree boxes/planter areas shall be at least two feet away from the curb). Tree zones may increase to 10 feet in width to accommodate rainwater planters and other green street treatments.***

Response: Where practicable and right-of-way widths allow, the DSP will comply with the three standards defined immediately above. The Applicant and their design team are actively working with DPIE concerning that agency's desired future configuration of the existing public streets that border the DSP site.

- ***Curb radii should be reduced to the maximum extent feasible.***

Response: Curb radii on all street intersections are designed to be 15-feet.

- ***Curb bulb-outs to shorten the pedestrian crossing distances are preferred at all intersections except where there are extenuating design considerations (such as accommodating the turning radii of transit vehicles along dedicated busways).***

Response: Except for the proposed north/south oriented service drive that transects the site, the DSP design utilizes the existing roadway rights-of-way. However, where practicable and right-of-way widths allow, the DSP will comply with the above standard.

- ***Crosswalks should be provided at all legs of all signalized intersections and should be of a different material, texture, or color from the travel lanes to help distinguish them. Pedestrian count-down lights and other safety measures are encouraged.***

Response: The DSP strives to create a pedestrian-friendly environment by providing a linear open space along the site's entire frontage on Campus Drive with carefully designed pedestrian-scale amenities, including light fixtures, signage, and landscaping elements and materials. The Applicant will pursue efforts to implement the pedestrian connectivity goals promoted by this standard with DPIE who regulates the design, reviews and approves such features in the public right-of-way.

Streets and Open Spaces | Streetscape, Amenities, and Tree Zone

Additional detail on streetscapes, including sidewalk treatments, pedestrian and bicyclist amenities, and decorative elements essential to creating a strong sense of place, are specified below.

Streetscape

- *Sidewalks shall be constructed of concrete or brick pavers, stone, exposed aggregate concrete, or brushed concrete. Porous pavement and permeable paver systems are encouraged. The pedestrian zone should be uniform in materials and details throughout the Metro Core and is encouraged to be consistent throughout the entire transit district to promote a consistent character and identity for the area.*

Response: The street sidewalks are constructed of concrete.

- *Beyond the sidewalk/clear pedestrian zone, differentiated sidewalk paving materials, colors, textures, and other techniques may be appropriate to denote areas for café seating, bike parking, or building entry.*

Response: In addition to the sidewalks, the DSP strives to create a pedestrian-friendly environment by providing a linear open space along the site's entire frontage on Campus Drive with carefully designed pedestrian-scale amenities, including pavers, light fixtures, signage, and landscaping elements and materials. The DSP also arranges retail, and restaurant uses at the street level fronting a linear open space to create an active street front along Campus Drive.

- *Minimize lawn or turf area. Turf should only be used in areas where it provides functional benefits.*

Response: As discussed above, the DSP landscape plan is designed to minimize or eliminate the use of high-maintenance turf lawn areas. Instead, the design incorporates the use of attractively mulched planting beds with the incorporation of the bioretention rain gardens in the overall plan.

Streetscape Amenities

- *Street furnishings that are part of the streetscape, including transit shelters, bike racks, benches, bollards, tree grates, waste/recycling receptacles, and similar elements, shall be consistent in material, style, and color throughout the Metro Core and are encouraged to be consistent throughout the transit district. The exact style and details of these elements should be determined by the TDDP implementation task force once it*

has been established.

- *All street furnishings that are part of the streetscape shall be constructed of metal such as aluminum, stainless steel, or cast iron; stone; or masonry.*
- *Benches, tables, chairs, planters, and similar elements belonging to commercial tenants or placed within urban open spaces and public areas should vary in appearance from the standard street furnishings; however, if these elements are placed within or abutting a street or open space, they should be metal or a combination of wood and metal, stone, or other durable material. Waste and recycling receptacles shall be collocated and conveniently placed along streets.*

Response: The DSP plan is designed to comply with the above three streetscape design standards. As discussed previously, the DSP plan strives to create a pedestrian-friendly environment by providing a linear open space along the site's entire frontage on Campus Drive with carefully designed pedestrian-scale amenities, including pavers, light fixtures, signage, and landscaping elements and high-quality materials. The DSP also arranges retail, and restaurant uses at the street level fronting a linear open space to create an active street front along Campus Drive.

Tree Zone

The tree zone is intended for street tree planting and may accommodate permanent features such as rainwater planters and environmental site design features, light poles, signage, benches, and bike racks. Non-permanent elements, such as restaurant menu boards, waste and recycling receptacles, potted plants, and movable seating, may also be appropriate within the tree zone.

Landscape strips and planting areas are required along all streets and shall be provided in accordance with the regulations of the Landscape Manual.

- *Street trees are required throughout the transit district in spacing of approximately 30 to 40 feet on center. Refer to the Landscape Manual for additional requirements and permitted tree species. Invasive tree species shall not be permitted. Street tree planting pits are appropriate in mixed-use areas while planting strips are more appropriate in the predominantly residential areas of the College Park Aviation Village and Riverdale Park Urban Village.*

Response: The DSP Landscape Plan complies with the above standard.

- *Street tree planting areas provide opportunities for stormwater management and treatment facilities and should be designed to contribute to the overall environmental restoration and treatment goals of the TDDP.*

Response: As discussed previously within the confines of this justification statement, the site improvements are being designed to be served by a combination of several contemporary Environmental Site Design (ESD) stormwater management practices (i.e., bioretention, rain gardens, grassed swale, landscaping, and bio chambers). These stormwater facilities will be attractively designed and planted in the context of their location and accordance with Prince George's County and Maryland Department of the Environment requirements and will serve as visual amenities in addition to the water quality benefit features.

Streets and Open Spaces | Site Walls and Fencing

Walls and fences shall be used to screen surface parking lots and loading and service areas from the public realm including streets.

Streetscape

- *Site walls (including screening, security, retaining, and accent walls) should use materials, patterns, and colors consistent with the associated building(s) and, if directly visible from the public realm (streets and open spaces), shall be made of brick, pre-cast stone, or concrete panels, natural stone, or vegetated screen walls.*

Response: These items are consistent in the material style and color proposed in the DSP18047 development plan.

- *Railings, fences, and gates shall be metal prefinished in a powder-coated color coordinated with adjacent materials or painted a low-luster, dark, neutral color.*

Response: Any railings, fences, and gates proposed in the DSP development plan shall be metal prefinished in a powder-coated color-coordinated with adjacent materials or painted a low-luster, dark, neutral color.

- *Vinyl, composite, or pressure-treated wood fences up to six feet in height may only be permitted on single-family residential lots in side and rear yards only.*

Response: This standard does not apply to a commercial hotel proposed in this DSP application.

- *Chain link fencing, barbed or razor wire, wire mesh, corrugated metal or fiberglass, sheet metal, and paneled materials shall not be permitted.*

Response: The DSP plan does not include any of the fencing elements detailed above; therefore, this standard does not apply.

Streets and Open Spaces | Street Lighting

Streetscape Lighting

A combination of pedestrian-scaled street light fixtures and intersection street light fixtures may be required to ensure a well-lit street area and to establish a unifying element along the street network.

- *Pedestrian-scaled fixtures on poles no higher than 14 feet in height shall be used on all streets.*

Response: New parking lot light poles and fixtures will be based upon a photometric study and the fixtures will be lower than 18-feet high.

- *Street light locations (such as at intersections and/or along travel lanes) shall be coordinated with the underlying utility locations and street tree plantings and should be placed to ensure even distribution of lighting levels. These fixtures may be taller than pedestrian-scaled fixtures as determined by the appropriate operating agency.*

Response: The new light fixtures have been coordinated with underground utility locations and street plantings where feasible.

- *Illumination shall be provided for main entrances, passageways, parking lots, recycling areas, service entrances and areas, alleys, pathways, parks, and plazas.*

Response: Bollards, street lighting, pedestrian level lighting will be installed by the Marriott Hotel. All lighting fixtures are designed to utilize LED illumination.

- *Pedestrian access to and from mid-block parking and other parking lots and structures shall be continuously lit and shall provide direct connections to the primary street and urban open spaces whenever possible.*

Response: Streetscape lighting has been provided per the Sector Plan standards.

- *In commercial and mixed-use areas, business owners should illuminate storefront windows at night from the interior to assist with lighting the sidewalk and accenting their business.*

Response: Commercial and retail-use lighting has been provided per the Sector Plan standards.

- *Light poles may include armatures that allow for the hanging of banners and other amenities (e.g., hanging flower baskets, artwork, etc.).*

Response: The light poles are designed to include armatures as enumerated in the above standard.

- *Consideration of security and pedestrian comfort shall be prioritized by increasing illumination low to the ground in public parking lots, at building entries, in public plazas, and at transit stops.*

Response: Security lighting is proposed in the form of pedestrian street lights. Other lighting options will be considered.

- *All street lighting fixtures shall use full cut-off optics to direct their light downward to minimize or eliminate glare and light pollution.*

Response: All streetlights will have full cut-off optics.

- *Energy-efficient lamps shall be used for all public realm lighting in order to conserve energy and reduce long-term costs.*

Response: LED fixtures will be used in all exterior lighting fixtures associated with this project.

Specific Uses of Lighting

To increase safety, help with orientation, and highlight the identity of an area, the street elements specified below are recommended to be lit.

- *Transit stops: People feel more secure when transit stops are well-lit. Lighting also draws attention to and encourages the use of such amenities.*

Response: Outdoor lighting is designed in compliance with this standard. The location and model types of proposed street lights are identified on the Photometry Plan, within of the Landscape plan package. Cut-sheet images and details of the street lights fixtures are shown on the Landscape Plan Detail Sheet within the Landscape Plan set.

- *Edges: Edges of a park or plaza shall be lit to define and identify the space.*

Response: This standard does not apply to the Marriott Hotel.

- *Architectural details: Lighting entrances, archways, cornices, columns, and other features can call attention to the uniqueness of a building or place. Lighting of building entrances also contributes to safety.*

Response: The Marriott Hotel architectural plan is designed to comply with the above design standard.

- *Focal points and gateways: Lighted sculptures, fountains, and towers in a neighborhood, especially those visible to pedestrians and vehicles, provide a form of wayfinding.*

Response: As discussed previously within the confines of this justification statement, the site improvements are being designed to be served by a combination of several contemporary Environmental Site Design (ESD) stormwater management practices (i.e., bioretention, rain gardens, grassed swale, landscaping, and bio chambers). These stormwater facilities will be attractively designed and planted with native plantings in the context of their location and accordance with Prince George's County and Maryland Department of the Environment requirements and will serve as an attractive visual amenity in addition to the water quality benefit features utilizing native plantings.

Streets and Open Spaces | Open Space Design

An interconnected network of public and private open spaces, including urban spaces, such as plazas and squares, is an essential component of the College Park-Riverdale Park Transit District. Every effort should be made to integrate new development with active and passive open spaces such as parks, plazas, squares, and greens. These spaces and the overall open space network are critical in helping define a community's sense of place.

General Requirements

- *Each neighborhood shall include at least one designated primary open space of at least 25,000 square feet and no less than 75 feet in either width or length (see image of proposed primary open spaces for each neighborhood on page 50 for locations). These spaces, which are in the form of plazas, squares, or greens, will serve as the main gathering places for the residents and workers of the neighborhoods and embody the character of each. It is essential that all parties work together to realize the network of primary open spaces during the development of the transit district.*

Response: This standard does not apply to the Marriott Hotel.

- *Additional open spaces should be evenly distributed throughout the transit district.*
- *New open spaces and urban places should be designed with sustainable, environmental site design features, such as rainwater planters, bioswales, and porous/pervious paving materials, to facilitate landscaping, tree growth, and the absorption and treatment of rainwater runoff.*

- *Asphalt shall not be used within paved squares and plazas but may be used for open space types within and adjacent to the transit district that are more natural in character such as within pocket parks and parks containing ballfields.*
- *Privately owned and operated open spaces should be accessible to the public whenever feasible.*
- *Paved areas within open spaces should differ from and contrast with the typical street sidewalk paving.*

Response: There are open space features proposed in the development plan; therefore, the above five standards do not apply.

10. Previous Approvals

The proposed project is subject to the requirements of the Preliminary Plan of Subdivision 4-18027, approved and adopted by the Planning Board on February 13, 2020, and formalized in PGCPB Resolution No. 20-09, for the subject property. The Planning Board approved the Conceptual Site Plan application with the following **51 conditions, highlighted in italic bold:**

1. *Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to:*
 - a. *Provide documentation from the City of College Park, to allow a substandard right-of-way along Lehigh Road. In lieu of such documentation, show dedication of 10 feet along the frontage of Lehigh Road, or other dedication as otherwise required by the City.*
 - b. *Expand the public use easement over the internal driveway, extending from the intersection of Campus Drive and River Road to Lehigh Road, to cover the pedestrian access area.*

Response: The Preliminary Plan of Subdivision 4-18027 certified by M-NCPPC on April 29, 2020, complies with conditions 1. a. and b highlighted above.

2. *Prior to signature approval of the preliminary plan of subdivision, the applicant shall provide an approved stormwater concept plan and letter, and an approved floodplain waiver from the Prince George's County Department of Permitting, Inspections and Enforcement.*

Response: In accordance with Section 24-120(8) of the Subdivision Regulations, approved stormwater management (SWM) concept plan number 53859-2018-00, dated March 26, 2020, was submitted to M-NCPPC prior to the certification of the Preliminary Plan of Subdivision 4-18027.

The SWM concept plan shows the use of storm drain connections. Given that the entire site is located in the floodplain, a floodplain waiver approval from DPIE granted and as part of that approval, that utilized off-site compensatory floodplain storage on nearby M-NCPPC land.

The applicant has submitted a memorandum dated October 24, 2019, signed by both the Prince George's County Department of Parks and Recreation (DPR) and the developer, outlining the terms for required improvements to the Maryland-National Capital Park and Planning Commission (M-NCPPC) property for a Compensatory Floodplain Storage Easement Agreement, and Maintenance Agreement for impact to M-NCPPC property as a result of the development of this site. In this letter, M-NCPPC agrees to allow the developer the use of approximately 115,050 square feet (2.64 acres) of M-NCPPC property, shown on Exhibit A of this letter for the compensatory floodplain storage necessary for the development of the project. There are six terms of improvement and three procedural requirements listed in this letter.

Mandatory Referral application request MR-1944A was submitted in conjunction to this request to M-NCPPC. Final action on this instant request permits the creating of a drainage swale to provide compensatory floodplain storage on the adjacent M-NCPPC owned College Park Airport property.

3. *Prior to acceptance of the detailed site plan, the following information shall be provided:*
 - a. *An exhibit that illustrates the location, limits, specifications and details of the off-site sidewalk and Americans with Disabilities Act improvements, consistent with Section 24-124.01(f) and the cost cap in Section 24-124.01(c).*

Response: The bicycle and pedestrian impact statement (BPIS) designed in compliance with the 2009 Approved Countywide Master Plan of Transportation (MPOT) and the 2015 College Park-Riverdale Park Transit District Development Plan was submitted and approved by M-NCPPC prior to the certification of the Preliminary Plan of Subdivision 4-18027 on April 29, 2020.

Due to the site's location within the College Park Metro Center, the Preliminary Plan of Subdivision was subject to Section 24-124.01 of the Subdivision Regulations, and the Transportation Review Guidelines, Part 2, a BPIS scoping meeting was held with the applicant on January 16, 2019, and identified appropriate off-site improvements. Based on the 123,396 square feet of commercial/retail space proposed, the cost cap for the application is \$43,188.60 per Section 24-124.01(c).

- b. *Demonstrate compliance with the Transit District Development Plan streetscape standards.*

Response: The subject DSP-18047 application that was accepted for review by M-NCPPC on May 21, 2020, complies with above condition 3. b.

4. *Prior to final plat approval, the applicant shall vacate the existing unimproved Knox Road right-of-way with consent from the City of College Park.*

Response: The Applicant understands and agrees to comply with this condition.

5. *Prior to approval of any building permit, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that one or more of the following required adequate pedestrian and bikeway facilities as designated below, in accordance with Section 24-124.01 of the Subdivision Regulations and the cost cap in Part (c), have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:*
 - a. *Construct off-site sidewalks and Americans with Disabilities Act improvements along Old Calvert Road and Edmonston Road, as illustrated on the bicycle pedestrian impact statement plan, or*
 - b. *One or more of the following options may be selected as an alternative improvement(s), in coordination with the City of College Park, if it is demonstrated to meet the requirements of Section 24-124.01 at the time of detailed site plan:*
 - (1) *Continue the existing sidewalk from the bus stop at the intersection of 50th Avenue and Campus Drive to the hotel site.*
 - (2) *Provide a bus shelter at the 50th Avenue/Campus Drive bus stop.*
 - (3) *Construct a sidewalk from the Campus Drive/Riverside Avenue intersection on the west side of Riverside Avenue to Old Calvert Road.*

Response: The Applicant agrees to comply with condition 5 above with the approved BPIS plan.

6. *Total development shall be limited to uses that would generate no more than 49 AM and 52 PM peak-hour vehicle trips. Any development generating an impact greater than what is identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.*

Response: The Applicant understands and agrees to comply with this condition.

7. *A substantial revision to the mix of uses on the subject property that significantly affects Subtitle 24 adequacy findings, as set forth in a resolution of approval, or any residential development, shall require the approval of a new preliminary plan of subdivision prior to the approval of any building permits.*

Response: The Applicant understands and agrees to comply with this condition.

8. *Development of this site shall be in conformance with the approved stormwater management concept plan and any subsequent revisions.*

Response: The Applicant understands and agrees to comply with this condition.

9. *Prior to approval, the final plat of subdivision shall include:*
 - a. *The granting of public utility easements along all public rights-of-way in accordance with the approved preliminary plan of subdivision.*

Response: The Applicant understands and agrees to comply with this condition.

- b. *A note indicating a variation from Section 24-122(a) of the Subdivision Regulations is approved by the Prince George's County Planning Board for the width of the public utility easements along the public rights-of-way, pursuant to the approved Preliminary Plan of Subdivision 4-18027.*

Response: The Applicant understands and agrees to comply with this condition.

10. *Prior to approval of the final plat of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall submit draft public access easement agreements for the on-site driveway, extending opposite River Road, and along Lehigh Road, in accordance with the approved preliminary plan of subdivision. The easement agreements shall be to the benefit of the City of College Park, be approved by the Maryland-National Capital Park and Planning Commission, Subdivision and Zoning Section, and be fully executed. The easement shall be recorded in the Prince George's County Land Records and the Liber/folio of the easement shall be indicated on the final plat, prior to recordation.*

Response: The Applicant understands and agrees to comply with this condition.

11. Conclusion

The Applicant respectfully requests that the Planning Board approve the instant Detailed Site Plan application development by finding that it complies with the 2015 Approved College Park-Riverdale Park Transit District Development Plan (and its related urban design standards).

May 28, 2019
Revised: June 3, 2020
DSP-18047
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Additionally, the Applicant respectfully requests that the Planning Board also approve the requested minor modifications to the TDOZ design standards, discussed herein.

Respectfully submitted,



Arthur J. Horne, Jr.

cc:

AJH/fms

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*Also admitted in the District of Columbia

August 4, 2020
Revised: August 21, 2020

VIA HAND DELIVERY

Thomas Burke
Prince George's County Planning Department
Development Review Division
14701 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

**RE: Marriott Residence Inn – College Park
 Departure from Parking and Loading Spaces DPLS-485**

Dear Mr. Burke:

On behalf of our client, by New County Hotel, LLC (the "Applicant"), Arthur J. Horne, Jr. and Shipley & Horne, P.A., hereby submits this Statement of Justification in support of the requested departure from parking design standards contained in Section 27-558 of the Prince George's County Zoning Ordinance, being also Division 2 of Part 11 Off-Street Parking and Loading of Subtitle 27 of the Prince George's County Ordinance, regarding the number of loading spaces provided. As discussed in the companion Detailed Site Plan DSP-18047 application (i.e., currently under consideration by M-NCPPC), the Applicant proposes the construction of the College Park Marriott Residence Inn ("Marriott Hotel") development project. The application is an infill development project on land currently owned by the Prince George's County. The site has an address locating it on the northeast corner of the Campus Drive (formerly Paint Branch Parkway) and Corporal Frank S. Scott Drive intersection in College Park, Maryland (the "Property") and is within walking distance (approximately 590 feet) to the College Park Metro Station. The Property is also located within the boundaries of the *Approved College Park-Riverdale Park Transit District Development Plan TDDP and TDOZ*.

Description of Subject Property:

The Property is currently unimproved and is being used as a surface parking lot. The site is generally flat with un-compelling environmental characteristics. There are no streams, wetlands, significant trees, or similar features; however, the Property is within the existing Paint Branch floodplain. The proposed site improvements are being designed to be served by a combination of several contemporary Environmental Site Design (ESD) stormwater management practices (i.e., bioretention, rain gardens, grassed swale, biochambers). These stormwater facilities will be attractively designed and planted in the context of their location in compliance with Prince George's County and Maryland

Department of the Environment requirements and will serve as visual amenities in addition to the water quality benefit features.



Neighborhood and Surrounding Properties:

The subject property is a triangular-shaped 2.11-acre site (the “Property”), located on the southwest corner of Campus Drive and Corporal Frank Scott Drive intersection. More specifically, the subject property identified on Tax Map 33, Grid E-4, Block 20 Lots 1-44, and Block 26 Lots 8-16. The Property is bordered on all sides by roadways as follows:

- North — Lehigh Road borders the Property for its entire frontage; zoned M-U-I.
- East — Corporal Frank Scott Drive; across the said roadway is the M-NCPPC operated Tennis Center at College Park; zoned M-U-I.

- South — Campus Drive; and south of Campus Drive is the campus of the U.S. Food and Drug Administration Center for Food Safety and Applied Nutrition’s (CFSAN) Harvey W. Wiley Federal Building; zoned M-U-I.
- West — Campus Drive; across Campus Drive is the WMATA – College Park Metro and its associated six-level parking structure, surface parking, kiss and ride and bus facility; this facility is also the location of the College Park Purple Line Light Rail station.

Nature of Proposed Use:

The TDDP is the guiding document for development within a Transit District Overlay Zone (“TDOZ”), and most development is subject to the approval by the Planning Board of a detailed site plan prepared following the development requirements specified in the TDDP. This Detailed Site Plan is filed to demonstrate that the development proposed satisfies the Policies and Strategies found in the TDDP. The TDDP sets forth development standards which serve in place of the zoning ordinance for the Property. In those instances where an adjustment to the TDDP standards is deemed appropriate, this statement of justification will outline and justify the requested modification in detail.

Development Data Summary:

Loading Requirements (per Section 27-582 of the Zoning Ordinance)		
Use	Required	Proposed
Mixed Residential/Commercial*		
- Hotel (115,396 sq. ft.)		
0 to 10,000 sq. ft.	None	NA
10,000 to 100,000 sq. ft.	1.0	1.0
Each additional 100,000 sq. ft. of GFA (or fraction)	1.0	1.0
- <u>Internal Retail (6,800 sq. ft.)</u>	1.0	0
Total	3.0	2.0

Note: *The applicable TDOZ zone does not have a standard for required loading spaces or parking space size. Therefore, per the M-U-I Regulations, when a mix of residential and commercial uses is proposed on a single parcel, the site plan should set out the regulations to be followed. The subject site plan proposes one 12-foot x 33-foot loading space, within the parking area, and a second 12-foot x 33-foot loading space adjacent to the main guest entrance to the Hotel that will provide access from this service drive. The Applicant seeks departures from both of these requirements per Section 27-548.25(e), which does not require separate applications for such departures, but requires that the Planning Board find that the departure conforms to all of the applicable development district standards. The location and

screening of the parking and loading spaces conform to all of the applicable TDOZ zone standards. The reduced number of loading spaces loading spaces will contribute to the development district vision of pedestrian-friendly, concentrated, mixed-use development in this area envisioned by the College Park-Riverdale Park TDDP and TDOZ.

Relationship to County Plans and Policies:

Plan Prince George's 2035 Approve General Plan

The application is consistent with the Plan Prince George's 2035 Approved General Plan (Plan Prince George's 2035, i.e., successor to the 2002 General Plan) development pattern policies that call for more dense mixed-use development within regional transit centers. The subject application is located within one of the eight Plan Prince George's 2035 designated Regional Transit Districts.

The vision for regional transit centers is moderate- to high-density and intensity regional-serving centers. Destinations for regional employees and residents that contain a mix of office, retail, entertainment, public and quasi-public, flex, and medical uses; the balance of uses will vary depending on the center's predominant character and function walkable, bikeable, and well-connected to a regional transportation network via a range of transit options. Density and intensity are often noticeably greater within a quarter-mile of Metro and light rail stations. For properties such as the Subject, the General Plan recommends:

New Housing Mix: Predominantly high-rise and mid-rise apartments and condos, townhouses
Average Net Housing Density for New Development: 40+ Dwelling Units/Acre
FAR for New Commercial Development: 3+
Transportation Characteristics: Metrorail with frequent local feeder connections (bus and shuttle service) and intermodal facilities— commuter rail (Amtrak and MARC service), fixed guideway (light rail and bus rapid transit), and interstate highways and arterials.

Approved Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone (TDOZ)

The 2015 Approved College Park-Riverdale Park Transit District Development Plan supports the Plan Prince George's 2035 recommendations and strategies for properties such as the subject site that are proximate to transit centers, by envisioning “...*The most intense development should be concentrated in close proximity to transit, supporting a dynamic mix of uses and serving as a destination for employees, residents, and visitors. An appropriate transition from higher intensity uses to the surrounding neighborhoods to the west and south should also be provided to preserve the quality of life of current residents.*”

The subject property is part of the “College Park Aviation Village” area designation in the TDDP. “*The College Park-Riverdale Park TDDP envisions that the College Park Aviation Village as a*

compact, predominantly residential community with integrated neighborhood-serving retail and civic uses. New open spaces create opportunities for passive and active recreation with enhanced connectivity, views, and signage to highlight the College Park Aviation Museum as a cultural anchor.” The Subject Property is located approximately 590-feet (walking distance) from the center of the platform serving the College Park Metro Station. The Master Plan recommends buildings of 5 to 8 stories for the subject property.

Zoning Ordinance

Section 27-546.15 M-U-I Zone (Mixed Use-Infill)

- (a) *The general purpose of the M-U-I Zone is to permit, where recommended in applicable plans or requested by a municipality or the Prince George's County Redevelopment Authority, a mix of residential and commercial uses as infill development in areas which are already substantially developed. The M-U-I Zone may be approved on properties which adjoin developed properties or otherwise meet plan recommendations and which have overlay zone regulations requiring site plan review, or on property owned by a municipality or the Prince George's County Redevelopment Authority, which requests the zone.***
- (b) *The specific purposes of the M-U-I Zone are:***
- (1) *To implement recommendations in approved Master Plans, Sector Plans, or other applicable plans by encouraging residential or commercial infill development in areas where most properties are already developed;***
 - (3) *To encourage innovation in the planning and design of infill development;***
 - (4) *To allow flexibility in the process of reviewing infill development;***
 - (5) *To promote smart growth principles by encouraging efficient use of land and public facilities and services;***
 - (6) *To create community environments enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses; and***
 - (7) *To permit redevelopment, particularly in areas requiring revitalization, of property owned by a municipality or the Prince George's County Redevelopment Authority.***

Response: The Property is owned by the Prince George’s County; is classified in the M-U-I Zone (Mixed Use-Infill). It is also located within the boundaries of the Approved College Park-Riverdale Park TDDP (Transit District Development Plan); which envisions the Property as part of “College Park Aviation Village.” Properties designated as part of Aviation Village are within an easy walk of the

College Park Metro station (and future College Park Light Rail Purple Line Station), to be improved as moderate-to higher mixed residential, employment, and commercial development.

The proposed DSP includes a mix of commercial/hospitality residential and commercial retail uses. The average density in terms of floor area ratio for the Property is approximately 1.33 FAR based on an estimated 2.11 gross site acreage. The site is located a very short distance from the entrance to the College Park Metro Station (i.e., 590± feet to the Metro Station platform). The DSP development plan maximizes connectivity between the project site and the College Park Metro Station by an extension of the existing sidewalk along Lehigh Avenue at the rear of the Property.

In addition to the crosswalk and sidewalk(s), the DSP strives to create a pedestrian-friendly environment by providing a linear open space along the site's entire frontage on Campus Drive with carefully designed pedestrian-scale amenities, including light fixtures, signage, and landscaping elements and materials. The DSP also arranges nonresidential uses serving multifamily units, retail, and restaurant uses at the street level fronting a linear open space to create an active street front along Campus Drive, as well as within the development site. Bicycle parking is also planned in front of the retail/restaurant uses to encourage alternative transportation.

For a more extensive explanation of the DSP application's compliance with the Master Plan TDDP Design Standards, refer to the following section 9 entitled "The Approved College Park-Riverdale Park Transit District Development Plan Amendment Compliance – Transit District Standards."

Section 27-546.16. - Approval of Zone.

- (a) The District Council may approve the M-U-I Zone in a Sectional Map Amendment, a T-D-O Zone map amendment, a D-D-O Zone map amendment, an individual map amendment requested by a municipality or the Prince George's County Redevelopment Authority, or an individual site plan case, subject to the provisions in this Subdivision.***
- (b) The M-U-I Zone may be approved on property which has proposed development subject to site plan review and is in the Transit District Overlay Zone or the Development District Overlay Zone, or on property owned by a municipality or the Prince George's County Redevelopment Authority, which requests the zone.***
 - (1) Property in the T-D-O Zone may be reclassified from its underlying zone to the M-U-I Zone by an amendment to the Transit District Development Plan (TDDP). In the amendment process, the owner shall show that the proposed rezoning and development will meet TDDP goals and objectives and will be compatible with existing or approved future development on adjacent properties.***
 - (2) Property in the D-D-O Zone may be reclassified from its underlying zone to the M-U-I Zone through the property owner application process in Section 27-548.26(b). In the review process, the owner shall show that the proposed rezoning and***

development will be compatible with existing or approved future development on adjacent properties.

- (3) *Property owned by a municipality or the Prince George's County Redevelopment Authority may be reclassified to the M-U-I Zone under the following procedures:*
- (A) *As to notice and hearing procedures in general, the Planning Board and District Council shall follow the requirements in Part 3, Division 9, for site plan cases. The processing of applications filed by municipalities or the Prince George's County Redevelopment Authority shall be expedited, and the Planning Board must file its recommendation with the Council not later than fifty (50) days after the application of the municipality or the Prince George's County Redevelopment Authority is accepted for filing.*
 - (B) *The application by the municipality or the Prince George's County Redevelopment Authority shall include all materials required in Part 3, Division 9, for Conceptual Site Plan cases, with a statement which enumerates proposed uses on the site, demonstrates how the proposed mix of uses meets M-U-I Zone purposes, and shows how proposed development will promote redevelopment and revitalization in the vicinity of the property owned by the municipality or the Prince George's County Redevelopment Authority.*
 - (C) *A municipality or the Prince George's County Redevelopment Authority shall file its application with Planning Board staff, which after acceptance must prepare a report and recommendation. The Planning Board shall hold a public hearing on the application, prepare its recommendation, file its decision with the Clerk of the Council, and send copies to persons of record.*
 - (D) *Within thirty (30) days of the mailing of the Planning Board decision, any person of record may file with the Clerk of the Council comments on the application or a request for oral argument, or both. Oral argument must be held prior to final action on the application, if ordered by the Council or requested by a person of record.*
 - (E) *Before taking final action, the Council may refer the case to the Zoning Hearing Examiner, for review of specific issues. The Examiner shall give priority in scheduling to all such cases. After hearing, the Examiner shall address and make recommended findings on the issues in the referral order and the standards given below. A person who was not a party of record when the Planning Board closed the record may become one after the referral to*

the Examiner.

- (F)** *The District Council may take final action approving the application by the municipality or the Prince George's County Redevelopment Authority, for the M-U-I Zone, with or without conditions, if it finds that the mix of uses proposed in the application will meet the purposes of the M-U-I Zone and that the proposed development will be compatible with existing and approved future development on adjacent properties, will not be inconsistent with an applicable Master Plan or the General Plan, as amended will conform to the purposes and standards of an applicable TDOZ, DDOZ or M-U-TC Development District Plan, and will enhance redevelopment or revitalization in the vicinity of the property owned by the municipality or the Prince George's County Redevelopment Authority.*

Response: As noted above, the Property is both owned by the Prince George's County, and was rezoned from M-X-T Zone (Mixed-Use – Transportation Oriented) to Mixed-Use Infill (M-U-I) Zone as part of 2015 Approved College Park-Riverdale Park Transit District Overlay Zoning Map Amendment SMA (Resolution: CR-7-2015). Therefore, the above Zoning Standards of Section 27-546.16 do not apply.

Section 27-546.18. - Regulations

- (a)** *Except as provided in Subsection (b), the regulations governing location, setbacks, size, height, lot size, density, and other dimensional requirements in the M-U-I Zone are as follows:*
- (1)** *R-18 Zone regulations apply to all uses in Section 27-441(b)(3), Miscellaneous;*
 - (2)** *R-18 Zone regulations apply to all uses in Section 27-441(b)(6), Residential/Lodging, except hotels and motels;*
 - (3)** *C-S-C Zone regulations apply to hotels and motels and all other uses; and*
 - (4)** *Multifamily residential densities up to forty-eight (48) units per acre are permitted.*
- (b)** *Where an owner proposes a mix of residential and commercial uses on a single lot or parcel in the M-U-I Zone, the site plan as approved shall set out the regulations to be followed. The approved regulations may reduce parking requirements by thirty percent (30%), where evidence shows that proposed parking will be adequate, notwithstanding provisions in Part 11.*

Response: The proposed Marriott Hotel DSP application incorporates a mixture of commercial hospitality residential and commercial retail uses into an attractive design that not only captures the

letter (i.e., standards) but the spirit of the College Park-Riverdale Park TDDP plan. The DSP design arranges tenant units to provide a vibrant, transit-oriented, mixed-use hospitality residential, commercial retail development. The building addresses the streets while the significant public plaza along Campus Drive is activated by street-level retail and restaurant uses to animate this important approach corridor to the nearby Metro station and College Park US 1 corridor.

Section 27-546.19. - Site Plans for Mixed Uses.

- (a) An owner proposing mixed residential and commercial development on the same lot or parcel in the M-U-I Zone may not obtain permits before a Detailed Site Plan is approved in accordance with this Section.***
- (b) The owner shall file a Detailed Site Plan application which meets the requirements of Part 3, Division 9, and includes:***
 - (1) Architectural elevations;***
 - (2) A statement showing how the proposed uses on the subject property are compatible with one another; and***
 - (3) A statement showing how the proposed uses are compatible with existing or approved future uses on adjacent properties.***
- (c) A Detailed Site Plan may not be approved unless the owner shows:***
 - (1) The site plan meets all approval requirements in Part 3, Division 9;***
 - (2) All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;***
 - (3) Proposed uses on the property will be compatible with one another;***
 - (4) Proposed uses will be compatible with existing or approved future development on adjacent properties and an applicable Transit or Development District; and***
 - (5) Compatibility standards and practices set forth below will be followed, or the owner shows why they should not be applied:***
 - (A) Proposed buildings should be compatible in size, height, and massing to buildings on adjacent properties;***
 - (B) Primary facades and entries should face adjacent streets or public walkways and be connected by on-site walkways, so pedestrians may avoid crossing***

parking lots and driveways;

- (C) Site design should minimize glare, light, and other visual intrusions into and impacts on yards, open areas, and building facades on adjacent properties;*
- (D) Building materials and color should be similar to materials and color on adjacent properties and in the surrounding neighborhoods, or building design should incorporate scaling, architectural detailing, or similar techniques to enhance compatibility;*
- (E) Outdoor storage areas and mechanical equipment should be located and screened to minimize visibility from adjacent properties and public streets;*
- (F) Signs should conform to applicable Development District Standards or to those in Part 12, unless the owner shows that its proposed signage program meets goals and objectives in applicable plans; and*
- (G) The owner or operator should minimize adverse impacts on adjacent properties and the surrounding neighborhood by appropriate setting of:*
 - (i) Hours of operation or deliveries;*
 - (ii) Location of activities with potential adverse impacts;*
 - (iii) Location and use of trash receptacles;*
 - (iv) Location of loading and delivery spaces;*
 - (v) Light intensity and hours of illumination; and*
 - (vi) Location and use of outdoor vending machines.*

Response: The Detailed Site Plan submittal documents show the architecture and location of buildings, parking spaces, vehicular traffic flow direction; handicapped parking, loading, access aisle and sign details; landscaping and lighting details; fencing details; curb, gutter, parking lot access, and circulation, paving and sidewalk details; and public common area amenity details. A detailed discussion of the application compliance to the DSP standards is addressed in section 9 below, where the Applicant has provided detailed responses and discussions relative to the proposed Marriott Hotel application's compliance with the multitude of guidelines or standards promulgated for it's near Metro Station located within the College Park-Riverdale Park TDDP.

Required Findings—Departure from Parking and Loading Standards

Section 27-588(b)(7) of the Zoning Ordinance provides that:

- (A) In order for the Planning Board to grant the departure, it shall make the following findings:**

(i) The purposes of this Part (Section 27-550) will be served by the applicant's request;

The purposes of Section 27-550 are as follows:

- (1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the buildings and uses;**

Response: The applicable TDOZ zone does not have a standard for required loading spaces or parking space size. Therefore, per the M-U-I Regulations, when a mix of residential and commercial uses is proposed on a single parcel, the site plan should set out the regulations to be followed. The subject site plan proposes one 12-foot x 33-foot loading space, within the parking area, and a second 12-foot x 33-foot loading space adjacent to the main guest entrance to the Hotel that will provide access from this service drive. The Applicant seeks departures from both of these requirements per Section 27-548.25(e), which does not require separate applications for such departures, but requires that the Planning Board find that the departure conforms to all of the applicable development district standards. The location and screening of the parking and loading spaces conform to all of the applicable TDOZ zone standards. The reduced number of loading spaces will contribute to the development district vision of pedestrian-friendly, concentrated, mixed-use development in this area.

- (2) To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points;**

Response: The subject property has existing frontage and direct vehicular access on: Campus Drive (south side), Lehigh Road (north side) and Corporal Frank Scott Drive (east side). As noted previously in this report, the Applicant is proposing to construct an entirely new five (5) story, 60-foot-high, 115,396 square foot, mixed-use building, including 161 hotel rooms, 6,800 square feet of ground-floor retail space, and a 80-spaces of surface parking. The net result of the development program and parking and traffic impacts generated thereto, were studied according to the Prince George's County adequacy of facilities requirements during the subject projects review and approval of its Preliminary Plan of Subdivision 4-18027 application by the Prince George's County Planning Board in the PGCPB No. 20-09 case matter, relating to potential impacts on the existing road network.

- (3) To protect the residential character of residential areas; and**

Response: The subject property does not adjoin nor is it in the viewshed any residential communities or properties. Therefore, this condition does not apply to the subject property.

- (4) To provide parking and loading areas which are convenient and increase the amenities in the Regional District.**

Response: The Detailed Site Plan submittal documents show the architecture and location of buildings, parking spaces, vehicular traffic flow direction; handicapped parking, access aisle and sign details; landscaping and lighting details; fencing details; curb, gutter, parking lot access, and circulation, paving and sidewalk details; and public common area amenity details. A detailed discussion of the application's compliance to the DSP standards is addressed in section 9 below, where the Applicant has provided detailed responses and discussions relative to the proposed Marriott Hotel application's compliance with the multitude of guidelines or standards promulgated for it's near Metro Station located within the College Park-Riverdale Park TDDP.

(ii) The departure is the minimum necessary, given the specific circumstances of the request;

Response: The departure is the minimum necessary due to the physical limitations of the site. The building contains a single use for which the Applicant cannot apply any of the allowed reductions for shared use of spaces. There is no additional area to use for loading beyond those incorporated limits defined in the site plan.

(iii) The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the County which were predominantly developed prior to November 29, 1949;

RESPONSE: Displayed immediately below are two screen clips of the 1938 and 1965 grayscale aerial photogrammetric layers copied from the M-NCPPC PGAtlas GIS website showing the general representative physical conditions of development on the subject property, (i.e., outlined in red) and the surrounding environs in 1938 and 1965 respectively. Based on the historical timeline represented by these two aerial photographs, we can reasonably conclude that in 1949, i.e., that occurred near the mid-point between these two years, the prevalent conditions of the subject property and the immediate surrounding area reflected an undeveloped state. Therefore, this criterion is not applicable.



(1938 PGAtlas Aerial)



(1965 PGAtlas Aerial)

(iv) All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical; and

Response: All methods of calculation have been explored and found impractical to reduce the loading requirement further. The Applicant has applied the correct method for calculating the number of spaces required. The Applicant is not permitted to use the 20 percent reduction for shared use because there is a single use at the site. The Applicant has also provided the maximum number of compact spaces and the minimum number of handicap-accessible spaces. Due to site constraints, no other parking standards can be applied to provide additional parking or to reduce the parking requirement further.

(v) Parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted.

Response: The subject property does not adjoin nor is it adjacent to any residential communities or properties. Therefore, this condition does not apply to the subject property.

(B) In order for the Planning Board to grant the departure, it shall make the following findings:

(i) The parking and loading conditions within the general vicinity of the subject property, including numbers and locations of available on- and off-street spaces within five hundred (500) feet of the subject property;

Response: The Applicant asserts that an appropriate number of off-street parking and loading spaces have been proposed and there will be no need to use off-site facilities.

(ii) The recommendations of an Area Master Plan, or County or local revitalization plan, regarding the subject property and its general vicinity;

Response: As mentioned herein, the College Park-Riverdale Park TDDP plan anticipates mixed-use on the Property. The development of the College Park Marriott Residence Inn (“Marriott Hotel”) development project is also in conformance with the recommendations of the Sector Plan by massing the building along Campus Drive (*formerly Paint Branch Parkway*). The approval of this departure is aligned with the Master Plan’s recommendation and needs of the area; as such, approval of the departure would not impair the Sector Plan.

(iii) The recommendations of a municipality (within which the property lies) regarding the departure; and

Response: The subject property is located within the municipal corporate limites of the City of College Park.

(iv) Public parking facilities which are proposed in the County’s Capital Improvement Program within the general vicinity of the property.

Response: The Applicant is not aware of any public parking facilities proposed within the County’s Capital Improvement Program (CIP).

(C) In making its findings, the Planning Board may give consideration to the following:

(i) Public transportation available in the area;

Response: METRO (bus and rail) and County bus service is available to and from the subject property. Said public transportation is projected to be utilized by both guest and employees of the Marriott Hotel.

(ii) Any alternative design solutions to off-street facilities which might yield additional spaces;

Response: There are no alternative design solutions to existing off-site facilities that would reasonably deliver more spaces for the Applicant.

(iii) The specific nature of the use (including hours of operation if it is a business) and the nature and hours of operation of other (business) uses within five hundred (500) feet of the subject property; and

Response: The hours of operations and specific nature of the services provided by the Subject Marriott Hotel use is not conflicts with the Federal office use located across Campus Drive, and there is no other business uses within 500 feet of the subject property.

(iv) In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where development of multifamily dwellings is proposed, whether the applicant proposes and demonstrates that the percentage of dwelling units accessible to the physically handicapped and aged will be increased over the minimum number of units required by Subtitle 4 of the Prince George’s County Code.

Response: The subject property is in the M-U-I Zone; therefore, the above subsection is not applicable.

E. Section 27-102. - Purposes:

The proposed Marriott Hotel is in harmony with the purposes of the Zoning Ordinance by providing sufficient allowances for safely maneuvering vehicles in and out of parking spaces with adequate clearances on the sides as well as in the aisles as enumerated in greater detail through Section 27-102. (a) of Subtitle 27, as described below:

(1) *To protect and promote the health, safety, morals, comfort, convenience, and welfare of the present and future inhabitants of the County:*

Response: The purposes of the Zoning Ordinance will be equally well or better served by the Applicant’s departure request. The proposal provides sufficient allowances for safely maneuvering vehicles in and out of parking spaces with adequate clearances on the sides as well as in the aisles. The location and screening of the parking and loading spaces conform to all of the applicable TDOZ zone standards. The reduced number of loading spaces loading spaces will contribute to the development district vision of pedestrian-friendly, concentrated, mixed-use development in this area envisioned by the College Park-Riverdale Park TDDP/TDOZ.

(2) *To implement the General Plan, Area Master Plans, and Functional Master Plans;*

Response: The Subject Marriott Hotel as discussed in the DSP-18047 statement of justification, is in conformance with the recommendations of both the *Plan Prince George's 2035 Approved General Plan* (Prince George’s 2035 General Plan), and the approved “College Park Aviation Village” area designation in the TDDP. *“The College Park-Riverdale Park TDDP envisions that the College Park Aviation Village as a compact, predominantly residential community with integrated neighborhood-serving retail and civic uses. New open spaces create opportunities for passive and active recreation with enhanced connectivity, views, and signage to highlight the College Park Aviation Museum as a cultural anchor.”* The Subject Property is located approximately 590-feet (walking distance) from the center of the platform serving the College Park Metro Station. The Master Plan recommends buildings of 5 to 8 stories for the subject property.

- (3) *To promote the conservation, creation and expansion of communities that will be developed with adequate public facilities and services;*
- (4) *To guide the orderly growth and development of the county, while recognizing the needs of agriculture, housing, industry, and business;*

Response: The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.

- (5) *To provide adequate light, air and privacy;*

Response: The proposed redevelopment will not impact on the privacy, light or air of County inhabitants since it will not create any excessive noise, odors, or pollution; and it is located and designed in accordance with the Master Plan TDDP design standards for a mixed-use commercial use.

- (6) *To promote the most beneficial relationship between the uses of land and buildings and protect landowners from the adverse impacts of adjoining development;*
- (7) *To protect the County from fire, flood, panic and other dangers,*

Response: The Applicant's new addition on the Subject Property will be developed in adherence to all County laws that exist to protect the County from fire and other dangers.

- (8) *To provide sound, sanitary housing in a suitable and healthy living environment within the economic reach of all County residents;*

Response: This purpose is not applicable since the proposed Marriott Hotel does not include a housing component.

- (9) *To encourage economic development activities that provides desirable employment and a broad protected tax base,*

RESPONSE: As discussed previously in this justification and the companion DSP-19047 application, the General Plan 2035, identifies the subject site for a regional transit centers is moderate- to high-density and intensity regional-serving centers. Destinations for regional employees and residents that contain a mix of office, retail, entertainment, public and quasi-public, flex, and medical uses; the balance of uses will vary depending on the center's predominant character and function. Walkable, bikeable, and well-connected to a regional transportation network via a range of transit options. Upon approval and full development, the Applicant's plan for the subject property, excels at providing a full and diverse range of employment opportunities for residents well into the foreseeable future, that meets the stated goals of the General Plan 2035 are to create a diverse, innovative, and regionally competitive economy that generates a range of well-paying jobs and strategically grows the tax base.

(10) To prevent the overcrowding of land,

Response: As discussed in 5 above, the proposed redevelopment will not impact on the privacy, light or air of County inhabitants since it will not create any excessive noise, odors, or pollution; and it is located and designed in accordance with the Master Plan TDDP design standards for a mixed-use commercial use.

(11) To lessen the danger and congestion of traffic on the streets, and to insure the continued usefulness of all elements of the transportation system for their planned functions;

Response: The proposed Marriott as shown in the companion DSP-19047 application, and the approved Preliminary Plan of Subdivision 4-18027 application by the Prince George's County Planning Board in the PGCPB No. 20-09 case matter, will access the established adjacent Campus Drive (*formerly Paint Branch Parkway*) and Corporal Frank S. Scott Drive intersection in College Park, Maryland (the "Property"). The project will also utilize the existing METRO hard-rail network, and the future Purple Line College Park Station, upon completion of the light-rail line located within walking distance (approximately 590 feet) to the College Park Metro Station.

(12) To insure the social and economic stability of all parts of the County;

Response: Reiterating the response to standard 9 above, the Applicant's master plan for the subject property, excels at providing a full and diverse range of employment opportunities for residents well into the foreseeable future, that meets the stated goals of the General Plan 2035 are to create a diverse, innovative, and regionally competitive economy that generates a range of well-paying jobs and strategically grows the tax base.

(13) To protect against undue noise, and air, and water pollution, and to encourage the preservation of stream valleys, steep slopes, lands of natural beauty, dense forest, scenic vistas, and other similar features;

RESPONSE: This criterion is not applicable.

(14) To provide open space, to protect scenic beauty and natural features of the County as well as to provide recreational space,

RESPONSE: This criterion is not applicable.

(15) To protect and conserve the agricultural industry and natural resources,

RESPONSE: This criterion is not applicable.

August 4, 2020
Revised: August 21, 2020
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Page 18

Conclusion:

In accordance with the above findings, the subject Applications are in harmony with prior approved Preliminary Plan of Subdivision 4-18027 application by the Prince George's County Planning Board in the PGCPB No. 20-09 case matter, and companion Detailed Site Plan DSP-18047 application, and fully meet all requirements within Section 27-588(b)(7) for Departures from the Number of Parking and Loading Spaces. The subject Applications are also consistent with the Institutional Land Use recommendation within the "College Park Aviation Village" area designation in the 2015 *"The College Park-Riverdale Park TDDP"*.

For all the above-stated reasons, we respectfully request that the Planning Board approve the subject Applications. Please do not hesitate to contact me if you have any questions or comments.

Respectfully submitted,



Arthur J. Horne, Jr.

AJH/fms

cc: Stacy Hornstein
David Bickel, RLA



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AEA-1014-OE

Issued Date: 02/11/2020

Stacy Hornstein
New County Hotel, LLC
1201 Maryland Ave SW
Washington DC, DC 20024

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Building Corner #1
Location:	College Park, MD
Latitude:	38-58-42.97N NAD 83
Longitude:	76-55-32.78W
Heights:	49 feet site elevation (SE) 64 feet above ground level (AGL) 113 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 08/11/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.



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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AEA-1015-OE

Issued Date: 02/11/2020

Stacy Hornstein
New County Hotel, LLC
1201 Maryland Ave SW
Washington DC, DC 20024

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Building Corner #2
Location:	College Park, MD
Latitude:	38-58-42.64N NAD 83
Longitude:	76-55-31.45W
Heights:	49 feet site elevation (SE) 64 feet above ground level (AGL) 113 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 08/11/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.



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Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-AEA-1016-OE

Issued Date: 02/11/2020

Stacy Hornstein
New County Hotel, LLC
1201 Maryland Ave SW
Washington DC, DC 20024

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Building Corner #3
Location:	College Park, MD
Latitude:	38-58-39.69N NAD 83
Longitude:	76-55-31.54W
Heights:	49 feet site elevation (SE) 64 feet above ground level (AGL) 113 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 08/11/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.



Mail Processing Center
 Federal Aviation Administration
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 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2020-AEA-1017-OE

Issued Date: 02/11/2020

Stacy Hornstein
 New County Hotel, LLC
 1201 Maryland Ave SW
 Washington DC, DC 20024

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Building Corner #4
 Location: College Park, MD
 Latitude: 38-58-41.73N NAD 83
 Longitude: 76-55-33.90W
 Heights: 49 feet site elevation (SE)
 64 feet above ground level (AGL)
 113 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 08/11/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.



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Aeronautical Study No.
 2020-AEA-1018-OE

Issued Date: 02/11/2020

Stacy Hornstein
 New County Hotel, LLC
 1201 Maryland Ave SW
 Washington DC, DC 20024

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Mechanical Screen Highpoint #5
 Location: College Park, MD
 Latitude: 38-58-42.22N NAD 83
 Longitude: 76-55-32.41W
 Heights: 49 feet site elevation (SE)
 72 feet above ground level (AGL)
 121 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 08/11/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (817) 222-5933, or andrew.hollie@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AEA-1018-OE.

Signature Control No: 429194732-430394742

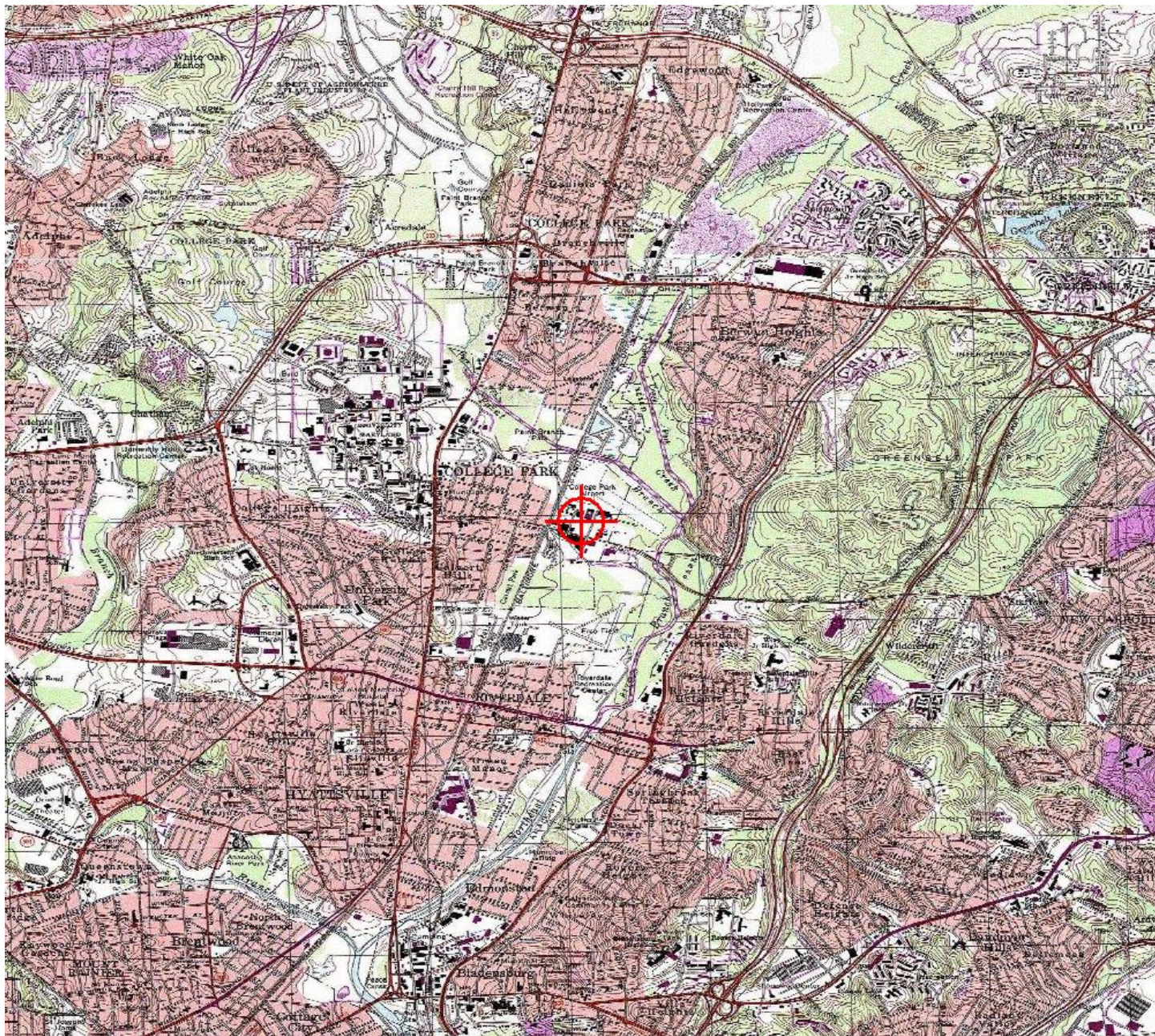
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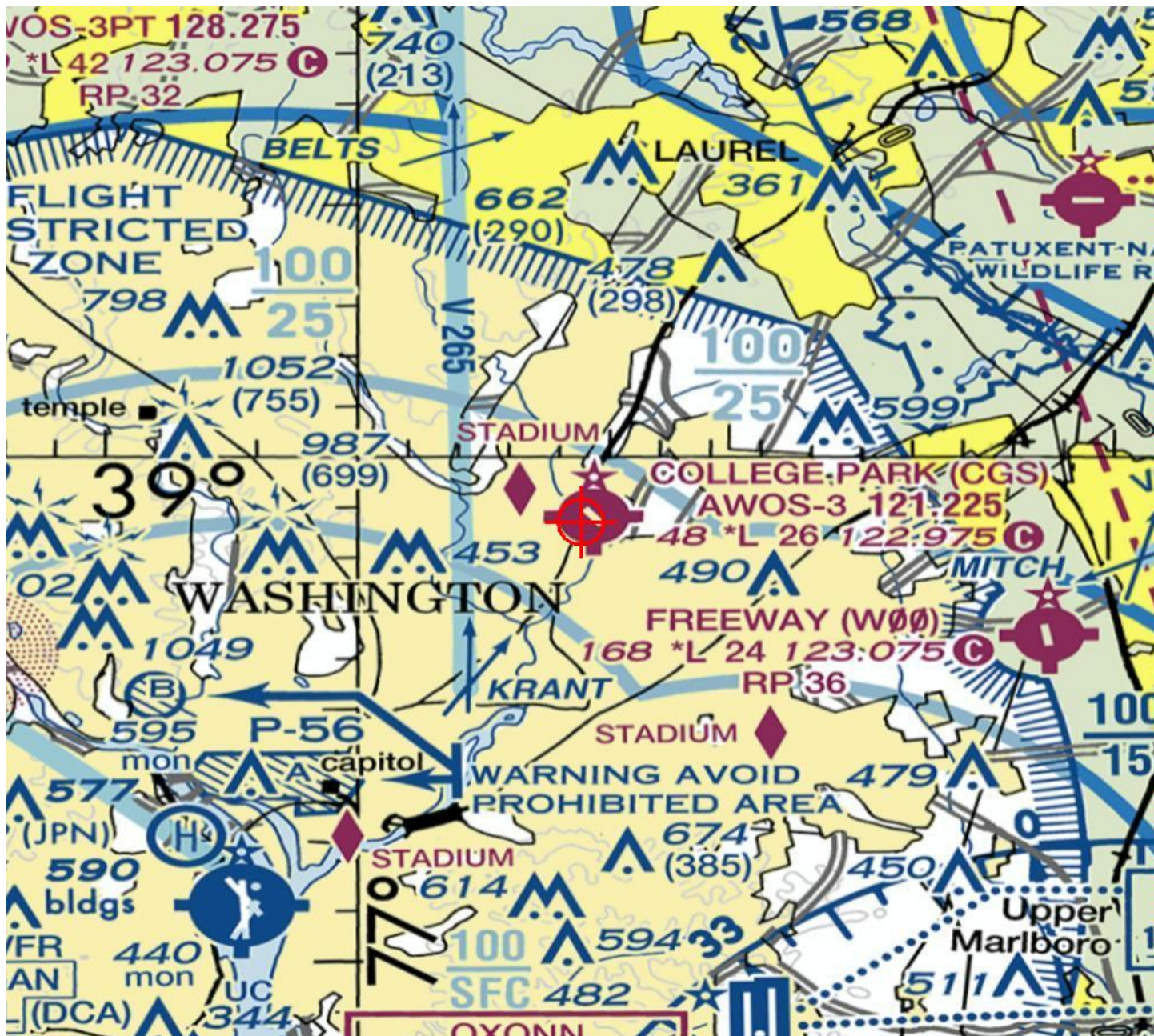
Andrew Hollie
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2020-AEA-1018-OE

Proposing a 5 story, 161 room hotel with associated retail





C O R R E C T E D R E S O L U T I O N

WHEREAS, New County Hotel, LLC is the owner of a 2.11-acre parcel of land that includes Lots 1–35 and 39–44, Block 20, and Lots 8–16, Block 26, and a portion of Knox Road (previously Charleston Avenue), which is recorded as Kropp’s Addition to College Park, said property being in the 21st Election District of Prince George’s County, Maryland, and is within the Mixed Use-Infill (M-U-I) and Transit District Overlay (T-D-O) Zones; and

WHEREAS, on August 28, 2019, New County Hotel, LLC filed an application for approval of a Preliminary Plan of Subdivision for 1 parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-18027 for College Park Marriott was presented to the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on January 23, 2020, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George’s County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended approval of the application with conditions; and

WHEREAS, on January 23, 2020, the Prince George’s County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George’s County Code, the Prince George’s County Planning Board APPROVED a Variance from Section: 24-122(a) and further APPROVED Preliminary Plan of Subdivision 4-4-18027 for 1 parcel with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to:
 - a. Provide documentation from the City of College Park, to allow a substandard right-of-way along Lehigh Road. In lieu of such documentation, show dedication of 10 feet along the frontage of Lehigh Road, or other dedication as otherwise required by the City.
 - b. Expand the public use easement over the internal driveway, extending from the intersection of Campus Drive and River Road to Lehigh Road, to cover the pedestrian access area.
2. Prior to signature approval of the preliminary plan of subdivision, the applicant shall provide an approved stormwater concept plan and letter, and an approved floodplain waiver from the Prince George’s County Department of Permitting, Inspections and Enforcement.

3. Prior to acceptance of the detailed site plan, the following information shall be provided:
 - a. An exhibit that illustrates the location, limits, specifications and details of the off-site sidewalk and Americans with Disabilities Act improvements, consistent with Section 24-124.01(f) and the cost cap in Section 24-124.01(c).
 - b. Demonstrate compliance with the Transit District Development Plan streetscape standards.
4. Prior to final plat approval, the applicant shall vacate the existing unimproved Knox Road right-of-way with consent from the City of College Park.
5. Prior to approval of any building permit, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that one or more of the following required adequate pedestrian and bikeway facilities as designated below, in accordance with Section 24-124.01 of the Subdivision Regulations and the cost cap in Part (c), have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:
 - a. Construct off-site sidewalks and Americans with Disabilities Act improvements along Old Calvert Road and Edmonston Road, as illustrated on the bicycle pedestrian impact statement plan, or
 - b. One or more of the following options may be selected as an alternative improvement(s), in coordination with the City of College Park, if it is demonstrated to meet the requirements of Section 24-124.01 at the time of detailed site plan:
 - (1) Continue the existing sidewalk from the bus stop at the intersection of 50th Avenue and Campus Drive to the hotel site.
 - (2) Provide a bus shelter at the 50th Avenue/Campus Drive bus stop.
 - (3) Construct a sidewalk from the Campus Drive/Riverside Avenue intersection on the west side of Riverside Avenue to Old Calvert Road.
6. Total development shall be limited to uses that would generate no more than 49 AM and 52 PM peak-hour vehicle trips. Any development generating an impact greater than what is identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
7. A substantial revision to the mix of uses on the subject property that significantly affects Subtitle 24 adequacy findings, as set forth in a resolution of approval, or any residential

development, shall require the approval of a new preliminary plan of subdivision prior to the approval of any building permits.

8. Development of this site shall be in conformance with the approved stormwater management concept plan and any subsequent revisions.
9. Prior to approval, the final plat of subdivision shall include:
 - a. The granting of public utility easements along all public rights-of-way in accordance with the approved preliminary plan of subdivision.
 - b. A note indicating a variation from Section 24-122(a) of the Subdivision Regulations is approved by the Prince George's County Planning Board for the width of the public utility easements along the public rights-of-way, pursuant to the approved Preliminary Plan of Subdivision 4-18027.
10. Prior to approval of the final plat of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall submit draft public access easement agreements for the on-site driveway, extending opposite River Road, and along Lehigh Road, in accordance with the approved preliminary plan of subdivision. The easement agreements shall be to the benefit of the City of College Park, be approved by the Maryland-National Capital Park and Planning Commission, Subdivision and Zoning Section, and be fully executed. The easement shall be recorded in the Prince George's County Land Records and the Liber/folio of the easement shall be indicated on the final plat, prior to recordation.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**– The subject property is located in the northwest quadrant of the intersection of Campus Drive and Corporal Frank S. Scott Drive. The property consists of 2.11 acres and is within the Mixed Use-Infill (M-U-I) and Transit District Overlay (T-D-O) Zones, and is subject to the 2015 *Approved College Park-Riverdale Park Transit District Development Plan (TDDP)*. This preliminary plan of subdivision (PPS) includes Lots 1–35 and 39–44, Block 20, and Lots 8-16, Block 26, and a portion of Knox Road (previously Charleston Avenue), which is recorded as Kropp's Addition to College Park in Plat Book 1-72. This site is currently developed with a surface parking lot.

The application provides one parcel for 123,395 square feet of lodging and commercial development. The development is subject to a PPS, in accordance with Section 24-107 of the Subdivision Regulations.

Section 24-122(a) of the Subdivision Regulations requires that a 10-foot-wide public utility easement (PUE) be provided along public rights-of-way. The applicant requested approval of a variation to allow a five-foot-wide PUE along Lehigh Road, Campus Drive and Corporal Frank S. Scott Drive which are all public roads abutting the site. The variation is approved, as discussed further.

3. **Setting**— The property is located on Tax Map 33 in Grid E-4, in Planning Area 66, is zoned M-U-I/T-D-O. The subject site is irregularly shaped and is bounded by Lehigh Road to the north, Corporal Frank S. Scott Drive to the east, and Campus Drive to the south and west. Beyond the abutting public roads, the subject site is surrounded to the north by light industrial uses, to the west by the College Park Metro Station, to the east by the Tennis Center at College Park, and to the south by the commercial offices, all within the M-U-I/T-D-O zones.
1. **Development Data Summary**—The following information relates to the subject PPS application and the approved development.

	EXISTING	APPROVED
Zone	M-U-I/T-D-O	M-U-I/T-D-O
Use(s)	Parking	Mixed-Use (Hotel and Commercial)
Acreage	2.11	2.11
Lots	50	0
Parcels	0	1
Dwelling Units	0	0
Variance	No	No
Variation	No	Yes Section 24-122(a)

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) on September 20, 2019. The requested variation from Section 24-122(a) was accepted on August 28, 2019, and heard at the SDRC meeting on September 20, 2019, as required by Section 24-113(b) of the Subdivision Regulations.

2. **Previous Approvals**—The property was platted in May of 1909 as Lots 1-35 and 39-44, Block 20, Lots 8-16, Block 26, and a portion of Knox Road (previously Charleston Avenue) of Kropp's Addition to College Park recorded in Plat Book BDS 1-72.

The subject property was rezoned from the Rural Residential Zone to the Light Industrial (I-1) Zone with the *1989 Langley Park – College Park – Greenbelt Approved Master Plan and Adopted Sectional Map Amendment*.

The subject property was rezoned from I-1 to the Mixed Use-Transportation Oriented (M-X-T) Zone through the *1990 SMA for Planning Areas 66, 67, 68*.

The subject property was rezoned from M-X-T to M-U-I through the 1997 *Approved Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone and Zoning Map Amendment (Prince George's District Council CR-057-1997)*. The 1997 TDDP also established the T-D-O zone over this property.

The 2015 TDDP retained the M-U-I/T-D-O zoning on the subject property.

- 3. Community Planning**—The *Plan Prince George's 2035 Approved General Plan (Plan 2035)* locates this site in the College Park/UM Metro/M Square Purple Line Regional Transit District. Plan 2035 recommends directing the majority of future employment and residential growth in Prince George's County to the Regional Transit Districts. "These medium- to high-density areas are envisioned to feature high-quality urban design, a mix of complementary uses and public spaces, a range of transportation options- such as Metro, bus, light rail, bike and car share, and promote walkability" (page 19). In addition, this application falls within a designated Employment Area. "Plan 2035 recommends continuing to support business growth in these areas, concentrating new business development near transit where possible, improving transportation access and connectivity, and creating opportunities for synergies" (page 19).

The development aligns with the vision of the General Plan, as it directs future employment near transit.

Master Plan

The TDDP recommends Mixed-Use Predominately Residential land use for the subject property and envisions the continuation of River Road through the site, which would have retail frontage. It is not the intent of the TDDP to preclude other uses on the property recommended for mixed-use development, however, predominately residential uses with ground-floor retail are desired (page 47).

The T-D-O Zone is superimposed over the Transit District Development Plan. The T-D-O Zone permits hotels in M-U-I zones (page 250).

Aviation/Military Installation Overlay (M-I-O) Zone

This application is located within Aviation Policy Area (APA) 6. Section 27-548.38 of the Zoning Ordinance (a) states that: For an individual property, APA regulations are the same as in the property's underlying zone, except as stated in this Subdivision. Section 27-548.38(b)(4) which states: In APA-4 and APA-6, development densities and intensities are the same as in the underlying zone.

Section 27-548.39(b) states: In APA-4, APA-5, or APA-6, every application shall demonstrate compliance with height restrictions in this Subdivision.

Section 27-548.42(b) states: In APA-4 and APA-6, no building permit may be approved for a structure higher than 50 feet unless the applicant demonstrates compliance with Federal Aviation Regulations (FAR) Part 77. Prior to signature approval of the detailed site plan (DSP), the

applicant shall complete a Federal Aviation Administration Form 7460-1 and submit it to the Maryland Aviation Administration (MAA), and subsequently provide evidence that the project complies with FAR 77. If the MAA identifies an issue, then the plan shall be revised to reduce or eliminate any perceived obstruction identified by MAA.

4. **Stormwater Management**—In accordance with Section 24-120(8) of the Subdivision Regulations, a stormwater management (SWM) concept plan was submitted with this application along with a receipt from the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) showing that the plan has been submitted to them for review and approval; however, it has not yet been approved.

The draft SWM concept plan shows the use of storm drain connections. Given that the entire site is located in the floodplain, a floodplain waiver approval from DPIE will be required and as part of that approval, compensatory floodplain storage within the watershed must be demonstrated.

The applicant has submitted a memorandum dated October 24, 2019, signed by both the Prince George's County Department of Parks and Recreation (DPR) and the developer, outlining the terms for required improvements to the Maryland-National Capital Park and Planning Commission (M-NCPPC) property for a Compensatory Floodplain Storage Easement Agreement, and Maintenance Agreement for impact to M-NCPPC property as a result of the development of this site. In this letter, M-NCPPC agrees to allow the developer the use of approximately 115,050 square feet (2.64 acres) of M-NCPPC property, shown on Exhibit A of this letter for the compensatory floodplain storage necessary for the development of the project. There are six terms of improvement and three procedural requirements listed in this letter.

Regardless of the final design that is chosen, in accordance with Section 24-130 of the Subdivision Regulations, development must be in accordance with an approved SWM concept plan to ensure that on-site or downstream flooding do not occur. Submittal of an approved SWM concept plan and approval letter, and an approved floodplain waiver, will be required prior to signature approval of the PPS.

5. **Parks and Recreation**—Per Section 24-134 (a) of the Prince George's County Zoning Ordinance, this subdivision application is exempt from the mandatory dedication of parkland requirement because it is a non-residential use.

DPR requested the opportunity to review the future DSP for this project, to ensure design input into the SWM facilities on the western edge of the site, that are proposed to be designed with a park-like setting that will be maintained by the applicant. Design compatibility and uniformity within this redevelopment area should showcase the College Park Airport and College Park Aviation Museum. In addition, the TDDP references coordination with DPR to ensure that the relationship between any proposed redevelopment and the College Park Junior Tennis Champions Center, College Park Aviation Museum and College Park Airport is strengthened and enhanced. Strategies include interpretative and wayfinding signage, lighting and streetscape improvements.

6. **Trails**—This PPS is subject to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2015 *College Park-Riverdale Park Transit District Development Plan*. Due to the site's location within the College Park Metro Center, this PPS is subject to Section 24-124.01 of the Subdivision Regulations, and the Transportation Review Guidelines, Part 2. A bicycle and pedestrian impact statement (BPIS) scoping meeting was held with the applicant on January 16, 2019 and identified appropriate off-site improvements. Based on the 123,396 square feet of commercial/retail space proposed, the cost cap for the application is \$43,188.60 per Section 24-124.01(c).

Master Plan Conformance

One master plan trail impacts the subject property with a wide sidewalk and pedestrian zone recommended along Campus Drive (formerly Paint Branch Parkway). The TDDP Transit District Standards includes the streetscape requirements for Campus Drive (formerly Paint Branch Parkway).

The MPOT includes Complete Street policies that reinforce the need for sidewalks as part of new developments as frontage improvements are made, or new roads constructed.

Policy 1:

Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

Policy 2:

All road frontage improvements and road capital improvement projects within the developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Review of the On-Site Pedestrian Network

Consistent with the policies of the MPOT, sidewalks are required along all road frontages and both sides of the internal roads. The submitted road sections include standard or wide sidewalks along both sides of Lehigh Road and the access drive consistent with the Complete Street policies and TDDP standards. Sidewalk access to building entrances and through large expanses of surface parking are also appropriate. Internal sidewalk access and bicycle parking will be evaluated in more detail at the time of DSP. Compliance with the TDDP street section (see exhibit above) for Campus Drive shall be demonstrated at the time of DSP.

Review of the Proposed Off-Site Improvements:

The applicant has proffered sidewalk improvements that will connect the subject site and surrounding residential communities with the recreation facilities at Paint Branch Parkway Park. These improvements are supported by the City of College Park and agreed to by DPR. Possible design revisions may be made at the time of DSP. A BPIS exhibit was submitted as part of this application, showing the proffered improvements.

The sidewalk retrofit and pedestrian crossing upgrades proffered by the applicant are appropriate off-site improvements per Section 24-124.01(d). The on- and off-site sidewalks approved with the subject application will improve Americans with Disabilities Act (ADA) accessibility and pedestrian access to the existing M-NCPPC parkland for both the future users of the subject site and the surrounding community. It will also provide greater connectivity to the existing single-family housing along Edmonston Road from the subject site.

Demonstrated Nexus Finding:

The off-site sidewalk upgrades proffered by the applicant will improve both ADA and pedestrian access to the Paint Branch Parkway Park for the future residents of the subject site. The site is within the 0.5 mile walking distance of the College Park Metro Station and the improvements will accommodate multi-modal access in the transit district and will directly benefit the residents of the site and surrounding communities by providing a more accessible and pedestrian-friendly environment to the existing M-NCPPC parkland, to Metro, and between nearby residential communities.

Finding of Adequate Bicycle and Pedestrian Facilities:

Based on the requirements and criteria contained in Section 24-124.01, the sidewalks proposed by the applicant on-site, and the sidewalk improvements proffered off-site, the bicycle and pedestrian facilities are adequate to serve the subject property. The sidewalk improvements will accommodate safe pedestrian access from the subject site to existing M-NCPPC parkland and provide pedestrian access from the subject site to the residential communities off Edmonston Road. The off-site improvements proffered are within the specified cost cap in Section 24-124.01(c) and improves the sidewalk network consistent with the guidance of Section 24-124.01(d).

7. **Transportation**—Transportation findings related to adequacy are made with this application, along with any determinations related to dedication, access, and general subdivision layout. A July 2019 traffic impact study (TIS) was submitted and accepted as part of this PPS.

The subject property is located within Transportation Service Area 1, as defined in Plan 2035. As such, the subject property is evaluated according to the following standards:

Links and Signalized Intersections: Level of Service E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better.

Unsignalized Intersections: The procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted.

For two-way stop-controlled intersections a three-part process is employed:
(a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds; (c) if delay

exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed.

For all-way stop-controlled intersections a two-part process is employed: (a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed.

Analysis of Traffic Impacts

The table below summarizes trip generation in each peak hour that is used for the analysis and for formulating the trip cap for the site:

Trip Generation Summary, 4-18027 College Park Marriot							
Land Use	Use Quantity	AM Peak Hour			PM Peak Hour		
		In	Out	Tot	In	Out	Tot
All-Suites Hotel	165 rooms	30	26	56	28	31	59
Retail	8,000 square feet	0	0	0	0	0	0
Less 12% Metro Ridership Reduction		-4	-3	-7	-3	-4	-7
Total Trip Cap for Proposed Use		26	23	49	25	27	52

The TIS treats the retail component of the project as ancillary and serving the hotel guests. The use considered is the all-suites hotel use in the Trip Generation Manual (Institute of Transportation Engineers), and this use includes a restaurant/lounge on the ground floor for use by guests. The transportation staff agreed upon these assumptions during scoping.

The traffic generated by the PPS would impact the following intersections, interchanges, or links in the transportation system:

- Campus Drive/River Road (signalized)
- Campus Drive/Corporal Frank Scott Drive (signalized)
- Lehigh Road/Corporal Frank Scott Drive (unsignalized)
- Lehigh Road/Future River Road (unsignalized)
- Lehigh Road/Site North Access (unsignalized)
- Corporal Frank Scott Drive/Site East Access (unsignalized)

The following tables represent results of the analyses of critical intersections under existing, background and total traffic conditions:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	Campus Drive/River Road	659	699	A
Campus Drive/Corporal Frank Scott Drive	818	727	A	A
Lehigh Road/Corporal Frank Scott Drive	8.4*	10.3*	--	--
Lehigh Road/Future River Road	Future	--	--	--
Lehigh Road/Site North Access	Future	--	--	--
Corporal Frank Scott Drive/Site East Access	Future	--	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the "Guidelines", delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

None of the critical intersections identified above are programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation "Consolidated Transportation Program" or the Prince George's County "Capital Improvement Program." Background traffic has been developed for the study area using a listing of six approved developments in the area. A 1.0 percent annual growth rate for a period of two years has been assumed. A second analysis was done to evaluate the impact of background developments. The analysis revealed the following results:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	Campus Drive/River Road	806	978	A
Campus Drive/Corporal Frank Scott Drive	887	822	A	A
Lehigh Road/Corporal Frank Scott Drive	8.4*	10.3*	--	--
Lehigh Road/Future River Road	Future	--	--	--
Lehigh Road/Site North Access	Future	--	--	--
Corporal Frank Scott Drive/Site East Access	Future	--	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the "Guidelines", delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

The following critical intersections, interchanges and links identified above, when analyzed with the programmed improvements and total future traffic as developed using the "Transportation Review Guidelines, Part 1" including the site trip generation as described above, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	Campus Drive/River Road	828	995	A
Campus Drive/Corporal Frank Scott Drive	910	834	A	A
Lehigh Road/Corporal Frank Scott Drive	8.5*	9.3*	--	--
Lehigh Road/Future River Road	8.4*	8.5*	--	--
Lehigh Road/Site North Access	8.5*	8.7*	--	--
Corporal Frank Scott Drive/Site East Access	8.8*	9.3*	--	--

*In analyzing two-way stop-controlled intersections, a three-step procedure is employed in which the greatest average delay in seconds for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume is computed and compared to the approved standards. According to the "Guidelines," all three tests must fail in order to require a signal warrant study.

Under future conditions, both signalized intersections are operating at acceptable levels of service as defined by the Guidelines. The unsignalized intersections do not exceed 50 seconds of minor street delay in total traffic conditions during morning and evening peak hours. Therefore, all intersections are determined to be adequate. A trip cap consistent with the trip generation assumed for the site, 49 AM and 52 PM peak-hour vehicle trips, is approved consistent with the analysis.

Master Plan Roads

Campus Drive is listed in the MPOT as a master plan collector facility, with a right-of-way of 80 to 100 feet and four lanes. Right-of-way has been previously dedicated. Therefore, no additional dedication is required.

Site Access Evaluation

Site access will be provided via two full access points. The northern access is shown along Lehigh Road and the eastern access point connects to Corporal Frank Scott Drive. The development also includes an extension of River Road through the site to Lehigh Road. The TDDP illustrates the extension of River Road to Lehigh Road, but does not explicitly list River Road as a proposed roadway facility. The Planning Board approves the extension of River Road through the site to Lehigh Road, which is included as a driveway through the site. A public use easement shall be provided over the driveway and would better facilitate access and connectivity between areas north of Campus Drive and the College Park transit station. Access and circulation are acceptable.

Knox Road is a dedicated, but unbuilt roadway that crosses the southern side of the subject property. The proposed development will completely subsume that portion of Knox Road. Therefore, the applicant should seek vacation of Knox Road between Corporal Frank S. Scott Drive and Campus Drive prior to final plat, pursuant to this PPS. Given that this section of

Knox Road serves no properties other than those covered by the subject application, in the Planning Board supports a vacation of this section of Knox Road.

Lehigh Road along the frontage of the site has a substandard right-of-way of 30 feet. The applicant shall provide documentation from the City of College Park to allow a substandard right-of-way along Lehigh Road. In lieu of such documentation, the plan shall reflect dedication of 10 feet along the frontage of Lehigh Road, or dedication as otherwise required by the City.

Based on the preceding findings, adequate transportation facilities will exist to serve the proposed subdivision, as required in accordance with Section 24-124 of the Subdivision Regulations.

8. **Schools**—This PPS has been reviewed for impact on school facilities, in accordance with Section 24-122.02 of the Subdivision Regulations and Council Resolution CR-23-2003, and it is concluded that the commercial property is exempt from a review for schools because it is a non-residential use.
9. **Public Facilities**—In accordance with Section 24-122.01, water and sewerage, police, and fire and rescue facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section dated September 27, 2019 (Hancock to Simon), incorporated by reference herein.
10. **Use Conversion**—The total development included in this PPS is for 115,396 square feet of lodging and 8,000 square feet of commercial/retail development in the M-U-I/T-D-O Zones. Residential development has not been analyzed as part of this PPS. If a substantial revision to the mix of uses on the subject property is proposed that substantially affects the Subtitle 24 adequacy findings, as set forth in a resolution of approval, or if any residential development is proposed, that revision of the mix of uses shall require approval of a new PPS prior to approval of any building permits.
11. **Public Utility Easement (PUE)**—Section 24-122(a) requires that, when utility easements are required by a public company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.”

The standard requirement for PUEs is 10 feet wide along both sides of all public rights-of-way. The subject site fronts on the public rights-of-way of Campus Drive, Corporal Frank S. Scott Drive, and Lehigh Road. The applicant requested approval of a Variation from Section 24-122(a), to allow for a reduction in the standard width of PUEs along public roads.

Variation—Section 24-113 requires the following:

- (a) **Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the**

purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle and Section 9-206 of the Environment Article; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon the evidence presented to it in each specific case that:

The applicant requested a reduction in the standard width of PUEs along public roads, from the required 10-foot width to their proposed 5-foot width. The subject site abuts public roadways along all of its boundaries. The applicant has stated that spatial site limitations create hardships that prevent the dedication of the full 10-foot PUE width.

- (1) The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property;**

The decrease in PUE width will not be detrimental to the public safety, health, or welfare, or injurious to other property. Surrounding properties and the subject site were previously platted and developed without the provision of a PUE. Providing a 5-foot-wide PUE along the abutting roadways will improve the opportunity for locating public utilities in the area. Since the site is surrounded by roadways on all sides, there are also varied opportunities for placement of the public utilities, which will be coordinated with the utility companies at the site plan and permitting stages.

- (2) The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;**

The site is located in the College Park-Riverdale Park TDDP, which encourages redevelopment in an urban-scale. The required 10-foot utility easements present challenges for the development to achieve the urban-scale, streetscape enhancement, and build-to lines set forth in the TDDP with the spatial limitations that a full-size utility easement would normally require. As the TDDP promotes the negotiations with utility providers to compromise on the width of utility easements to allow for urban-scale redevelopment (TDDP, page 199), the decrease in easement width for this site would allow the applicant to put forward a site plan that honors both the spirit and intent of the TDDP to redevelop the area in a strategic manner and shepherd the urban vision that is set forth for the College Park Aviation Village. These conditions are unique to the property and generally not applicable to other properties.

- (3) **The variation does not constitute a violation of any other applicable law, ordinance, or regulation; and**

The variation from Section 24-122(a) is unique to, and under the sole authority of, the Planning Board. Therefore, the variation does not constitute a violation of any other applicable law, ordinance, or regulation. This PPS and variation request for the location of PUEs was referred to the Washington Suburban Sanitary Commission (WSSC), Verizon, Southern Maryland Electric Cooperative (SMECO), Potomac Electric Power Company (PEPCO)/Baltimore Gas and Electric (BGE), and AT&T. No response was received from WSSC, Verizon, PEPCO/BGE/SMECO, or Comcast. The response from AT&T did not comment on the variation request.

- (4) **Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out;**

The site is surrounded by existing public roads and existing development on all sides. It has an irregular shape that provides three street frontages. The physical and spatial constraints presented by this site limits the ability for the applicant to put forth a site plan that observes the standard requirements for PUE width, while honoring the spirit and intent of the TDDP's streetscape standards and build-to-line thresholds. The need for contiguous public utility service location is acknowledged and the 5-foot-wide PUEs will accommodate the necessary utilities. If the strict letter of these regulations is carried out, a particular hardship to the owner would result, as the requiring of the PUE would be detrimental to the applicant's proposal by limiting the developable area and would be inconsistent with the design intent of the TDDP.

- (5) **In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where multifamily dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113(a), above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.**

This is not applicable because the site is zoned M-U-I and T-D-O.

The Planning Board finds that the site is unique to the surrounding properties, and the variation request is supported by the required findings. Approval of the variation will not have the effect of nullifying the intent and purpose of the Subdivision Regulations, which is to guide development according to Plan 2035 and the TDDP.

Therefore, the variation from Section 24-122(a) to decrease the width for a the required PUE from 10 feet to 5 feet, on all three sides of the development site that front on public roads, is approved.

12. **Historic**—The property is near the Old Town College Park Historic District (66-042-00) and the College Park Airport Historic Site (66-004) but is not adjacent. The 1938 aerial photograph indicates that a north-south runway associated with the College Park Airport (66-004) extended through the subject property. By 1965, the north-south runway was abandoned, and the northwest-southeast oriented runways continued in use. At the time of DSP, the applicant shall take into account the height of the proposed hotel and its potential impact on the operation of the College Park Airport. The applicant shall also provide a viewshed study at the time of DSP to illustrate the visibility of the proposed new construction from the College Park Airport Historic Site.

The applicant shall adhere to the policies and strategies outlined in the TDDP. The subject property is located in the College Park Aviation Village. Policy 1 is to create a mixed-use, predominantly residential, neighborhood north of Paint Branch Parkway. Policy 2 is to promote, strengthen, and preserve the existing College Park Aviation Museum and College Park Airport as historic anchors and regional destinations.

Several prehistoric archeological sites have been identified in the vicinity of the subject property. The prehistoric sites are located near Paint Branch. A Phase I archeological survey was conducted in 1987, along the right-of-way of Lehigh Road, which runs along the north side of the subject property, and no archeological resources were identified. Aerial photographs indicate most of the subject property was graded in the 1980s for installation of a parking lot. Due to prior disturbance of the site, a Phase I archeology survey is not recommended. Adverse effects of any proposed construction on the College Park Airport and Old Town College Park Historic District will be evaluated at the time of DSP.

13. **Environmental**—The following applications and associated plans were previously reviewed for the subject site:

Development Review Case #	Associated Tree Conservation Plan or Natural Resources Inventory #	Authority	Status	Action Date	Resolution Number
N/A	NRI-170-2018	Staff	Approved	12/05/2018	N/A
N/A	S-160-2018	Staff	Approved	11/06/2018	N/A
4-18027	Exempt	Planning Board	Pending	Pending	Pending

Grandfathering

This project is not grandfathered with respect to the environmental regulations contained in Subtitle 24 that came into effect on September 1, 2010 because the application is for a new PPS.

Master Plan Conformance

Conformance with Plan 2035

The site is located within Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map, as designated by Plan 2035. This site is within the College Park/UM Metro/M Square Purple Line general plan center. According to Plan 2035, such centers are areas targeted for development and redevelopment. These are areas of the County where the economic benefits of development help the entire County prosper by representing a unique opportunity to attract economic development, capitalize on investments in mass transit facilities, and provide opportunities for mixed-use, and transit-oriented development.

Conformance with the Area Master Plan

The Area Master Plan for this area is the 2015 *Approved College Park-Riverdale Park Transit District Development Plan (TDDP)*. The site falls within the College Park Aviation Village Transit District Neighborhood. Within the TDDP there are goals, policies, and strategies. The following policies and strategies have been determined to be applicable to the current project. The text in **BOLD** is the text from the TDDP and the plain text provides comments on plan conformance.

Transit District Neighborhood Recommendations—College Park Aviation Village

Policy 1: Implement specific environmental improvements to preserve, protect, and enhance surface and groundwater features and restore lost ecological functions to the extent possible.

This site is mapped as an Anacostia River Watershed Retrofit Plan Candidate Stormwater Retrofit Site. The Anacostia River Watershed Retrofit Plan Candidate Stormwater Retrofit Site addresses actions or activities to be taken as part of a comprehensive effort to protect the Anacostia River and its tributaries from further deterioration and restore the ecosystem to the greatest extent possible. A SWM concept plan currently under review with the Site/Road Plan Review Division of DPIE was submitted with this application. DPIE will review the project for conformance with the current provisions of the Prince George's County Code, which addresses the state regulations.

Environmental Infrastructure Section—Area-wide Recommendations

Policy 1: Restore and enhance water quality and ecological functions in the Lower Northeast Branch stream system as part of the development of the district and to support Anacostia River Watershed Restoration Plan efforts to improve water quality in the Anacostia River.

The SWM concept plan currently under review with the Site/Road Plan Review Division of DPIE was submitted with this application. DPIE will review the project for conformance with the current provisions of the County Code, which addresses the state regulations.

Policy 2: Improve air and water quality and stream habitat conditions in the Lower Northeast Branch Stream System.

Promotion of green friendly transportation and water quality practices that could improve air and water quality and offsite stream habitat conditions is encouraged by incorporating links to existing hiker/biker trails offsite, providing bike share facilities, charge stations for electrical cars, green roofs, and bio-methods.

Policy 3: Support community health and wellness recommendations and regional efforts to improve air quality by helping to reduce contributing sources of pollutants that cause ground level ozone or create local air pollution.

Policy 4: Minimize the impacts of noise on Forest Interior Dwelling Species (FIDS) in the vicinity and on residential uses within the transit district.

No forest interior dwelling species habitat is associated within or immediately surrounding the site. However, standard construction noise requirements are enforced by DPIE through the permitting process.

Policy 5: Reduce overall sky glow, glaze from light fixtures, and spillover of light to adjacent properties including the FIDS habitat within the Anacostia River Stream Valley east of the Research Core.

The use of alternative lighting technologies is encouraged so that light intrusion onto adjacent properties is minimized. Full cut-off optic light fixtures should be used. The Development Review Division of the M-NCPPC will evaluate the lighting plan in conjunction with architectural and landscape architectural standards at the time of DSP.

Countywide Green Infrastructure Plan

The site is within the designated network of the Countywide Green Infrastructure Plan of the Approved Prince George's County Resource Conservation Plan (May 2017) and is entirely mapped within a Regulated Area associated with an existing regulated 100-year floodplain.

The site was cleared, graded, and developed prior to the enactment of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO). While the proposed development will impact regulated environmental features, these features are located within the limits of previous disturbance and are not currently wooded.

The Green Infrastructure elements mapped on the subject site will be impacted; however, the overall site has been graded under previous approvals and the design of the site meets the zoning requirements and the intent of the growth pattern established in Plan 2035.

Environmental Review

Natural Resources Inventory/Existing Conditions

The site has an approved Natural Resources Inventory Plan (NRI-170-2018), which correctly shows the existing conditions of the property. No specimen or historic trees are associated with this site. The entire site is mapped within regulated environmental features, which include 100-year floodplain, and primary management area (PMA).

Woodland Conservation

The site is exempt from the provisions of the WCO because the property contains less than 10,000 square feet of woodland and has no previous tree conservation plan approvals. A standard letter of exemption from the WCO was issued for this site (S-16-2018), which expires on November 6, 2020. No additional information is required regarding woodland conservation.

Preservation of Regulated Environmental Features/Primary Management Area

This site contains regulated environmental features that are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5). The on-site regulated environmental feature includes the 100-year floodplain.

Section 24-130(b)(5) state: "Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat."

Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by the County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing, or at the point of least impact to the regulated environmental features. SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with the County Code.

A letter of justification for the impacts was date stamped as received on September 26, 2019. This property is entirely within the 100-year floodplain. This feature comprises the entire PMA on the subject property, in accordance with the Subdivision Regulations.

The letter requests the validation of 2.11 acres of on-site existing impacts to the PMA for the removal of an existing parking lot and construction of a new multistory building and parking lot for hotel and retail use. An additional 0.35 acre of off-site impacts along the surrounding rights-of-way are also needed for utilities and road improvements.

An exhibit was submitted along with the letter showing that the proposed use is for the general redevelopment of the site including all associated infrastructure. Given that the site is already developed and because the redevelopment will require SWM approval with the required floodplain controls, thus improving water quality over what exists on-site and meeting the objectives of the Anacostia River Watershed Partnership, the Planning Board approves this impact and finds the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible based on the plans submitted.

A floodplain waiver will be required by DPIE prior to permit.

Soils

The predominant soils found to occur, according to the US Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, include Codorus-Hatboro-Urban land complex (0–2 percent slopes), and Zekiah-Urban land complex (0–2 percent slopes). No unsafe soils containing Marlboro clay or Christiana complexes have been identified on-site. The County may require a soils report in conformance with Council Bill CB-94-2004 during future phases of development.

14. Urban Design—This application is reviewed for conformance with the requirements of the Zoning Ordinance and T-D-O Zone Standards of the TDDP as follows:

1. In accordance with the *Approved 2015 College Park-Riverdale Park Transit District Development Plan* (TDDP), the T-D-O Zone standards replace comparable standards and regulations required by the Prince George's County Zoning Ordinance. Wherever a conflict between the TDDP and the Zoning Ordinance or the 2010 *Prince George's County Landscape Manual* (Landscape Manual) occurs, the TDDP shall prevail. For development standards not covered by the TDDP, the Zoning Ordinance or Landscape Manual shall serve as the requirements. The development will be subject to DSP approval, at which time conformance with applicable T-D-O Zone standards will be analyzed. The T-D-O Zone standards that are relevant to the review of this PPS are contained within the TDDP beginning on page 193, with the College Park Aviation Village Neighborhood standards contained on page 202. There is no previously approved DSP governing this site.
2. This site is subject to Section 27-548.42 Height Requirements in APA-6. No building permit may be approved for a structure higher than 50 feet unless the applicant

demonstrates compliance with Federal Aviation Regulations (FAR) Part 77. This will be evaluated at the time of DSP review.

Conformance with the 2010 Prince George's County Landscape Manual

3. For those landscaping standards not covered by the TDDP, the Landscape Manual should serve as the requirement (TDDP, page 187). Specifically, Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; and Section 4.9, Sustainable Landscaping Requirements may apply to the development of this site. Conformance with the requirements of those sections will be evaluated at the time of DSP.

Tree Canopy Coverage Ordinance

4. Section 25-127(b)(1)(I) of the Tree Canopy Coverage Ordinance states that properties subject to tree canopy coverage requirements contained in an approved T-D-O Zone are exempt from the tree canopy coverage requirements. Tree canopy coverage requirements for the College Park-Riverdale Park T-D-O Zone shall be met through the provision of street and on-site trees provided to comply with other T-D-O Zone Standards and guidelines (Streetscape, Amenities, and Tree Zone, Pages 226-228). Compliance with T-D-O Zone tree canopy coverage requirements will be further evaluated at the time of DSP.

15. **City of College Park**—The City of College Park City Council convened on November 12, 2019 and reviewed the subject PPS. A letter pursuant to that meeting (Schum to Hewlett) was provided, and the City of College Park recommended approval of this PPS and variation with three conditions, which have either been incorporated as conditions of this approval, or have been determined as not required for the approval of the subject PPS. The City's recommended conditions are quoted below, with comments provided immediately following:

- “1. Prior to signature approval of the Preliminary Plan of Subdivision (PPS), the plan shall be revised to:

- a. Show a public access easement to the City of College Park along the south side of Lehigh Road for a five-inch sidewalk.”

The applicant is currently showing 5-foot-wide access easements along Lehigh Road for sidewalks as part of the road cross sections shown on the PPS. The easement recordation shall be required at the time of final plat.

- “b. Show a public access easement to the City of College Park along the proposed private road for vehicular and pedestrian access.”

The provision of an on-site public access easement, giving vehicles and pedestrians legal access across the property, is a way to accomplish the intent of

the TDDP in regard to the extension of River Road. The applicant has provided a cross section for this on-site driveway, which connects Campus Drive to Lehigh Road, showing a public use easement over the vehicular access. However, the public use easement shall be extended over the pedestrian access as well.

- “2. Prior to approval of a final plat, the applicant shall vacate the existing unimproved Knox Road right-of-way with the consent of the City.”

A condition of approval regarding the vacation of Knox Road has been included as a condition of this approval.

- “3. At the time of DSP acceptance:

- a. Provide an exhibit that illustrates the location, limits, and details of the BPIS improvements. The City's preferences, listed in order of priority, are:
 - i. Continue the existing sidewalk from the bus stop at the intersection of 50th Avenue and Campus Drive to the hotel site.
 - ii. Provide a bus shelter at the 50th Avenue/Campus Drive bus stop.
 - iii. Construct a sidewalk from the Campus Drive/Riverside Avenue intersection on the west side of Riverside Avenue to Old Calvert Road.
 - iv. Construct a path along the north side of Old Calvert Road to Edmonston Road within the Calvert Road Park.”

The applicant has proposed BPIS improvements focused on priority IV, and the proposed improvements are just under the cost cap. The location and limits of the BPIS improvements were provided as an exhibit submitted as part of this application package. The off-site sidewalk upgrades proffered by the applicant will improve both ADA and pedestrian access to the Paint Branch Parkway Park for the future residents of the subject site. The site is within the 0.5 mile walking distance of the College Park Metro Station and the improvements will accommodate multi-modal access in the transit district and will directly benefit the residents of the site and surrounding communities by providing a more accessible and pedestrian-friendly environment to the existing M-NCPPC parkland, to Metro, and between residential communities.

Cost estimates and details for improvements listed as i.-iii. have not been provided and, therefore, have not been analyzed as part of this application. Given the proposed BPIS improvement (iv.) is close to the cost cap, it is likely that any other improvement would exceed the cost cap. Any other improvement selected would need to demonstrate that its construction could be accomplished within the

provision outlined by Section 24-124.01. A condition of approval of this application allows this to be demonstrated at the time of DSP.

- “b. Provide a viewshed study to illustrate the visibility of the proposed new construction from the College Park Airport Historic Site.”

Visibility from the College Park Airport Historic Site will be evaluated at the time of DSP review, when buildings are proposed.

- “c. Provide proof of compliance with Aviation Policy Area (APA-6) restrictions (no obstruction over 198-feet Above Mean Sea Level-AMSL).”

Section 27-548.42(b) provides that no building permit may be approved for a structure higher than fifty (50) feet unless the applicant demonstrates compliance with FAR Part 77. This requirement will be further evaluated at the time of DSP, when buildings are proposed.

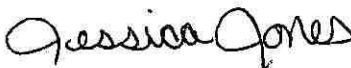
BE IT FURTHER RESOLVED, that an appeal of the Planning Board’s action must be filed with Circuit Court for Prince George’s County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner and Hewlett voting in favor of the motion at its regular meeting held on Thursday, January 23, 2020, in Upper Marlboro, Maryland.

Adopted by the Prince George’s County Planning Board this 13th day of February 2020.

Elizabeth M. Hewlett
Chairman



By Jessica Jones
Planning Board Administrator

EMH:JJ:DS:nz

APPROVED AS TO LEGAL SUFFICIENCY.


M-NCPPO Legal Department

Date 3/3/20

CASE NO: 4-18027
CASE NAME: COLLEGE PARK MARRIOTT
PARTY OF RECORD: 17
PB DATE: 01-23-2020

9/1/20



U.S. POSTAGE >>> PITNEY BOWES
ZIP 20772 \$ 000.00⁰
02 1W
0001403597 APR 14 2020

MICHAEL THEIS
8708 49TH AVENUE
COLLEGE PARK MD 20740
(CASE NUMBER: 4-18027)

TERRY SCHUM
8400 BALITMORE AVENUE
COLLEGE MD 20740
(CASE NUMBER: 4-18027)

MR.MICHAEL THEIS
8708 49TH AVENUE
COLLEGE PARK MD 20740
(CASE NUMBER: 4-18027)

MR.CHARLES E CASTLE III
CASTLE MANAGEMENT
5117 COLLEGE AVENUE
COLLEGE PARK MD 20740
(CASE NUMBER: 4-18027)

(Return Mail)

~~NEW COUNTY HOTEL LLC
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WASHINGTON DC 20024
(CASE NUMBER: 4-18027)~~

STEVEN A GRIGG
REPUBLIC PROPERTIES CORPORATION
1201 MARYLAND AVENUE SUITE 850
WASHINGTON DC 20024
(CASE NUMBER: 4-18027)

STACY C HORNSTEIN
REPUBLIC PROPERTIES CORPORATION
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(CASE NUMBER: 4-18027)

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LANHAM MD 20706
(CASE NUMBER: 4-18027)

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DAVID BICKEL
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SHIPLEY & HORNE PA
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LARGO MD 20774
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PRINCE GEORGE'S COUNTY
9400 PEPPERCORN PLACE
UPPER MARLBORO MD 20774
(CASE NUMBER: 4-18027)

MARK VOGEL
760 CRANDELL ROAD SUITE 102
WEST RIVER MD 20778
(CASE NUMBER: 4-18027)

RANDA LEE
10108 WORRELL STREET
GLENN DALE MD 20769
(CASE NUMBER: 4-18027)

MR.EDWARD M MORALES PEREZ SR.
6113 HARRINGTON STREET
CAPITOL HEIGTS MD 20743
(CASE NUMBER: 4-18027)

MR.ANDREW J SCOTT
600 5TH STREET NORTHWEST
WASHINGTON DC 20001
(CASE NUMBER: 4-18027)

**CORRECTED RESOLUTION
ROUTING SLIP**

PROJECT TITLE: College Park Marriott
 FILE NO: 4-18027 RESOLUTION NO. 2000-09
 STAFF WRITER: S. Conner/PS

Please review or process as indicated and send to the next office in sequence.

TO:	DATE		SIGN OFF
	IN	OUT	
(1) DRD ADMINISTRATIVE ASST.	2/28	2/28	TD
(2) REVIEWER APPEALABLE TO DISTRICT COUNCIL YES <input type="radio"/> NO <input checked="" type="radio"/>	2/28	3/3	yl
(3) LEGAL (legal sufficiency stamp)	3/3	3/3	P2G
(4) TECHNICAL HEARING WRITER	3/3	3/3	LK
(5) PB ADMINISTRATOR (for signature)	3/3	3/3	PS
(6) DRD ADMINISTRATIVE ASST. (received signed resolution)			
(7) TECHNICAL HEARING WRITER Send buck slip, original resolution. (THW will return buck slip)	7/9	7/9/2000	MAP

****ALL CORRECTED RESOLUTIONS****

~~Make 2 copies for Front Desk drawer.~~

1 copy with cover letter, buck slip and mailing list/postage to the Applications Section Supervisor.

****URBAN DESIGN Appealable to District Council ONLY****

1 copy to District Council – have them stamp the DRD file copy and deliver stamped copy, buck slip, mailing list w/postage to Applications Section Supervisor.

Completed

YES

June 8, 2020

MEMORANDUM

TO: Thomas Burke, Urban Design Section Development Review Division

VIA: Howard Berger, Historic Preservation Section, Countywide Planning Division

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division
Tyler Smith, Historic Preservation Section, Countywide Planning Division

SUBJECT: DSP-18047 College Park Marriott

The subject property comprises 2.11 acres in the northwest quadrant of the intersection of Campus Drive and Corporal Frank Scott Drive. The subject application proposes the construction of a 161-room hotel with 6,800 square-feet of ground floor retail. The subject property is Zoned M-U-I.

The property is near the Old Town College Park Historic District (66-042-00) and the College Park Airport Historic Site (66-004) but is not adjacent. The 1938 aerial photograph indicates that a north-south runway associated with the College Park Airport (66-004) extended through the subject property. By 1965, the north-south runway was abandoned, and the northwest-southeast oriented runways continued in use. At the time of detailed site plan, the applicant should take into account the height of the proposed Marriott Hotel and its potential impact on the operation of the College Park Airport. The applicant should also provide a viewshed study at the time of detailed site plan to illustrate the visibility of the proposed new construction from the College Park Airport Historic Site.


The applicant should adhere to the policies and strategies outlined in the *College Park-Riverdale Park Transit District Development Plan* (2015). The subject property is located in the College Park Aviation Village. Policy 1 is to create a mixed-use, predominantly residential neighborhood north of Paint Branch Parkway. Policy 2 is to promote, strengthen, and preserve the existing College Park Aviation Museum and College Park Airport as historic anchors and regional destinations.

Several prehistoric archeological sites have been identified in the vicinity of the subject property. The prehistoric sites are located near Paint Branch. A Phase I archeological survey was conducted in 1987, along the right-of-way of Lehigh Road, which runs along the north side of the subject property, and no archeological resources were identified. Aerial photographs indicate most of the subject property was graded in the 1980s for installation of a parking lot. Due to prior disturbance of the site, a Phase I archeology survey is not recommended. Historic Preservation Section staff recommend approval of DSP-18047 College Park Marriott with no conditions.

June 29, 2020

MEMORANDUM

TO: Thomas Burke, Planner Coordinator, Urban Design Section, Development Review Division

VIA: David A. Green, MBA, Master Planner, Community Planning Division 

FROM: Christina Hartsfield, Planner Coordinator, Placemaking Section, Community Planning Division

SUBJECT: **DSP- 18047 College Park Marriott**

FINDINGS

Community Planning Division staff finds that, pursuant to Section 27-548.25(b) of the Zoning Ordinance this Detailed Site Plan application does not meet all applicable standards of the 2015 Approved College Park-Riverdale Park Transit District Development Plan (TDDP).

Community Planning Division staff finds that, pursuant to Section 27-548.26(b)(2)(A) and (b)(5), the following proposed amendments to standards of the Transit District Overlay Zone do not conform with the purpose and intent of the Development District, as stated in the TDDP.

- *Amendment 1: Maximum Parking.* The application exceeds the maximum number of parking spaces permitted for the development. This excess of parking conflicts with the purpose and intent of the TDDP and vision of Plan 2035 for Regional Transit Districts, which encourages multi-modal transit use and allocating buildable land to higher densities over parking.
-
- *Amendment 2: Surface Parking Lots.* Parking shall be set back a minimum of 30 feet from the build-to line. The application proposes parking within the required setback. This issue can be eliminated if parking is reduced.
-
- *Amendment 3: Free-standing Signage.* The two free-standing signs proposed for the development are prohibited within the College Park Aviation Village and would be detrimental to the vision and implementation of the TDDP

BACKGROUND

Application Type: Detailed Site Plan in a Transit Development Overlay Zone and Transit District Development Plan

Location: Northeast corner of the Campus Drive and Corporal Frank S. Scott Drive

DSP-18047 College Park Marriott

Size: 2.11 acres

Existing Uses: Surface parking lot

Proposal: A mixed-use hotel and retail development

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan:

The subject property falls within the College Park/UM Metro/M Square Purple Line Regional Transit. These medium- to high-density areas are envisioned to feature high-quality urban design, incorporate a mix of complementary uses and public spaces, provide a range of transportation options – such as Metro, bus, light rail, bike and car share, and promote walkability. They will provide a range of housing options to appeal to different income levels, household types, and existing and future residents (Plan 2035, p. 19).

The proposed mixed-use, high-density development aligns with the growth policy of Regional Transit Center.

Master Plan:

The 2015 *Approved College Park-Riverdale Park Transit District Development Plan* recommends Mixed Use-Predominately Residential land use for the subject property (p. 45).

The subject property is within a quarter mile of the College Park Metro Station and within in the College Park Aviation Village neighborhood of the district. This neighborhood is envisioned as “a compact, predominantly residential community with integrated neighborhood-serving retail and civic uses. New open spaces create opportunities for passive and active recreation with enhanced connectivity, views, and signage to highlight the College Park Aviation Museum as a cultural anchor” (p.31). The Land Use and Urban Design recommendations of the College Park Aviation Village are to promote sustainable, high-quality, mixed-use development proximate to transit stations; promote, strengthen, and preserve the existing College Park Aviation Museum and College Park Airport as historic anchors and regional destinations; and support local businesses and industries located north of Paint Branch Parkway (p. 53-55).

One of the urban design goals of the Plan is to “ensure new parking does not dominate redevelopment and infill development by establishing new parking requirements and concealing parking structures and surface lots behind liner retail or office uses and/or appropriate landscaping and buffering” (p. 39). The plan further mentions as a transportation goal the desire to “provide viable alternatives to minimize vehicular travel to ease congestion and reduce household transportation costs, air pollution, and energy consumption (p. 61).

Planning Area:

66

Community:

College Park-Berwyn Heights & Vicinity

Aviation: This application is located within Aviation Policy Area 6. Sec. 27-548.38 (a) states that: For an individual property, APA regulations are the same as in the property's underlying zone, except as stated in this Subdivision. Sec. 27-548.38 (b) (4) which states: In APA-4 and APA-6, development densities and intensities are the same as in the underlying zone.

Sec. 27-548.39 (b) states: In APA-4, APA-5, or APA-6, every application shall demonstrate compliance with height restrictions in this Subdivision.

Sec. 27-548.42 (b) states: In APA-4 and APA-6, no building permit may be approved for a structure higher than fifty (50) feet unless the applicant demonstrates compliance with FAR Part 77. Prior to signature approval of the DSP, the applicant shall complete an FAA Form 7460-1 and submit it to the Maryland Aviation Administration, and subsequently provide evidence that the project complies with FAR 77. If the MAA identifies an issue, then the plan shall be revised to reduce or eliminate any perceived obstruction identified by MAA.

MIOZ: This application is not located within the Military Installation Overlay Zone.

SMA/Zoning: The 2015 *Approved College Park-Riverdale Park Transit District Overlay Zone* retained the subject property in the Mixed-Use Infill (M-U-I) Zone. The M-U-I zone permits hotel and retail uses.

DEVELOPMENT DISTRICT MANDATORY STANDARDS

Community Planning Division staff finds that, pursuant to Section 27-548.25(b), this application is not in conformance with the following mandatory requirements of the 2015 Approved College Park-Riverdale Park Transit District Overlay Zone:

1. Build-to Line – *The front build-to line shall be located a minimum of 15 feet and a maximum of 25 feet from the face of the curb (p.198)*
 - a. Along Campus Drive, the building is setback up to 32' from the face of curb, beyond the maximum setback of 25', to accommodate the shift in grade along this frontage and include a pedestrian promenade.
 - b. Along Lehigh Avenue, the building is within the 15' minimum setback due to the unique geometry of the site.

Comment: Community Planning supports the requested modification.

2. Public Utility Easement – *A PUE of 10' is typically required (p.199)*. The development proposes a 5' easement.

Comment: Community Planning supports the requested modification.

3. Lot Occupation – *The frontage buildout shall be a minimum of 70 percent at the build-to line (p.202)*. The development is proposing 60% buildout along the Campus Drive frontage in order to include contemporary stormwater management facilities.

Comment: Community Planning supports the requested modification.

4. Parking Requirements – The maximum allowable parking requirement is 70 spaces. The applicant proposes 80 spaces.

Comment: Community Planning does not support the increase in parking spaces. The plan states, “one of the major challenges to implementing a realistic plan for transit-oriented development is to strike the right balance between providing parking sufficient to support vehicular travel while not allowing it to dominate the transit district and unnecessarily constrain development” (p. 64). In response, the plan institutes a “forward-looking” approach and adopts parking maximums for the district. An excess of parking over the maximum standard conflicts with the purpose and intent of the TDDP that encourages transit use over single-occupancy vehicles.

The applicant seeks relief from the maximum parking standard. Per Section 27-548.09.01 of the Zoning Ordinance, this amendment must be heard by the County Council. Community Planning contends that relief from the parking standard is detrimental purpose and intent of the TDDP and should not be granted.

5. Surface Parking Lots: *Any new surface parking lots that may be required to serve new development or redevelopment shall be set back a minimum of 30 feet from the build-to line (p.211).* A portion of the surface parking lot fronting the building lies within the 30’ setback.

Comment: Community Planning does not support the requested modification of this standard. Since the development is over-parked, parking spaces can be eliminated to conform to this standard.

6. Landscape Manual conformance: *Surface parking lot landscaping requirements are as specified in the Landscape Manual (p. 211).* The proposed parking lot does not provide a planting island on average every ten spaces. The Applicant believes that a modification is warranted since the surface parking will be entirely screened from the street by the proposed development.

Comment: Community Planning supports the requested modification.

7. Architectural Elements - Signage: *Freestanding signs within the College Park Aviation Village shall not be permitted (p. 217).* A 25’ tall pylon sign and a 3’-6” monument sign is proposed.


Comment: Community Planning does not support this modification. These signs do not conform to the standards of the TDOZ or the intent and vision of the TDDP. Both freestanding signs are auto-oriented and common in suburban neighborhoods, not mixed-use, dense, walkable villages. While this development is at the early stages of implementation of the TDDP, it must still conform to the transit-oriented, village-like development pattern envisioned for the area. Across the region, hotels with similar proximity to metro stations in mixed-use centers focus their signage to pedestrian traffic with the use of wall or blade signs, not free-standing signs. This development will set the stage for others to follow and must not perpetuate the auto-centricity where the County strives for true transit- and pedestrian-oriented development.


cc: Adam Dodgshon, Planning Supervisor, Placemaking Section, Community Planning Division
Long-range Agenda Notebook

August 28, 2020

MEMORANDUM

TO: Thomas Burke, Planner Coordinator, Development Review Division

VIA: David A. Green, MBA, Master Planner, Community Planning Division 

FROM: Shubha Punase, AICP, LEED Green Associate, Planner Coordinator, Long-Range Planning Section, Community Planning Division 

SUBJECT: **DPLS-485 College Park Marriott**

FINDINGS

Pursuant to Section 27-588(b)(7)(A) of the Zoning Ordinance, Master Plan conformance is not required for this application.

Pursuant to Section 27-588(b)(7)(B) of the Zoning Ordinance, the Planning Board “shall consider recommendations of the 2015 *Approved College Park-Riverdale Park Transit District Development Plan* regarding the subject property and its general vicinity”.

The master plan makes the following recommendation(s) addressing parking/loading spaces in the Housing and Neighborhoods Section, Strategy 4.2 states that - “Consider the potential impact of noise, lighting, parking, and loading and trash areas on existing communities during the development review process of individual projects. (p. 127)

BACKGROUND

Application Detailed Site Plan: Detailed Site Plan in a Transit Development Overlay Zone and Transit District Development Plan

Location: The property is located at the northeast corner of the Campus Drive and Corporal Frank S. Scott Drive

Size: 2.11 acres

Existing Uses: Surface parking lot

Proposal: The applicant proposes to construct a 122,196 square feet mixed-use development consisting of hotel and retail uses, and requests a deferral from the number of loading spaces required by parking and loading standards for the proposed development.

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: The subject property falls within the College Park/UM Metro/M Square Purple Line Regional Transit. These medium- to high-density areas are envisioned to feature high-quality urban design, incorporate a mix of complementary uses and public spaces, provide a range of transportation options – such as Metro, bus, light rail, bike and car share, and promote walkability. They will provide a range of housing options to appeal to different income levels, household types, and existing and future residents (Plan 2035, p. 19).

The proposed mixed-use, high-density development aligns with the growth policy of Regional Transit Center.

Master Plan: The 2015 *Approved College Park-Riverdale Park Transit District Development Plan* recommends Mixed Use-Predominately Residential land use for the subject property (p. 45).

The subject property is within a quarter mile of the College Park Metro Station and within in the College Park Aviation Village neighborhood of the district. This neighborhood is envisioned as “a compact, predominantly residential community with integrated neighborhood-serving retail and civic uses. New open spaces create opportunities for passive and active recreation with enhanced connectivity, views, and signage to highlight the College Park Aviation Museum as a cultural anchor” (p.31). The Land Use and Urban Design recommendations of the College Park Aviation Village are to promote sustainable, high-quality, mixed-use development proximate to transit stations; promote, strengthen, and preserve the existing College Park Aviation Museum and College Park Airport as historic anchors and regional destinations; and support local businesses and industries located north of Paint Branch Parkway (p. 53-55).

One of the urban design goals of the Plan is to “ensure new parking does not dominate redevelopment and infill development by establishing new parking requirements and concealing parking structures and surface lots behind liner retail or office uses and/or appropriate landscaping and buffering” (p. 39). The plan further mentions as a transportation goal the desire to “provide viable alternatives to minimize vehicular travel to ease congestion and reduce household transportation costs, air pollution, and energy consumption (p. 61).

Planning Area: 66

Community: College Park-Berwyn Heights & Vicinity

Aviation: This application is located within Aviation Policy Area 6. Sec. 27-548.38 (a) states that: For an individual property, APA regulations are the same as in the property's underlying zone, except as stated in this Subdivision. Sec. 27-548.38 (b) (4) which states: In APA-4 and APA-6, development densities and intensities are the same as in the underlying zone.

Sec. 27-548.39 (b) states: In APA-4, APA-5, or APA-6, every application shall demonstrate compliance with height restrictions in this Subdivision.

Sec. 27-548.42 (b) states: In APA-4 and APA-6, no building permit may be approved for a structure higher than fifty (50) feet unless the applicant demonstrates compliance with FAR Part 77. Prior to signature approval of the DSP, the applicant shall complete an FAA Form 7460-1 and submit it to the Maryland Aviation Administration, and subsequently provide evidence that the project complies with FAR 77. If the MAA identifies an issue, then the plan shall be revised to reduce or eliminate any perceived obstruction identified by MAA.

MIOZ: This application is not located within the Military Installation Overlay Zone.

SMA/Zoning: The 2015 *Approved College Park-Riverdale Park Transit District Overlay Zone* retained the subject property in the Mixed-Use Infill (M-U-I) Zone. The M-U-I zone permits hotel and retail uses.

RELEVANT MASTER PLAN RECOMMENDATIONS

The Master Plan recommends the following strategies and actions for the subject request:

- Transportation and Mobility Section for Parking and Transportation Demand Management:
 - Strategy 2.6: Require all developers to address the following elements as part of any planned development:
 - Screen service and loading areas from public view. (p. 82)
- Housing and Neighborhoods Section:
 - Strategy 4.2: Consider the potential impact of noise, lighting, parking, and loading and trash areas on existing communities during the development review process of individual projects. (p. 127)
- Implementation Section recommends the following actions within the Action Table:
 - Transportation: TR16: Require all developers to address the following elements as part of any planned development:
 - Screen service and loading areas from public view. (p. 145)
 - Urban Design: UD7: Consider the potential impact of noise, lighting, parking, and loading and trash areas on existing communities during the development review process of individual projects. (p. 151)

cc: Long-range Agenda Notebook
Scott Rowe, AICP, CNU-A, Supervisor, Long-Range Planning Section, Community Planning Division

Countywide Planning Division
Environmental Planning Section

301-952-3650

June 29, 2020

MEMORANDUM

TO: Thomas Burke, Planner Coordinator, Urban Design Section, DRD

VIA: Megan Reiser, Supervisor, Environmental Planning Section, DRD

FROM: Suzanne Nickle, Master Planner, Environmental Planning Section, CWPD

SUBJECT: College Park Marriott; DSP-18047

The Environmental Planning Section has reviewed the Detailed Site Plan (DSP) submitted for the College Park Marriott, DSP-18047, electronically stamped as received on May 21, 2020. Comments were delivered to the applicant at the Subdivision Development Review Committee (SDRC) meeting on June 12, 2020. The Environmental Planning Section recommends approval subject to the finding at the end of this memorandum.

Background

The following applications and associated plans were previously reviewed for the subject site:

Development Review Case #	Associated Tree Conservation Plan or Natural Resources Inventory #	Authority	Status	Action Date	Resolution Number
N/A	NRI-170-2018	Staff	Approved	12/05/2018	N/A
N/A	S-172-2019	Staff	Approved	11/06/2018	N/A
4-18027	S-160-2018	Planning Board	Approved	2/13/2020	20-09
DSP-18047	S-160-2018	Planning Board	Pending	Pending	Pending

Proposed Activity

The current application is a Detailed Site Plan for construction of a hotel and first floor retail with associated parking.

Grandfathering

The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010 because the project is subject to Preliminary Plan 4-18027.

Conditions of Previous Approval

The following text addresses previously approved environmental conditions related to the subject application. The text in **BOLD** is the condition from the previous case. The plain text provides the comments on the plan's conformance with the conditions.

Conformance with 4-18027

- 8. Development of this site shall be in conformance with the approved stormwater management concept plan and any subsequent revisions.**

This condition has been met. An approved stormwater concept plan has been submitted. Review of the plan for conformance with this application is discussed in the Stormwater Management (SWM) discussion within the Environmental Review section of this referral.

Environmental Review

Natural Resources Inventory/Existing Conditions

The site has an approved Natural Resources Inventory Plan (NRI-170-2018), which correctly shows the existing conditions of the property. No specimen or historic trees are associated with this site. Almost the entire site is mapped within Regulated Environmental Features (REF), which include 100-year floodplain, and the Primary Management Area (PMA).

Woodland Conservation

The site is exempt from the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property contains less than 10,000 square feet of woodland and has no previous Tree Conservation Plan (TCP) approvals. A Standard Letter of Exemption from the WCO was issued for this site (S-172-2019), which expires on November 19, 2021. No additional information is required regarding woodland conservation.

Preservation of Regulated Environmental Features/Primary Management Area

Section 27-285(b)(4) of the Zoning Ordinance requires the following finding: "The Planning Board may approve a Detailed Site Plan if it finds that the REF have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5)."

A Statement Of Justification (SOJ) was reviewed and approved as part of the Preliminary Plan of Subdivision, 4-18027. No new impacts are being proposed with the current application; therefore, no new statement of justification is needed.

Soils

The predominant soils found to occur, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Zekiah-Urban land complex and Codorus-Hatboro-Urban land complex; Frequently flooded; and Urban Land. No unsafe soils containing Marlboro clay or Christiana complexes have been identified on or within the immediate vicinity of this property.

Specimen, Champion, or Historic Trees

In accordance with approved NRI-170-2018; no specimen, champion, or historic trees have been identified on the subject property. No further information is required regarding specimen, champion, or historic trees.

Stormwater Management

An approved stormwater management (SWM) Concept Plan and associated letter (Case No. 53859-2018-00) was submitted with this application.

The approved SWM concept plan shows the use of bioretention ponds on site, and floodplain easement dedication from M-NCPPC is required on College Park Airport for compensatory storage. Coordination with Prince George's County Department of Parks and Recreation (DPR) staff is required for negotiating any proposed off-site mitigation on Park's property. The Department of Permitting, Inspections, and Enforcement (DPIE) has granted a floodplain waiver for construction within the 100-year floodplain since the entire site is currently located within it.

Summary of Recommended Findings and Conditions

The Environmental Planning Section has completed the review of DSP-18047 and recommends approval subject to the following finding:

Required Finding

1. The Regulated Environmental Features (REF) on the subject property have been preserved and/or restored to the fullest extent possible based on the evaluation provided with Preliminary Plan 4-18027.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

August 31, 2020

MEMORANDUM

TO: Thomas Burke, Urban Design Review Section, Development Review Division

FROM: Tom Masog, Transportation Planning Section, Countywide Planning Division

FROM: *CS Hancock* Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning Division

SUBJECT: DSP-18047 DPLS-485 College Park Marriott

Proposal

The applicant is proposing the construction of a five-story, 161 room hotel facility combined with retail uses on the first floor. The proposed hotel is located on approximately 2.11 acres in the M-U-I/M-X-T Zone.

Background

The subject property was previously reviewed as a Preliminary Plan of Subdivision (PPS) 4-18027 earlier this year (2020). The proposed development is located on land currently owned by Prince George's County and located in the northeast corner of the Campus Drive and Corporal Frank S. Scott Drive intersection in College Park.

The subject property is within the M-U-I/M-X-T Zone and the *Approved College Park Riverdale Park Transit District Development Plan (TDDP)*. Transportation adequacy is not a required finding for this application.

Analysis of Traffic Impacts

The previous submittal, 4-18027 established the trip generation in each peak hour that was used for the analysis for the trip cap. The development at full buildout out is projected to generate 49 (26 inbound, 23 outbound) and 52 (25 inbound, 27 outbound) vehicle trips during the AM and PM peak hours, respectively. This trip generation is fully consistent with the trip cap approved with PPS 4-18027. Any development generating an impact greater than what is identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

Access and Circulation

There are four access points into this site: two along Lehigh Road, one at Corporal Frank Scott Drive, and one along Campus Drive. This configuration provides a service drive that transects the property and aligns the signalized intersection of Campus Drive and River Road to create a mid-block connection.

On-site circulation of this plan is acceptable.

In order for the Planning Board to grant the departure, it shall make the following findings:

i. The purposes of this Part (Section 27-550) will be served by the applicant's request;

Comment: The site is located within the boundaries of the *Approved College Park-Riverdale Park Transit District Development Plan TDDP and TDOZ* (Transit District Overlay Zone). The TDDP sets forth development standards which serve in place of the zoning ordinance for the property. In this particular case, the applicable TDOZ does not have a standard for required loading spaces or parking space size. Given that there is no TDOZ standard, Subtitle 27 and its processes for granting departures govern. Given the location, and given the small size of the retail space (which actually creates the need for the third loading space per the loading space requirements in Subtitle 27) relative to the size of the overall project, staff believes that the purposes will be as well or better served by granting the departure.

ii. The departure is the minimum necessary, given the specific circumstances of the request;

Comment: Staff notes that the applicant has not provided any concepts of how the additional loading would look on-site likely because of the physical constraints as this is a small site. The applicant has shown that the site currently has two loading spaces, adequate on-site parking, and little room for anything else. Staff believe that this finding is met.

iii. The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the County which were predominantly developed prior to November 29, 1949;

Comment: The applicant asserts that the land has been vacant for a significant amount of time. Through researching PGAtlas, in 1938 and 1965, the land has been undeveloped and this criterion is not applicable. Staff agree with this finding.

iv. All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical;

Comment: The applicant believes that all methods have been attempted and found to be impractical, and the transportation planning staff agree with this assertion.

v. Parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted.

Comment: The hotel is not located in a residential area and the departure will not infringe upon them. The site is primarily surrounded by commercial facilities that support the University of Maryland community. This finding is met.

Conclusion

From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a detailed site plan as described in the Zoning Ordinance.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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Countywide Planning Division
 Prince George's County Planning Department 301-952-3680

June 30, 2020

MEMORANDUM

TO: Thomas Burke, Urban Design Section, Development Review Division

FROM: Michael Jackson, Transportation Planning Section, Countywide Planning Division

VIA: Bryan Barnett-Woods, Supervisor, Transportation Planning Section, Countywide Planning Division 

SUBJECT: Detailed Site Plan Review for Multimodal Transportation, DSP-18047, College Park Marriott

The following detailed site plan (DSP) was reviewed for conformance with the appropriate sections of Subtitle 27, Part 3, Division 9; the 2009 *Approved Countywide Master Plan of Transportation (MPOT)*; and the 2015 *Approved College Park-Riverdale Park Transit District Development Plan (TDDP)* to provide the appropriate multimodal transportation recommendations.

Type of Master Plan Bikeway or Trail

Municipal R.O.W.	<u>X</u>	Public Use Trail Easement	_____
PG Co. R.O.W.	<u>X</u>	Nature Trails	_____
SHA R.O.W.	_____	M-NCPPC - Parks	_____
HOA	_____	Bicycle Parking	<u>X</u>
Sidewalks	<u>X</u>	Trail Access	_____
Additional Signage	<u>X</u>	Bicycle Signage	<u>X</u>

DEVELOPMENT APPLICATION BACKGROUND	
Building Square Footage (non-residential)	2.11 acres/122,196 square feet
Number of Units (residential)	Not Applicable
Abutting Roadways	Campus Drive (formerly Paint Branch Pkwy), Corporal Frank Scott Drive, Lehigh Road
Abutting or Nearby Master Plan Roadways	Campus Drive (C-202)
Abutting or Nearby Master Plan Trails	NE Branch Trail (built) Rhode Island Avenue Trolley Trail (portions built) Paint Branch Sidepath (built)

	River Road Bike Lane (planned)
Proposed Use(s)	Hotel and Retail
Zoning	Mixed Use Infill (M-U-I), Transit District Overlay Zone (T-D-O)
Number of Parking Spaces Required	70 motor vehicle spaces maximum, 4 handicap spaces, 2 loading spaces, 13 bicycle parking spaces
Number of Parking Spaces Provided	80 motor vehicle parking spaces, 2 handicap spaces, 4 loading zone spaces, 14 bicycle parking spaces.
Centers and/or Corridors	College Park/UM Metro/M Square Purple Line Center.
Prior Approvals on Subject Site	4-18027 (PGCPB #20-09)
Prior Approval Subject to 24-124.01	Yes

Development Proposal

Construction and operation of a 162 room hotel and retail space.

Existing Conditions

A surface parking lot currently occupies the proposed development site. There is an existing sidewalk along north side of Campus Drive abutting the surface parking lot and an existing side path along the south side of Campus Drive. There are no existing bikeways.

Prior Conditions of Approval

This application is subject to the following prior development approvals:

4-18027 (PGCPB #20-09)

Condition 1b: Expand the public use easement over the internal driveway, extending from the intersection of Campus Drive and River Road to Lehigh Road, to cover the pedestrian service area.

Comment: The submitted plans indicate a public use easement area over the internal driveway with proposed five-foot wide sidewalks on either side and is consistent with this condition of approval.

Condition 3a: Prior to acceptance of the detailed site plan, the following information shall be provided: An exhibit that illustrates the location, limits, specifications and details of the off-site sidewalk and Americans with Disabilities Act improvements, consistent with Section 24-124.01(f) and the cost cap in Section 24-124.01(c).

Condition 5: Prior to approval of any building permit, the applicant and the applicant’s heirs, successors, and/or assignees shall demonstrate that one or more of the following required adequate pedestrian and bikeway facilities as designated below, in accordance with Section 24-124.01 of the Subdivisions Regulations and the cost cap in Part (c), have (a) full financial assurances, (b) have permitted for construction through the applicable operating agency’s access permit process and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency.

- a. Construct off-site sidewalks and Americans with Disabilities Act improvements along

Old Calvert Road and Edmonston Road, as illustrated on the bicycle pedestrian impact statement, or

- b. One or more of the following options may be selected as alternative improvement(s), in conjunction with the City of College Park, if it is demonstrated to meet the requirements of Section 24-124.01 at the time of detailed site plan:

- (1) Continue the existing sidewalk from the bus stop at the intersection of 50th Avenue and Campus Drive to the hotel site.
- (2) Provide a bus shelter at the 50th Avenue/Campus Drive bus stop.
- (3) Construct a sidewalk from the Campus Drive/Riverside Avenue on the west side of Riverside Avenue to Old Calvert Road.

Comment: The submitted plans include a detailed exhibit for a bus shelter at 50th Avenue and Campus Drive. The submitted plans do not include an exhibit for the proposed sidewalk in condition 5a, nor do the submitted plans include any correspondence indicating that one of the alternative improvements, listed in condition 5b, was selected in conjunction with the City of College Park to meet the requirements of Section 24-124.01. Staff recommended that a written verification from the City of College Park be provided showing that the alternative facility, the provision of a bus shelter at the 50th Avenue/Campus Drive bus stop, was determined in conjunction with the City of College Park.

Condition 3b: Prior to acceptance of the detailed site plan, the following information shall be provided: Demonstrate compliance with the Transit District Development Plan streetscape standards.

Comment: The submitted plans include a five-foot-wide sidewalk along the subject site frontage of Lehigh Road. The Transit District Development Plan Overlay Zone standards include a minimum six-foot-wide pedestrian zone for all streets in the overlay zone. Staff recommend that the sidewalk along Lehigh Road be widened to six feet.

Master Plan Recommendations

This development case is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT), which recommends the following facilities:

Paint Branch Parkway (now Campus Drive). Provide designated bike lanes along the entire length of Paint Branch Parkway if feasible. This will improve access to the University of Maryland.

Comment: As a detailed site plan, bicycle transportation recommendations within the roadway are beyond the scope of this application. The required right-of-way along Campus Drive has been fully dedicated and the implementation of the recommended master plan street section, including the bicycle facility, can be required by the Department of Permitting, Inspections, and Enforcement (DPIE) as appropriate, or can be installed as part of a future road repaving or capital improvements project by the Department of Public Works & Transportation (DPW&T).

The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

POLICY 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

Comment: Updated plans show proposed sidewalks on both sides of the internal roadway.

POLICY 2: All road frontage improvements and road capital improvement projects within the Developed or Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Comment: The submitted plans show six-foot sidewalks along the portion of Campus Drive south of the access easement and along Corporal Frank Scott Drive, as well as a five-foot-wide sidewalk along Lehigh Road. Staff recommend that a six-foot-wide sidewalk be provided along Campus Drive north of the access easement. The plans also show four proposed continental style crosswalks at the entrances along Campus Drive, Lehigh Road, and Corporal Frank Scott Drive. Pedestrian ramps are shown at the Lehigh Road and access easement intersection. Staff recommend that the plans be revised to include pedestrian ramps at all crossings.

POLICY 4: Develop bicycle friendly roadways in conformance with the latest standards and guidelines, including the 1999 *Guide for the Development of Bicycle Facilities* (American Association of State Highway and Transportation Officials), otherwise termed "AASHTO Guide."

Comment: The updated plans propose inverted "U" style bicycle racks. This style provides support for parked bicycles on at least two points on the bicycle frame to allow a bicyclist to lock both wheels and the frame of the bicycle to the rack without the use of chains or cables which can be easily cut by thieves using bolt cutters. Staff note this design is consistent with the guidelines on bicycle parking and is consistent with Figure 6-2 and section 6.3.2., Rack Design of the 2012 AASHTO Guide.

The subject site is within the 2015 *Approved College Park-Riverdale Park Transit District Development Plan* (TDDP) area and is subject to the transit district overlay zone standards.

Page 222 of the TDDP describes the Complete Streets standards and indicates that the pedestrian zone for streets in this transit district overlay should be between six and ten feet wide.

Comment: The submitted plans include five-foot-wide sidewalks along Lehigh Road and a six-foot-wide sidewalk along only a portion of Campus Drive. In response to staff recommendation that the sidewalk width along Lehigh Road be 6 feet, the applicant stated that the proposed width of 5 feet will comply with operating agencies code requirements for width. However, the TDDP Pedestrians and Bicyclists Recommendations Policy 2, Strategy 2.2 on page 70 states, "Provide generous sidewalks on both sides of existing and new streets to accommodate the intended use of these pedestrian areas. Sidewalks closest to transit stops, building entrances, and ground-floor retail users should be wider than in other locations in order to provide sufficient space for people to congregate and wait for transit, wait in line for food trucks and similar activities, and sufficient space to accommodate outdoor cafes." A five-foot-wide sidewalk is the minimum, not generous, width. The Lehigh Road sidewalk is adjacent to the proposed hotel and close to the College Park Metrorail station, both of which are significant pedestrian traffic generators. Staff recommend that the plans be revised to include six-foot-wide sidewalks along the entire subject site frontages of Lehigh Road and Campus Drive. Staff

find that these recommended changes will meet the required standards.

Page 209 of the TDDP include standards for the amount of bicycle parking that is required within the transit district.

Comment: The proposed development requires 13 bicycle parking spaces, and the submitted plans include 14 spaces. Staff find that the number of bicycle racks meet the standards, and the proposed style provides for two points of contact to support and secure a parked bicycle. Furthermore, the TDDP's Policy 5, Strategy 5.2 on page 73 reads, "Provide adequate bicycle parking and storage locker facilities throughout the transit district....Consider additional amenities such as shower and changing facilities and secured bicycle rooms, in new development to encourage bicycling as a commuter mode of travel for employees." The proposed outdoor bicycle racks are exposed to the weather elements and accessible to the general public, which are insufficient for long-term bicycle parking needs. Staff recommend the applicant consider providing a secured bicycle parking room with shower and changing facilities for employees to encourage bicycling as a commuter mode of travel.

Policy 2 for the Pedestrian and Bicycle Recommendations, (page 70, TDDP) highlights the need for wayfinding signage.

Strategy 2.3: Provide a unique and attractive pedestrian, bicyclist, and vehicular wayfinding and signage system for the transit district to help direct residents, tenants, and visitors to key destinations.

Comment: Staff recommend that the submitted plans be revised to include a pedestrian wayfinding map near the entrance of the subject site that directs people to the Metrorail Station, the University of Maryland, the Greenbelt National Park, The College Park Aviation Museum, and the Northeast Branch Trail, among other destinations.

Proposed Improvements and conformance with Zoning Ordinance

Sections 27-283, Site Design Guidelines and 27-274(a)(2), Parking, loading and circulation, provide provisions for the design of the multimodal facilities associated with the subject application.

(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:

(viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;

Comment: The submitted plans include sidewalks from the right-of-way to the building entrance and throughout the subject site. Staff find that the submitted plans meet this design guideline if the above recommendations regarding sidewalk width and placement are implemented.

(ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;

Comment: The submitted plans include separated sidewalks and roadways. Staff find that the submitted plans meet this design guideline.

- (x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and

Comment: The submitted plans include crosswalks at all vehicular entrances of the subject site. Staff find that the submitted plans meet this design guideline.

- (xi) Barrier-free pathways to accommodate the handicapped should be provided.

Comment: The submitted plans include one set of pedestrian ramps at the intersection of Lehigh Road and the access easement. Staff recommend that all vehicular crossings include Americans with Disabilities consistent pedestrian ramps.

Conclusion:

Based on the findings presented above, staff conclude that the pedestrian and bicycle transportation site access and circulation of this plan are acceptable, consistent with Section 27-281 – Purpose of Detailed Site Plans and the site design guidelines pursuant to Section 27-283, and meets the findings required by Section 27-285(b) for a detailed site plan for transportation purposes if the following conditions are met:

1. Prior to certification of the detailed site plan, the applicant, or the applicant's heirs, successors, and/or assigns shall revise the plans to provide:
 - a. Six-foot-wide sidewalk along the subject site's frontage of Lehigh Road.
 - b. Six-foot-wide sidewalk along the subject site's entire frontage of Campus drive.
 - c. Pedestrian ramps that meet Americans with Disabilities Act standards at all pedestrian and vehicular crossings
 - d. A wayfinding sign or map that indicates distances and locations of nearby destinations, including the Metrorail Station, the College Park Aviation Museum, Greenbelt National Park, the Northeast Branch Trail, and the University of Maryland, among others.
2. Prior to certification of the detailed site plan, the applicant, or the applicant's heirs, successors, and/or assigns shall provide written verification that the required off-site pedestrian-bicycle alternative was selected in conjunction with the City of College Park. If a different required off-site pedestrian-bicycle facility was determined in conjunction with the City of College Park, the applicant and the applicant's heirs, successors, and/or assigns shall provide an exhibit of the determined facility that illustrates the location, limits, specifications and details of the facility, consistent with Section 24-124.01(f).

July 1, 2020

MEMORANDUM

TO: Thomas Burke, Zoning/Urban Design Section

FROM: John Linkins, Permit Review Section

SUBJECT: College Park Marriott, DSP-18047

1. Please ensure the Main ID Signa and the directional signs are located on the site plan to scale.
2. Please have all development requirements such as, parking and loading, bicycle parking, setbacks, green area, building height fence/wall criteria and any other requirement approved by the Planning Board are included on the site plan cover sheet.



MEMORANDUM

DATE: July 17, 2020

TO: Tom Burke Planner Coordinator
Subdivision Review Section
Development Review Division
Planning Department

VIA: Alvin McNeal, Acting Deputy Director
Administration and Development
Department of Parks and Recreation

FROM: Helen Asan, Supervisor *HA*
Land Acquisition/Management & Development Review Section
Park Planning and Development Division
Department of Parks and Recreation

SUBJECT: **DSD-18047, College Park Marriott**

The staff of the Department of Parks and Recreation (DPR) has reviewed and evaluated the above referenced detailed site plan for conformance with the Preliminary Plan of Subdivision (PPS) 4-18027, and the requirements and recommendations of the College Park-Riverdale Park TDDP (Transit District Development Plan), the Land Preservation, Parks and Recreation Program (LPPRP) for Prince George's County, and the Formula 2040 Functional Master Plan for Parks, Recreation and Open Space, as they pertain to public parks and recreational facilities.

FINDINGS:

The subject property is a 2.11-acre M-U-I/T-D-O zoned property bordered by Campus Drive, Corporal Frank S. Scott Drive and Lehigh Road in College Park, Maryland. The property is currently utilized as a surface parking lot. This property is part of an approximately 10-acre redevelopment area as identified by Prince George's County, located within the ½-mile radius walkshed to the College Park Metro Station (CPMS). It is also located within the designated "Aviation Village" per the 2015 College Park-Riverdale Park Transit District Development Plan (TDDP), due to its proximity to the

College Park Airport and Aviation Museum. Subject property also located across the street from Junior Tennis Champions Center located on M-NCPPC property. Currently the subject project area is still in ownership of the County. The applicant proposes a 161-unit Marriott hotel with 6,800 square feet of retail facing Campus Drive. A private park is proposed across a private drive from the main structure to the northwest that will include stormwater management facilities.

DPR staff is reviewing this project to ensure that design of the site compatible within this redevelopment area that showcases the College Park Airport and College Park Aviation Museum. In addition, the TDDP references coordination with DPR to ensure the relationship between any proposed redevelopment and the DPR-run College Park Junior Tennis Champions Center, College Park Aviation Museum and College Park Airport is strengthened and enhanced. Strategies include interpretative and wayfinding signage, lighting and streetscape improvements. Corporal Frank Scott Drive provides the main access to College Park Airport and College Park Aviation Museum. The applicant is planning major improvements along the Corporal Frank Scott Drive which will impact existing improvements along the road. This development provides opportunity to enhance streetscape and improve pedestrian access to College Park Airport historic site and Aviation Museum. While the applicant provided detailed site and landscaping plans these plans are not providing clear information about streetscape improvements. The applicant should provide streetscape sections of the Corporal Frank Scott Drive with a minimum 6-foot-wide unobstructed sidewalk the DPR for review and approval prior to certificate approval of the DSP.

The property is located within College Park Airport Aviation Policy Area (APA-6), which states that no building higher than 50 feet should be constructed unless the applicant demonstrates compliance with Federal Aviation Administration regulation FAR Part 77. Federal Aviation Administration has conducted an aeronautical study which revealed that the structure of the proposed Hotel does not exceed obstruction standards and would not be a hazard to air navigation.

Because the subject property is located within the 100-year floodplain, Prince George's County regulations require the property to be filled above the 100-year floodplain elevation. In order to accomplish this and not negatively impact adjacent properties, a compensatory floodplain storage facility equal to the volume of fill proposed is required to be constructed in the vicinity of the project. The applicant and DPR have agreed to terms for this storage facility to be constructed on parkland along the runway at the nearby College Park Airport which will improve the drainage conditions at the southeast end of the airport runway. In addition, the applicant agreed to additional improvements associated with disturbed parkland. The approval of the DSP-18047 by the Planning Board does not constitute approval of the compensatory storage on parkland. Prior to any work on parkland, the applicant is required to provide to DPR: a Construction and Maintenance Agreement for construction and maintenance of the compensatory storage; a Tree Conservation Plan (TCP-II); construction drawings for all improvements on parkland including detailed site and grading plan, landscaping plan and details; the Recreational Facilities Agreement (RFA) for recreational facilities to be constructed on

parkland as part of mitigation package. In addition, the applicant must obtain all necessary permits for construction of compensatory storage and improvements on parkland, including but not limited to State and County permits. In particular, the compensatory storage on parkland (at College Park Airport) will require a Floodplain Compensatory Storage Easement from M-NCPPC.

RECOMMENDATION:

The staff of the Park Planning & Development Division of DPR recommends to the Planning Board approval of the above referenced Site Plan DSP-18047, subject to the following condition:

1. Prior to certificate approval of the DSP, the applicant shall provide to DPR for review and approval a streetscape sections of the Corporal Frank Scott Drive with a minimum 6-foot-wide unobstructed sidewalk including interpretative and way-finding signage, lighting and streetscape improvements.



Division of Environmental Health/Disease Control

Date: July 1, 2020

To: Thomas Burke, Urban Design, M-NCPPC

From: Adebola Adepaju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: DSP-18047, College Park Marriott

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for the College Park Marriott and has the following comments / recommendations:

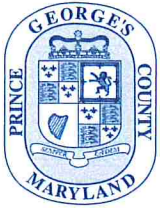
1. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
2. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

If you have any questions or need additional information, please contact me at 301-883-7677 or aoadepaju@co.pg.md.us.



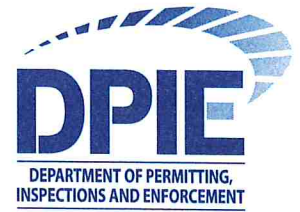
Environmental Engineering/Policy Program
Largo Government Center
9201 Basil Court, Suite 318, Largo, MD 20774
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711
www.princegeorgescountymd.gov/health

Roderick L. Baker, III
County Executive



Angela D. Alsobrooks
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division



MEMORANDUM

July 24, 2020

TO: Thomas Burke, Urban Design Section
Development Review Division, M-NCPPC

FROM: Mary C. Giles, P.E., Associate Director
Site/Road Plan Review Division, DPIE *Mary C. Giles* July 28, 2020

RE: College Park Marriott
Detailed Site Plan No. DSP-18047

CR: Lehigh Road - Municipal Roadway

CR: City of College Park

CR: Knox Road - Municipal Roadway

CR: Campus Drive

CR: 50th Avenue - Municipal Roadway

CR: 51st Avenue AKA Corporal Frank S. Scott Drive - Municipal Roadway

In response to the Detailed Site Plan No. DSP-18047 referral, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The property is located at Lehigh Road, at the southwest quadrant of the intersection of Lehigh Road and 51st Ave AKA Corporal Frank S. Scott Drive. Only Campus Drive is a County-maintained roadway.
- The applicant is requesting approval of a Detailed Site Plan for a 161-room hotel and 6,800 square feet of ground level retail.
- DSP-18047 is consistent with Concept Number 53859-2018, issued on March 26, 2020. DPIE has no objection to the proposed Detailed Site Plan.

9400 Peppercorn Place, Suite 230, Largo, Maryland 20774
Phone: 301.636.2060 ♦ <http://dpie.mypgc.us> ♦ FAX: 301.925.8510

Thomas Burke
July 24, 2020
Page 2

- This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:
 - a) Final site layout, exact impervious area locations are shown on plans.
 - b) Exact acreage of impervious areas has not been provided.
 - c) Proposed grading is shown on plans.
 - d) Stormwater volume computations have not been provided.
 - e) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth.
 - f) Disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in the submittal.
 - g) A narrative in accordance with the code has not been provided.
 - h) The applicant shall provide items (a-g) at the time of filing final site permits.

If you have any questions or require additional information, please contact Mr. Steve Snyder, P.E, the District Engineer for the area, at (301) 883-5710.

MCG:DJK:dar

cc: Steve Snyder, P.E., District Engineer, S/RPRD, DPIE
Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE
Dana Karzoun, Engineer, S/RPRD, DPIE
New County Hotel, LLC, 1201 Maryland Avenue SW, Suite 850,
Washington, DC 20024
Soltesz, 4300 Forbes Boulevard, Suite 230, Lanham, MD 20706



**INTER-OFFICE MEMORANDUM
PRINCE GEORGE'S COUNTY
POLICE DEPARTMENT**



M E M O R A N D U M

DATE: June 9, 2020
TO: Planning Coordinator, Urban Design Application Section
Development Review Division
FROM: Captain Wendy Contic, Assistant Commander, Planning & Research Division
SUBJECT: DSP-18047 College Park Marriott

Upon review of the site plans, there are no comments at this time.



CITY OF COLLEGE PARK

DEPARTMENT OF PLANNING, COMMUNITY & ECONOMIC DEVELOPMENT

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September 9, 2020

Elizabeth M. Hewlett
Chair, Prince George's County Planning Board
M-NCPPC Prince George's County Planning Board
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

RE: Detailed Site Plan-18047, College Park Marriott Residence Inn

Dear Chair Hewlett,

The City of College Park City Council, at their meeting on September 8, 2020, voted 8-0-0 to recommend approval of Detailed Site Plan-18047 and DPLS-485, with conditions, as follows:

1. SUPPORT the following modifications to the Transit District Development Plan (TDDP) as noted below:
 - a. (Note: The page numbers referenced are from The Approved College Park-Riverdale Park Transit District Development Plan, March 2015).
 - a. **Front Build-to-Line** (page 198) - To allow the building to be constructed as shown.
 - b. **Frontage Buildout at the Build-to Line (College Park Aviation Village)** (page 202) - To allow a reduction in the building frontage buildout from 70% minimum to 60% along Campus Drive.
 - c. ***Building Coverage** (page 202) – To allow the building to cover 31% of the lot instead of the minimum 50%.
 - d. **Parking Spaces** (page 208) - To allow an additional 2 parking spaces from a maximum permitted 70 spaces to 72 spaces.
 - e. **Surface Parking Setback** (page 211) - To allow parking setbacks to be less than the required 30-foot minimum.
 - f. **Planting Islands** (Landscape Manual Section 4.3 (C)(2)) - To not provide a parking island on average every 10 parking spaces.
 - g. **Signage** (page 217) – To allow the directional sign.

****Not requested but needed***

2. DO NOT SUPPORT the following modifications to the Transit District Development Plan (TDDP) as noted below:

(Note: The page numbers referenced are from The Approved College Park-Riverdale Park Transit District Development Plan, March 2015, when not otherwise referenced).



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- a. **Streets and Open Spaces/Complete Streets (page 222)* – To not provide the required streetscape on Campus Drive and Corporal Frank Scott Drive.
- b. **Streetscape Lighting (page 230)* – To not provide pedestrian-scaled fixtures no higher than 14-feet on all streets.
- c. *Signage (page 217)* – To allow a pylon sign.

**Not requested but needed*

3. SUPPORT the Departure request (DPLS-485) to reduce the number of loading spaces from 3 to 2.
4. Prior to certificate approval of the DSP:
 - a. Show crosswalks at all driveways.
 - b. Remove the 8 perpendicular parking spaces along Lehigh Road and replace with the appropriate streetscape section.
 - c. Bring streetscapes into conformance with the TDDP to the extent practicable. Provide an illustrative streetscape section for Campus Drive from the curb to the building front and for Corporal Frank Scott Drive from the curb to the parking lot. Include landscaped strips behind the curb, minimum 6'-wide sidewalks and pedestrian-scaled lighting.
 - d. Revise the site plan to include space for 2 electric vehicle charging stations.
 - e. Amend the BPIS to eliminate the bus shelter improvement and instead reflect 5.b. (3) of the Preliminary Plan resolution (PGCPB No. 20-09, File No. 4-18027), "Construct a sidewalk from the Campus Drive/Riverside Avenue intersection on the west side of Riverside Avenue to Old Calvert Road."
 - f. Correct General Notes "Handicap Parking Provided:" from 3 spaces to 4 spaces.
 - g. Add a note to the Architectural Plans that all retail windows shall be clear glass.
5. Prior to Final Plat Approval:
 - a. Execute a public use easement with the City for the internal driveway as shown on the plan and for the streetscape along Lehigh Road including maintenance of all facilities within the easement area.
 - b. Vacate the existing unimproved Knox Road right-of-way with consent of City of College Park.
6. Amend the Landscape Plan to:
 - a. Enhance the area around the Storm Water Management Facility at the western edge of the site to create a pocket park including but not limited to benches, trash receptacles and public art (matching funds for public art are available from the City).
7. Revise the sign plan to remove the pylon sign.



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DEPARTMENT OF PLANNING, COMMUNITY & ECONOMIC DEVELOPMENT

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Sincerely,

A handwritten signature in black ink that reads "Terry Schum". The signature is written in a cursive, flowing style.

Terry Schum, AICP
Director of Planning, Community and Economic Development

Additional Back-up

For

DSP-18047 & DPLS-485

College Park Marriott

College Park Marriott
Detailed Site Plan DSP-18047
Departure from Parking and Loading Spaces DPLS-485

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and:

- A. APPROVE Amendments 1, 2, 3, 5, and 8 to the Transit District Overlay Zone standards, as follows:
1. **Building Form, Build-to Lines** (page 198): To allow a setback of up to 32 feet from the face of curb on Campus Drive, and less than 15 feet from the face of curb on Lehigh Road.
 2. Building Form, Public Utility Easements (page 199): To allow a reduction of the public utility easement to five feet in width.
 3. Building Form, Lot Occupation (page 202): To allow a reduction of the frontage buildout occupation ratio to 60 percent at the build-to line.
 5. Parking, Surface Parking Lots, Structured Parking Garages, and Loading and Service Areas (page 211): To allow the surface parking spaces to be located less than 30 feet from the build-to lines, as shown on the detailed site plan.
 8. Form, College Park Aviation Village, Lot Occupation Buildings should occupy a minimum of 50 percent of the net lot area (page 202): To allow building coverage to be less than 50 percent, specifically as shown on the detailed site plan to be around 31 percent.
- B. Recommend to the District Council to ~~DISAPPROVE~~ APPROVE Amendments 4 [and 6](#) and DISAPPROVE AMENDMENT ~~6 and~~ 7 to the Transit District Overlay Zone standards, as follows:
4. Parking, Parking Requirements and Transportation Adequacy (page 208): A request to increase the number of parking spaces from the maximum 70 spaces allowed.
 6. **Parking, Surface Parking Lots, Structured Parking Garages, and Loading and Service Areas** (page 211): A request to not provide planting islands between, on average, every 10 parking spaces.

7. **Architectural Elements, Signage** (page 217): A request to have a freestanding and a monument sign.
- C. Departure from Parking and Loading Spaces DPLS-485, to allow for a reduction of one loading space.
- D. Detailed Site Plan DSP-18047 for College Park Marriott, subject to the following conditions:
 1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made, or information provided:
 - a. Correct the provided number of handicap-accessible spaces in the General Notes to four spaces, and at least one shall be van-accessible.
 - b. Provide the building dimensions on the DSP.
 - c. Provide a detail for the building-mounted lights, and a site plan note stating that all site lighting fixtures will use full cut-off optics.
 - d. Provide a signage table on the DSP with calculations demonstrating conformance with the standards of the *2015 Approved College Park-Riverdale Park Transit District Development Plan*.
 - e. Provide a table or note on the DSP for each approved amendment to the *2015 Approved College Park-Riverdale Park Transit District Development Plan* standards.
 - f. Provide a footnote to the building height note detailing the letter of no hazard, dated February 11, 2020, from the Federal Aviation Administration.
 - g. Show ~~full~~ screening [as required by the landscape manual](#) of the loading space in the rear of the building on all plans.
 - h. Revise the architectural plan and details to show the location and materials of the trash enclosure, and include a note stating that all retail windows shall be clear glass.
 - i. Provide a LEED® or two Green Globes® score card.
 - j. Identify the spaces designated for [carpool, vanpool, hybrid, or electric vehicles and if electric, show a vehicle charging station](#) and describe how

EXHIBIT 1

the system will be designed to accommodate additional stations as demand grows in the future.

- k. Include the compact spaces in the parking table on the plan.
- l. Provide a 6-foot-wide sidewalk along the subject site's frontage of Lehigh Road, [unless modified by the City of College Park with written notification](#), and along the entire frontage of Campus Drive.
- m. Provide pedestrian ramps that meet Americans with Disabilities Act standards at all pedestrian and vehicular crossings.
- n. Provide streetscape sections of Corporal Frank S Scott Drive, showing a minimum 6-foot-wide unobstructed sidewalk, interpretative and way-finding signage, lighting, and other streetscape improvements, to be reviewed and approved by the Prince George's County Department of Parks and Recreation, as the designee of the Planning Board. The wayfinding sign or map shall indicate distances and locations of nearby destinations, including the Metrorail station, the College Park Aviation Museum, Greenbelt National Park, the Northeast Branch Trail, and the University of Maryland, among others
- o. Provide written verification that the required off-site pedestrian-bicycle alternative was selected, in conjunction with the City of College Park. If a different required off-site pedestrian-bicycle facility was determined, in conjunction with the City of College Park, the applicant and the applicant's heirs, successors, and/or assignees shall provide an exhibit of the determined facility that illustrates the location, limits, specifications, and details of the facility, consistent with Section 24-124.01(f) of the Subdivision Regulations.
- p. Enhance the stormwater management facility area at the western edge of the site to create a pocket park including, but not limited to, benches, trash receptacles, and public art.
- q. Provide additional windows or architectural articulation on the ground-floor wall of the elevation facing Lehigh Road, in order to enhance visual interest and to activate the street, to be reviewed and approved by the Urban Design Section as the designee of the Prince George's County Planning Board.
- r. Provide site plan notes, as follows:

“During the demolition/construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent

EXHIBIT 1

properties. Indicate intent to conform to construction activity noise control requirements, as specified in Subtitle 19 of the Prince George's County Code.”

“During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements, as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.”

~~s. — Reduce the number of proposed parking spaces to 70, by eliminating the 8 perpendicular spaces on Lehigh Road and providing 2 additional planting islands within the eastern parking lot.~~

t. Remove the freestanding and monument sign from all plans.

2. Prior to approval of any grading permits, the applicant is required to obtain from the Prince George's County Department of Parks and Recreation a Construction and Maintenance Agreement for construction and maintenance of the compensatory storage on parkland (at College Park Airport) and a Floodplain Compensatory Storage Easement from The Maryland National Capital Park and Planning Commission.