



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
<p>This case was continued from the Planning Board hearing date of July 30, 2020 to September 24, 2020.</p> <p>DSP: Construction of a 161-room hotel and 6,800 square feet of ground-level retail.</p>	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		Planning Board Date:	09/24/2020
Staff Reviewer: Thomas Burke Phone Number: 301-952-4534 Email: Thomas.Burke@ppd.mncppc.org		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 Lehigh 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.