



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

PGCPB No. 2020-139

File No. DPLS-485

RESOLUTION

WHEREAS, the Prince George's County Planning Board has reviewed Departure from Parking and Loading Spaces, DPLS-485, College Park Marriott, requesting approval in accordance with Subtitle 27 of the Prince George's County Code; and

WHEREAS, after consideration of the evidence presented at the public hearing on September 24, 2020, the Prince George's County Planning Board finds:

- Request:** This application is for a Departure from Parking and Loading Spaces, DPLS-485, for a reduction in the required number of loading spaces from three to two. This DPLS is a companion case of Detailed Site Plan DSP-18047 (PGCPB Resolution No. 2020-138) that was approved on the same date by the Prince George's County Planning Board.
- Development Data Summary:**

	EXISTING	APPROVED
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 with the companion DSP.

***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 submitted to reduce the required number of loading spaces to two, as discussed herein.

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:** The companion 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, and the DSP proposes also 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.

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 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.

COMPLIANCE WITH EVALUATION CRITERIA

7. **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 Planning Board finds 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, the Planning Board approves DPLS-485, to allow a reduction of one loading space on this site.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Departure from Parking and Loading Spaces DPLS-485 for the above described land.

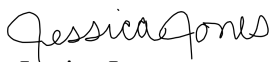
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Doerner, seconded by Commissioner Geraldo, with Commissioners Doerner, Geraldo, Bailey voting in favor of the motion, with Commissioner Hewlett opposing the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, September 24, 2020, in Upper Marlboro, Maryland.

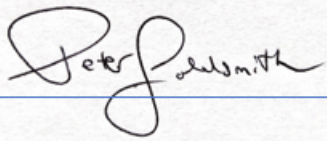
Adopted by the Prince George's County Planning Board this 15th day of October 2020.

Elizabeth M. Hewlett
Chairman

By 
Jessica Jones
Planning Board Administrator

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APPROVED AS TO LEGAL SUFFICIENCY

A handwritten signature in black ink, appearing to read "Peter J. Smith", is written over a light blue horizontal line. The signature is contained within a light gray rectangular box.

M-NCPPC Legal Department
Date: October 12, 2020