

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on March 26, 2015, regarding Detailed Site Plan DSP-14022 for The Hotel at the University of Maryland, the Planning Board finds:

1. **Request:** The detailed site plan (DSP) is for the redevelopment of a site with a single building complex with a varied building height including a 300-room hotel on top of the ground-floor retail space, 57,000 square feet of retail space, a conference center for 4,280 occupants, and a parking garage.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	M-U-I/D-D-O	M-U-I/D-D-O
Use(s)	Vacant	Hotel/Retail
Acreage	3.29	3.20*
Lots	1	1
Square Footage/GFA	0	405,000

***Note:** The difference in acreage is the result of right-of-way dedication to Baltimore Avenue (US 1).

OTHER DEVELOPMENT DATA

Parking Requirements per the Sector Plan

Uses	Spaces Required
Lodging Use (300 rooms @ 1 space per 2 rooms)	150
Retail Use (57,000 sq. ft. @ 3 spaces per 1,000 sq. ft.)	171
Conference Center	535
Total	856*
Total Parking Provided	902**

885 standard @ 8.5 feet x 18.5 feet***
 12 handicapped
 5 van-accessible handicapped

Bicycle Spaces per the Sector Plan

Required (1 space per 3 parking spaces provided)	301
Provided	130**

Loading Spaces (per Section 27-582 of the Zoning Ordinance):

Hotel	4 spaces
Retail	2 spaces
Total Required	6 spaces
Total Provided	3 spaces (internal to the building)****

***Note:** Mixed-use developments may use the shared-parking factor to determine a reduction in the required number of parking spaces. However, the applicant has chosen not to use it in this application.

****Note:** The number of parking spaces and bicycle spaces provided requires an amendment to the D-D-O Zone standards as discussed in Finding 7 below. The applicant proffered a condition to provide additional bicycle parking spaces, where determined feasible.

*****Note:** The applicable D-D-O Zone does not have a standard for required loading spaces or parking space size. The DSP proposes three loading spaces, internal to the building, as opposed to the six required by the Prince George’s County Zoning Ordinance, and a parking space size of 8.5 feet by 18.5 feet, instead of the standard 9.5 feet by 19 feet required by the Zoning Ordinance. The applicant seeks departures from both of these requirements per Section 27-548.25(e) of the Zoning Ordinance, 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 D-D-O Zone standards. The reduced number of loading spaces and the reduced size of the parking spaces will contribute to the development district vision of pedestrian-friendly, concentrated, mixed-use development in this area. Therefore, the Planning Board approved these two departures.

******Note:** No height for the loading space access door was provided. Therefore, a condition has been included in the approval of this DSP requiring a label of the height of all loading space access doors as at least 15 feet as required by the Zoning Ordinance.

3. **Location:** The subject site is located in Planning Area 66, Council District 3, within the City of College Park. More specifically, the site is located on the eastern side of Baltimore Avenue (US 1), approximately 200 feet south of its intersection with Paint Branch Parkway. The site is zoned Mixed Use–Infill (M-U-I) and is subject to the Development District Overlay (D-D-O) Zone

standards found in the *2010 Approved Central US 1 Corridor Sector Plan and Adopted Sectional Map Amendment* (Central US 1 Corridor Sector Plan and SMA).

4. **Surrounding Uses:** The subject property is bounded to the north, east, and south by the remainder of the M-U-I-zoned Parcel 140, which is owned by the University of Maryland and is currently developed with various operational buildings and parking lots; and to the west by the right-of-way of Baltimore Avenue (US 1), with the main campus of the University of Maryland beyond.
5. **Previous Approvals:** Parcel 140 is an acreage parcel and was the subject of Detailed Site Plan DSP-08030, University of Maryland East Campus, which was submitted, but has remained dormant since 2008. The property is currently developed with a 57,435-square-foot university laboratory, which is proposed to be demolished. A Preliminary Plan of Subdivision, 4-14009, was reviewed and approved by the Planning Board on December 11, 2014. The subject property has an approved Stormwater Management Concept Plan, 22605-2014, which is valid through September 24, 2017.
6. **Design Features:** The subject property, Parcel 1, is roughly square in shape and is surrounded by the public right-of-way of Baltimore Avenue (US 1) to the west and on the remaining three sides by the larger Parcel 140. Proposed Parcel 1 is currently a part of the university-owned Parcel 140, but is being subdivided by deed by the university and then ownership will be transferred to a private entity for the proposed development. Currently, the area of proposed Parcel 1 is largely vacant and paved.

The DSP proposes to develop Parcel 1 with one large, 126.5-foot-high, 405,000-square-foot, mixed-use building complex including 300 hotel rooms, 57,000 square feet of ground-floor retail space, a 4,280-occupant conference center, and a 902-space parking structure. The building with a varied building height will sit approximately 24 to 37 feet from the proposed US 1 right-of-way line, which is immediately behind the street curb, such that proposed street trees and sidewalk areas will be on-site. The remaining three sides of the site will abut the university-owned property, which will be developed with private streets. Hotel Drive North, Hotel Drive South, and Greenhouse Road will have an ingress/egress easement over them such that they will serve as access to Parcel 1, which will have no direct access to US 1. Hotel Drive North and Hotel Drive South intersect with US 1 to the west and with Greenhouse Road to the east. Greenhouse Road then runs north across university property to intersect with Paint Branch Parkway, completing a street grid around the property. The building sits within 14 to 20 feet of Hotel Drive North, within 9 to 73 feet of Hotel Drive South, and within 11 to 14 feet of Greenhouse Road.

Since the three surrounding private streets are not on Parcel 1, and are on university-owned property, they are not a part of this DSP application, and may be subject to the mandatory referral review process pursuant to Land Use Article §20-301 through 305 of the Maryland Annotated Code and Section 27-294 of the Zoning Ordinance. The sidewalk areas immediately adjacent to the building along these frontages are a part of the subject DSP. Details of the remaining street sections were provided for informational purposes to show their relationship to the DSP. All three streets generally include two-way traffic, with shared bike facilities, on-street parking, and

sidewalk areas and street trees. Hotel Drive South does not include on-street parking, but offers two bus loading pull-offs along the southern edge. The eastern edge of Greenhouse Road does not include the typical streetscape, as this area abuts an existing parking lot, which is intended to be developed in the future, at which time a fully-designed streetscape will be implemented.

The US 1 frontage of the proposed building will include mostly ground-floor retail, along with a main pedestrian access point to the hotel lobby. The streetscape is fully developed with street trees, sidewalks, planters, and space for potential outdoor seating associated with the retail uses, along with streetscape amenities, such as bike racks and seating. A ten-foot-high, approximately 28-square-foot, metal, freestanding hotel sign is proposed in the southern portion of this frontage. The western portion of the Hotel Drive South building frontage is set back further from the road to allow for a fully-developed streetscape, along with additional potential outdoor seating associated with the ground-floor retail. The center portion of the southern building frontage is also set back further to allow for a circular drop-off/check-in drive in front of the hotel lobby, with a center bioretention planting area and four surface parking spaces. The eastern end of the southern façade sits within ten feet of the property line and includes the only vehicular entrance to the parking garage. The eastern building façade sits within 11 feet of Greenhouse Road and includes ground-floor retail, with eight levels of structured parking above, adjacent to a streetscape with sidewalk, street trees, and bike racks. The northern corner of the eastern façade includes the access door to the interior loading and trash area. The northern building façade, adjacent to a streetscape with sidewalk, street trees, and bike racks, sits within 20 feet of the property line and includes no pedestrian or vehicular entrances, except service doors. The internal portion of the building along this frontage includes the conference center and service areas of the hotel, where external pedestrian access needs to be limited and controlled. The site design uses underground stormwater vaults, under the loading area and parking garage ramps, as well as bioretention areas and tree pits throughout the site for stormwater management.

In regard to architecture, the four façades of the building provide a variety of materials and building heights. The tallest ten-story portion of the building, which will include ground-level retail and all of the hotel rooms, along with a penthouse-level restaurant, sits along the western façade facing US 1. The majority of this façade is finished in various types of glazing, including transparent, opaque spandrel, and semi-transparent, with red metal accents and dark gray metal panels. The northern portion of this façade includes a full finish in red brick with large windows and a reddish granite base, along with a large, white, channel-letter hotel sign at the top. Custom channel letter signs are proposed for the retail uses at the top of the ground floor level.

The southern façade is designed with multiple building heights, including the side of the ten-story portion in the west; a tall seven-story central portion including the hotel lobby, conference center spaces, and a hotel room tower; as well as a nine-story eastern portion including ground-floor retail and eight stories of structured parking above. The western portion then continues the same architectural design and materials as the western façade, including custom channel letter signs for the retail on the ground floor, and a Southern Management Corporation blue and white diamond logo box sign at the top. The central portion is almost completely glazing, similar to the western façade, with some metal trim and dark gray metal panel. A channel-letter hotel sign sits on top of a

metal canopy over the main hotel lobby entrance. The roof of this section includes a green roof with trees, along with some other hotel amenities. The eastern portion of this façade, along the parking garage, is finished with a combination of two types of metal screening, dark gray metal panels, red brick, and dark gray brick arranged in a largely linear fashion.

The eastern façade, which includes one story of retail with eight levels of structured parking above, is finished largely in red brick with dark gray brick and dark gray metal panels, and includes multiple open areas within the garage levels for ventilation. The ground floor is finished with large storefront windows, red metal accents, and dark gray metal panels, along with the custom channel letter signs for the retail uses. Another white channel-letter hotel sign sits in the southern corner of the upper levels of this façade.

The northern façade is also designed with multiple building heights including the side of the ten-story portion in the west, a tall two-story central portion including the conference center, and the nine-story eastern portion including ground-floor retail and eight stories of structured parking above. The western portion continues the same architectural design and materials as the western façade and includes a large, white, channel-letter hotel sign at the top, and an approximately 390-square-foot electronic message center board sign near the top. The central portion is finished in a mix of glazing, dark gray brick, red metal accents, and aluminum venting arranged in a geometric vertical fashion. The eastern portion of this façade, along the parking garage, is finished with a combination of two types of metal screening, dark gray metal panels, red brick, and dark gray brick.

The applicant presented revised architecture at the Planning Board hearing, Applicant's Exhibit 1, and asked the Planning Board to allow for the final certified architecture to reflect the new exhibit as long as the Urban Design Section deemed the architecture to be better than or equal to the original reviewed architecture. The Planning Board found to approve this request and a condition has been included in this approval allowing for such revision.

A key plan has been provided on the building elevation plan. However, the key plan is not clearly labeled and it is difficult to identify each elevation. A condition has been included in this approval to require a key map be clearly labeled to show each elevation prior to certification.

- 7. The 2010 Approved Central US 1 Corridor Sector Plan and Adopted Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone:** The 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (Central US 1 Corridor Sector Plan and SMA) defines long-range land use and development policies, detailed zoning changes, design standards, and a Development District Overlay (D-D-O) Zone for the US 1 Corridor area. The land use concept of the sector plan divides the corridor into four inter-related areas (walkable nodes, corridor infill, existing neighborhoods, and natural areas) for the purpose of examining issues and opportunities and formulating recommendations. Detailed recommendations are provided for six distinct areas within the sector plan: Downtown College Park, University of Maryland, Midtown, Uptown, Autoville and Cherry Hill Road, and the Hollywood Commercial District. The overall vision for the Central US 1 corridor is a vibrant hub of activity highlighted by

walkable concentrations of pedestrian- and transit-oriented mixed-use development, the integration of the natural and built environments, extensive use of sustainable design techniques, thriving residential communities, a complete and balanced transportation network, and a world-class educational institution.

The site is located in the University of Maryland walkable node and is recommended for mixed-use residential land uses (see Map 8 on page 60). Walkable nodes are intended for pedestrian-friendly, transit-oriented, mixed-use development at appropriate locations along the Central US 1 corridor. Development should be medium- to high-intensity, with an emphasis on the vertical mixing of uses. Development within a walkable node should generally be between two and six stories in height. The Zoning Ordinance classifies hotels as a residential land use; therefore, this application is consistent with the sector plan's land use recommendations.

Requests to Amend Development District Standards

The submitted application and justification materials indicate the need to deviate from a number of development district standards to accommodate the proposed development on the subject property. Per Section 27-548.25 of the Zoning Ordinance, these alternate standards may be approved if they can be found to benefit the development and the development district, and will not substantially impair implementation of the master plan, master plan amendment, or sector plan. These alternate standard requests are discussed as follows (all page numbers reference the sector plan):

Building Form: Building Height—The applicant requests an amendment to the maximum building height in the Walkable Node character area from six stories to ten stories to accommodate the proposed ten-story tower fronting Baltimore Avenue (US 1), the seven-story tower flanking Hotel Drive South, and the nine-story parking structure along Greenhouse Road. The submitted justification statement seeking the amendment indicates that the ten-story height is primarily intended to position the proposed hotel as a focal point along US 1 and to enhance the visibility and presence of the University of Maryland. In response to concerns related to the operation of the College Park Airport, the applicant has revised the design of the proposed hotel to a U-shaped structure framing an internal courtyard space atop the conference center. The additional height is still seen as necessary to provide a quality building to meet an overall project goal “to provide a high quality, urban building to kick start the Innovation Corridor” of the recently approved *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035). Constrained space on the project site is also cited in support of the amendment, along with the height being “necessary to create a four-diamond-rated hotel and conference center.”

The applicant's discussion of the intended purpose of the hotel as a major focal point along the Central US 1 corridor is generally consistent with the intent of the sector plan, which envisioned a taller hotel building just to the north of the subject site at the corner of US 1 and Paint Branch Parkway, in part of the University of Maryland Walkable Node character area. This location was envisioned for a four- to ten-story landmark structure. The shift of the proposed hotel to the south could help provide for a stronger overall development scheme and anchor building for the development of the East Campus area, and it is appropriate to support a desire for increased height for the proposed hotel.

The additional factor of how the proposed site constrains the design of the hotel, as discussed by the applicant in the revised statement of justification, has some merit with regard to the attempt to fulfill the sector plan's vision for a cohesive and consistent "street wall" of buildings framing the street. In summary, the request for additional height for the proposed hotel is generally consistent with the overall intent of the sector plan. Additionally, it does not impair implementation of the sector plan, which calls for medium- to high-intensity, pedestrian-friendly, mixed-use residential development on the subject property. Therefore, the Planning Board approved this amendment request.

Building Form: Build-to Line—The applicant requests a maximum 37-foot build-to line (BTL) from US 1, instead of the required BTL of zero feet as indicated on pages 228 and 230 for mandatory shop frontages within walkable nodes and the maximum front BTL of ten feet, per page 234. The applicant also requests amendments to the BTL along its secondary frontages, as indicated on page 234. Hotel Drive North and Hotel Drive South, as secondary frontages, require a BTL of zero to 12 feet from the property line, whereas the DSP proposes a setback of 14 to 20 feet and 9 to 73 feet, respectively. The justification for these additional setbacks is to allow for outdoor urban-style activities, such as restaurant seating and plaza areas, to allow for some grade change and to accommodate street trees, bike racks, and a wider sidewalk. Additionally, along US 1, the Maryland State Highway Administration (SHA) has declined dedication of the sidewalk and street tree areas, which would typically be within the right-of-way, thus adding to the distance between the building and the right-of-way line. The mass of the building will provide the strong street wall envisioned by the sector plan, even with the additional setback. The Planning Board approved these amendment requests.

Building Form: Massing—The building form requirements of the Central US 1 Corridor development district require expression lines above the second story of new buildings and a step-back in massing for the upper floor of buildings above eight stories in height (page 237). The applicant has requested amendments to both of these standards. An expression line is provided at the third story of the proposed building, which is generally consistent with the intent of the standard. The Planning Board approved this amendment request.

The massing step-back requirement is intended "to ensure new development is responsive to issues of scale, natural lighting, and pedestrian comfort" (page 237). More particularly, a massing step-back for tall buildings is a common requirement to facilitate natural sunlight filtration to the street in built-up urban locations. Since the proposed hotel is separated from other buildings by future development parcels and is across the street from low-scale campus buildings and athletic fields, there is no significant natural lighting issue at play with the proposed hotel. Therefore, the Planning Board approved this amendment request for no step-back, with the understanding that this issue may play a more direct role in future development phases of the East Campus project.

Building Form: Parking—The applicant requests an amendment to the parking requirements of the development district to increase the parking number from the required 856 spaces to 902 proposed parking spaces (page 239). In the revised statement of justification, the applicant

discusses both the shared parking factor of the development district standards (which would result in a parking requirement of 657 spaces) and a theoretical exercise where the proposed hotel program could require over 1,500 parking spaces if it were built elsewhere.

The Planning Board supported the requested amendment to increase the amount of parking and to add a ninth level to the integrated parking structure. A consideration is included in this approval that the proposed parking should serve as shared public parking for the larger innovation district. This will conform with the overall intent of the sector plan and development district standards to support shared parking. Therefore, the Planning Board approved this requested amendment.

Building Form: Bicycle Parking—The applicant requests an amendment to the required number of bicycle parking spaces, which is one bicycle parking space for every three vehicle parking spaces or 301 bicycle parking spaces, for the proposed 902 vehicle parking spaces. The applicant proposes to provide a total of 130 bicycle spaces with 70 spaces in the parking structure and 60 spaces along all four street frontages. However, they proffered to increase this number where feasible.

This request is reasonable, given that the primary hotel use on the site is unlikely to attract significant bicycle traffic. The applicant has been requested to consider bike sharing and participation in the City of College Park and the University of Maryland's joint bike sharing program, and the Planning Board supports this participation. With the addition of a bike-share station on the site, the Planning Board approved this amendment request.

Building Form: Parking Access—The applicant requests amendments to two standards in this section (page 241): first, to allow for a circular drive to access the main hotel entrance, which is prohibited except for civic buildings; and second, to allow for the vehicular access drive to the parking garage to be wider than 22 feet, specifically 26 feet. The applicant justifies the need for a circular drive to allow for hotel drop-off and check-in activities to occur off of the street. Additionally, the drive is tucked into the building design along one of the secondary frontages. Therefore, the Planning Board approved this amendment request. The applicant justifies the need for the minimal additional width at the parking garage access drive to allow for a center island with access controls, such as pay stations and gates. The Planning Board approved this amendment request.

Building Form: Structured Parking—The applicant requests amendments pertaining to the physical design of the incorporated parking structure, specifically for the required 50-foot setback from the property line along streets and the requirement for a two-story liner building between the structure and the street (page 243). The subject DSP sets the parking structure one floor above ground level, with retail space below, and it is set back 11 to 14 feet from the property line. The sector plan discusses the purpose of these standards as they pertain to the proposed hotel in the University of Maryland Walkable Node (pages 85–86). The overall intent regarding parking structure orientation, placement, and design is to foster architecturally attractive streets and public spaces, to enhance pedestrian comfort, and to provide street-oriented architecture to make streets interesting and safe.

The applicant's revised statement of justification argues how they address pedestrian comfort at the ground level on the west side of Greenhouse Road, immediately adjacent to the one-story liner building, with future retail uses at the base of the parking structure. Given the applicant's justification, the Planning Board approved this amendment request and the parking garage architectural design.

Architectural Elements: Façades and Shopfronts—The applicant's revised statement of justification indicates that the proposed hotel does not need to comply with the development district standards requiring 20 to 70 percent transparent window fenestration (page 245) on “each floor of any building facing a street, park or square” along Hotel Drive North because it is “not a primary access to the property.” This conclusion is incorrect because the standard is not based on access, but rather on frontage, and the elevation along Hotel Drive North is subject to the requirements. In subsequent submittals, the applicant did request an amendment to this standard for the northern façade of the building. Based on the submitted architecture, it does not appear that this requirement is met along the northern façade. This is mainly due to the fact that the interior of the building in this area contains the conference rooms, which cannot have transparent windows in order to function properly. The northern façade does include a mix of materials, including opaque spandrel glass, dark gray brick, metal polished screening, and dark gray metal panel, that will provide visual interest and simulate transparent windows to a certain extent. Therefore, the Planning Board approved this amendment request.

This section also includes a standard requiring that doors or entrances for public access be provided at intervals no greater than 50 feet (page 246). The applicant has requested an amendment to this standard, although no justification was given. Given the large-scale hotel and conference center uses that take up the majority of the gross floor area of the building, it is impractical and unnecessary to provide doors every 50 feet along every street frontage. Additionally, entrances to the hotel and conference center should be limited in order to be secured and controlled. Therefore, the Planning Board approved this requested amendment.

Architectural Elements: Signage—The applicant requests several amendments to the signage regulations (page 254). These include a request for a single freestanding monument sign on US 1, an amendment addressing internally-lit signs, and an amendment to the sign area for a directional sign.

With regard to the requested amendment for the freestanding monument sign, which the standards do not permit, the submitted sign package contains a clear design for this monument sign, which is to be located in the southwestern corner of the site along US 1. The ten-foot-high, approximately 28-square-foot, all metal sign is rather minimal in size and design and integrated into a planter wall with trees behind it. Thus, it will be minimally intrusive and will not impair pedestrian movement and the development district. Therefore, the Planning Board approved the amendment request for a freestanding sign.

Regarding the applicant's justification to permit internally-lit signs, they state "This standard discourages backlit or internal lighting, but does not prohibit it." This is inaccurate. The standard in question is the second bullet item on page 254 of the sector plan, which reads:

Signs shall be externally lit from the front with a full-spectrum source. Internal 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). Signs within a shopfront may be neon lit.

The standard is quite clear that backlit and internally-lit signs are prohibited, unless they are in the form of individual channel letter signs. However, the Planning Board found that the proposed corporate logo panelized box lighting fixtures are not contrary to the intent of the development district standard. Therefore, the Planning Board approved this amendment as requested.

The Planning Board supports the amendment request for a directional sign exceeding nine square feet perpendicular from the building face. The proposed directional parking garage sign, with a sign face area of 10.5 square feet, generally meets the intent of the development district standard for such signs. The proposed sign itself is nine square feet in size, with a mounting fixture contributing the additional square footage. The presence of the mounting fixture does not detract from the purpose and intent of the sign standard. Additionally, the proposed perpendicular signage have been added to the design of the building in the form of approximately 16-square-foot awning-mounted signs along the US 1 frontage, referred to in the signage plan as Canopy West/North Face and Canopy West/South Face. These signs are not addressed in the statement of justification and will require amendments from the development district standards for their size. While no justification was offered for these signs, since they are fully integrated into an awning structure and are still minimal in size, they are acceptable and will not impair the appearance of the development district. Therefore, the Planning Board approved this amendment request.

A proposed electronic messaging sign, with a sign face area of 390 square feet, is shown on the architectural renderings along the northern façade of the building. This sign is discussed in the revised statement of justification as an "internal message board," and that the "digital sign panel image will change no frequently than at five (5) second intervals." The Planning Board approved this amendment request as not impairing implementation of the master plan.

Streets and Open Spaces: Street Trees—This standard requires that street trees be provided at a minimum spacing of 30 feet on center in all character areas. The submitted landscape plans indicate that there are no street trees provided along the southeastern corner of the site and in a couple of locations along Hotel Drive North. The applicant justified this amendment as important in order to provide wide sidewalks along Hotel Drive South and to minimize conflicts with underground utilities, which results in the loss of approximately three trees. Therefore, given the site constraints, the Planning Board approved this amendment.

8. **Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-U-I Zone, Airport Compatibility, Part 10B, and the requirements of the D-D-O Zone of the Zoning Ordinance:

a. Section 27-546.19(c), Site Plans for Mixed Uses, 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 meets the site design guidelines and development district standards of the Central US 1 Corridor Sector Plan and SMA, except those that the applicant has requested amendments to, 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 a mixture of hotel and commercial/retail uses in a vertical and horizontal mixed-use format in one large building complex fronting on Baltimore Avenue (US 1), with the commercial/retail spaces fronting US 1 and Greenhouse Road along the first floor. The hotel and conference center are intended to serve university-related functions such as conferences, football games, and social events. The retail space will serve both hotel and conference center visitors, along with users on the nearby university properties, and the parking garage will serve visitors to each of the different uses. The adjacent university-owned properties are used for accessory university functions and may possibly be redeveloped in the future with more intensive university-related uses. This university focus for all of the uses on the subject and adjacent properties helps ensure that the uses on the various sites will be compatible with one another.

(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;**

The only properties adjacent to the subject site are university-owned and zoned M-U-I and D-D-O. These properties generally contain older, low (one- to four-story), brick buildings with accessory uses for the university. The university has expressed an interest in redeveloping this east end of the campus in the future, such as the scheme shown with the dormant DSP-08030. This first development within the University of Maryland area of the sector plan walkable node will set the stage for future development in the area, which should be designed to be compatible in size, height, and massing.

- (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;**

The single full-block building complex features main entries along US 1 and the southern and eastern frontages. Sidewalks surround the building completely to provide full unobstructed pedestrian connectivity to the surrounding neighborhood.

- (C) Site design should minimize glare, light, and other visual intrusions into and impacts on yards, open areas, and building façades on adjacent properties;**

The site plan provides locations for proposed pedestrian street lights, building-mounted, and other lighting on-site, along with a photometric plan. This plan indicates that the lighting design minimizes glare, light, and visual intrusions onto the few nearby yards, open areas, and building façades.

- (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;**

The main proposed building materials for the retail and hotel building are masonry and glass materials in shades of red and gray. These building materials and colors are similar to those on other mixed-use developments in the surrounding neighborhood. The building is of a scale and design that will make it a gateway feature for the university within this node of the sector plan as envisioned by the plan.

(E) Outdoor storage areas and mechanical equipment should be located and screened to minimize visibility from adjacent properties and public streets;

The DSP does not propose any outdoor storage areas and all of the proposed mechanical equipment will be internal or located on the roof. Therefore, these areas will have minimum 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

The submitted DSP provides some basic details regarding the proposed building-mounted and onsite freestanding signage. The DSP does request some amendments to the applicable development district standards for the signs, as discussed in Finding 7 above.

(G) The owner or operator should minimize adverse impacts on adjacent properties and the surrounding neighborhood by appropriate setting of:

(iii) Location and use of trash receptacles;

The proposed trash receptacles are located internal to the building, behind a vehicular access door. As long as this door remains closed when the trash area is not being accessed, this area should have no adverse impact on adjacent properties. To ensure this, a note has been added to the DSP requiring that all vehicular access doors shall remain closed, except during times of entering and exiting of vehicles.

(iv) Location of loading and delivery spaces;

Three loading and delivery spaces are provided internal to the building, screened by vehicular access doors. As long as these doors remain closed when the loading spaces are not being accessed, this area cannot be seen from the adjacent properties. To ensure this, a note has been added to the DSP requiring that all vehicular access doors shall remain closed, except during times of entering and exiting of vehicles.

(v) Light intensity and hours of illumination; and

The site plan provides a photometric plan for the on-site lighting, confirming that there are minimal adverse impacts on adjacent properties and the surrounding neighborhood.

(vi) Location and use of outdoor vending machines.

The subject DSP does not propose any outdoor vending machines.

- b. The subject application is located within Aviation Policy Area (APA) 6 under the traffic pattern for the small general aviation College Park Airport. The applicable regulations regarding APA-6 are discussed as follows:

Section 27-548.42. Height requirements.

- (a) Except as necessary and incidental to airport operations, no building, structure, or natural feature shall be constructed, altered, maintained, or allowed to grow so as to project or otherwise penetrate the airspace surfaces defined by Federal Aviation Regulation Part 77 or the Code of Maryland, COMAR 11.03.05, Obstruction of Air Navigation.**
- (b) 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.**

The subject application proposes a building complex with a portion of the building that has a building height of 126.5 feet. The proposed building height is inconsistent with the building height restriction of APA-6. Therefore, a condition has been included in this approval stating that, prior to approval of a building permit, the applicant shall provide proof of compliance with Federal Aviation Regulation (FAR) Part 77. The applicant did provide multiple letters, dated March 4, 2015, from the Federal Aviation Administration (FAA) offering a "Determination of No Hazard to Air Navigation" for all four corners of the building's main tower, middle tower and garage portions.

Those letters indicate that any building height exceeding 198 feet above mean sea level (AMSL) would result in "substantial adverse effect and would warrant a Determination of Hazard to Air Navigation." Therefore, to ensure compliance to this requirement is maintained, an additional condition has been included in this approval that the DSP and architecture should show the maximum building height for this site is 198 feet Above Mean Sea Level (AMSL).

- c. Section 27-548.25(b) of the Zoning Ordinance requires that the Planning Board find that the site plan meets the applicable development district standards in order to approve a DSP. As discussed in Finding 7 above, this DSP requests multiple amendments to applicable D-D-O Zone standards. The Planning Board found that the requested amendments to the development standards, as discussed, would benefit the development district and would not substantially impair implementation of the Central US 1 Corridor Sector Plan and SMA.
9. **Preliminary Plan of Subdivision 4-14009:** Preliminary Plan of Subdivision 4-14009 was approved by the Planning Board on December 11, 2014 and the resolution adopted on December 18, 2014 (PGCPB Resolution No. 14-142). The Planning Board approved the preliminary plan with 14 conditions, of which the following are applicable to the review of this DSP and warrant discussion as follows:
2. **Prior to approval of any use and occupancy permit for the subject property, as designated below, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following required adequate pedestrian and bikeway facilities, in accordance with Section 24-124.01 of the Subdivision Regulations, 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. If any of these improvements are deemed not feasible by the appropriate operating agency, the applicant shall provide alternative off-site improvements within one-half mile of the site of comparable value equivalent in the amount of the proposed improvements including, but not limited to:**
 - a. **Thirteen (13) pedestrian light poles and fixtures on Hotel Drive South and Hotel Drive North.**
 - b. **Concrete sidewalks on the north side of Hotel Drive North.**
 - c. **Concrete sidewalks on the south side of Hotel Drive South.**
 - d. **Sidewalk markings and asphalt on the east side of Greenhouse Road.**
 - e. **Stamped concrete crosswalks at several locations on Hotel Drive South, Hotel Drive North, Greenhouse Road, and Baltimore Avenue (US 1).**
 - f. **Six (6) pedestrian crossing signals at Baltimore Avenue (US 1) and Hotel Drive South.**
 - g. **On-street bicycle lanes on Hotel Drive South.**

h. Street trees on the north side of Hotel Drive North and on the south side of Hotel Drive South.

The majority of the improvements listed above are off-site, but should be shown on the DSP for informational purposes.

6. The landscape plan for the subject property shall demonstrate the use of full cut-off optics to ensure that off-site light intrusion into residential areas is minimized.

The submitted landscape plan shows the use of full cut-off light fixtures along all road frontages.

9. Prior to signature approval of the detailed site plan (DSP), the applicant shall submit a color-coded utility plan approved by the relevant public utility providers. The DSP shall demonstrate public utility easements in conformance with the approved utility plan and coordinate with the Washington Suburban Sanitary Commission (WSSC).

This condition has been included in this approval.

10. **The 2010 Prince George's County Landscape Manual:** The approved Central US 1 Corridor Sector Plan and SMA states that Section 4.2, 4.3, and 4.7 of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) do not apply within the development district. Therefore, the proposed development is only subject to the requirements of Sections 4.4, 4.5, and 4.9 of the Landscape Manual. The submitted plans were reviewed against the requirements of these sections and found to be in conformance with the requirements.
11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This project is exempt from the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the site contains less than 10,000 square feet of woodland, and does not have a previously approved TCP. The site has received a numbered Woodland Conservation Exemption Letter (E-021-10-01), which expires on August 6, 2016.
12. **Prince George's County Tree Canopy Coverage Ordinance:** A ten percent tree canopy coverage (TCC) requirement applies to this M-U-I-zoned site per the Prince George's County Tree Canopy Coverage Ordinance. This amounts to approximately 14,331 square feet of the subject proposed 3.29-acre site. The subject application provides a schedule showing the requirement being met through proposed on-site tree plantings.
13. **Further Planning Board Findings and Comments from other Entities:** The subject application was referred to the concerned agencies and divisions. The comments are summarized as follows:
 - a. **Historic and Archeology—**

Historic Preservation

The subject property is located on the east side of Baltimore Avenue (US 1), south of Paint Branch Parkway. There are two designated Prince George's County historic sites in the vicinity. The Rossborough Inn (National Register/Historic Site 66-035-09) is located on the west side of US 1, within the University of Maryland campus, approximately 700 feet southwest of the developing property. The College Park Airport (National Register/Historic Site 66-004) is located approximately 2,700 feet southeast of the developing property.

Built in 1803 and enlarged in 1938, the Rossborough Inn is a brick tavern of the Federal style; it is distinguished by stone lintels and a handsome fanlight doorway surmounted by a Coade (a fired slay cast stone) keystone in the form of a smiling Silenus head. The lower flanking wings were added in 1938. Owned by the Calverts of Riversdale, the inn was a popular stage-stop on the Baltimore and Washington Turnpike. In 1858, the Rossborough property was deeded by Charles Benedict Calvert as part of the Maryland Agricultural College. First used by the college as a classroom and experiment station, the inn was operated for many years as the University of Maryland Faculty and Alumni Club.

Established in 1909, the College Park Airport is the oldest continuously operating airport in the world. The foundations of five hangars have been revealed; on one stands the present maintenance hangar. Wilbur Wright was the first flight instructor for Signal Corps officers here in 1909. College Park Airport was also the terminus of the first commercial airmail service. The airport was listed in the National Register of Historic Places in 1977, and the College Park Aviation Museum was opened on the grounds in 1998 by The Maryland-National Capital Park and Planning Commission (M-NCPPC).

Archeology

A Phase I archeological survey is not recommended on the above-referenced property. The property has recently been extensively disturbed by the removal of the Harrison Laboratory and its associated greenhouses. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. This proposal will not impact any archeological resources.

Conclusions

The development of the subject property will have no effect on identified archeological resources. Because the subject property has already been graded for and disturbed by recently removed structures, no archeological investigations will be required. However, the proposed development of the property, with a multi-story structure to be used as a hotel, may have a direct impact on the nearby College Park Airport. Depending on the finished height of any structure on the subject property, flights to and from the airport may be affected. Care should be taken to ensure that the height of the structure will not have any negative impacts on the operations of the College Park Airport.

- b. **Community Planning**—An analysis of the subject DSP’s conformance with the D-D-O standards, is discussed in Finding 7 above. Additionally:

Per Plan Prince George’s 2035, this application is located within the County’s Innovation Corridor and is within a designated employment area. Employment areas are described as “areas commanding the highest concentrations of economic activity in four targeted industry clusters—healthcare and life sciences; business services; information, communication, and electronics; and the Federal Government.”

The Innovation Corridor is a prioritized employment area described by Plan Prince George’s 2035 as follows:

Innovation Corridor: The second transformative Plan 2035 recommendation is designating parts of the City of College Park, the City of Greenbelt, the Town of Riverdale Park, the Town of Edmonston, the Town of Berwyn Heights, and areas along the US 1 corridor and around the University of Maryland, College Park and the Beltsville Agricultural Research Center (BARC) as the Innovation Corridor. This area has the highest concentrations of economic activity in our four targeted industry clusters (see Employment Areas on page 18) and has the greatest potential to catalyze future job growth, research, and innovation in the near- to mid-term. This area is well positioned to capitalize on the synergies that derive from businesses, research institutions, and incubators locating in close proximity to one another and on existing and planned transportation investment, such as the Purple Line.

The Plan Prince George’s 2035 policies, strategies, and recommendations for employment areas and the Innovation Corridor are primarily focused on economic and employment growth. The proposed creation of a parcel for the development of a hotel and ancillary retail uses will help achieve the Plan Prince George’s 2035 vision. However, findings of conformance to the master plan or general plan are not required with this application.

This application is located under the traffic pattern for a small general aviation airport (College Park Airport). This area is subject to the Aviation Policy Area (APA) regulations adopted by Prince George’s County Council Bill CB-51-2002 (DR-2) as Sections 27-548.32 through 27-548.48 of the Zoning Ordinance. Specifically, the subject property is located in APA-6. The APA regulations contain additional height requirements in Section 27-548.42 and purchaser notification requirements for property sales in Section 27-548.43 that are relevant to the evaluation of this application. No building permit may be approved for a structure higher than 50 feet in APA-6, unless the applicant demonstrates compliance with FAR Part 77, which are the Federal Aviation Regulations dealing with the notification of construction activities within proximity to airports. The application should also be referred to the Maryland Aviation Administration for information and comment.

Conditions have been included in this approval regarding this APA issue.

- c. **Transportation**—The proposed development, as shown on the submitted plan, will consist of a 300-room hotel with an integrated conference center and approximately 57,000 gross square feet of commercial/retail space. The plan also shows the provision of 902 structured parking spaces.

The subject property is located within the employment area and Innovation Corridor along US 1 of Plan Prince George's 2035. The subject site is also within Character Area 5a, the University of Maryland Walkable Node, of the Central US 1 Corridor Sector Plan and SMA. The proposed DSP must show conformance to the goals and policies of both plans, as well as satisfy the sector plan's relevant development standards.

The required parking for the proposed development of 300-room hotel with a conference center and 57,000 gross square feet of commercial/retail space using the approved sector plan parking standards is 856 spaces. Instead of using the optional shared parking calculations suggested by the sector plan, which would result in a reduction of required parking spaces to 657 spaces, the applicant is requesting amendments to modify the US 1 parking standards to increase the required parking by an additional 56 spaces, or provision of 902 parking spaces. The Planning Board supports this increase in parking.

As noted above, the submitted plan is proposing the use of private street rights-of way easements, pursuant to Section 24-128(b)(9) of the Subdivision Regulations, for the provision of access to the proposed development. Since these streets are proposed to be constructed in accordance with the Prince George's County Department of Public Works & Transportation (DPW&T) standards and open to the public, but privately maintained, the Planning Board has no objections to the proposed arrangement, provided assurances are provided that these private streets, with public use easements, are designed per DPW&T and/or SHA standards and are fully bonded and permitted for construction prior to issuance of any building permit for the subject site.

The findings and recommendations outlined below are based upon a review of relevant and submitted material and analysis, all conducted in accordance with the requirements of the sector plan and the "Transportation Review Guidelines, Part 1" (Guidelines).

Transportation Findings

With the proposed site plan, the applicant submitted for review a comprehensive traffic analysis dated June 27, 2014. The submitted traffic impact study assumed the development of a 276-room hotel with approximately 50,000 gross square feet of commercial space including retail, restaurants, and meeting and conference facilities, which are less than the comparable levels shown on the submitted DSP. This study was referred to SHA, DPW&T, and the City of College Park for their review and comments.

The proposed development will generate 219 and 409 vehicle trips during the AM and PM peak hours, respectively. The AM and PM peak hour trip totals include the recommended reduction for pass-by trips for the proposed commercial uses. The AM and PM vehicle trips used in the submitted traffic study (205 and 392) are slightly lower (14 AM, 17 PM) than the calculated AM and PM vehicle trips for the proposed development reported above. In addition to the site's generated traffic, the traffic impact study includes the calculated annual growth of one percent per year for six years, and the projected 1,847 AM and 3,007 PM peak hour trips for 21 approved, but not yet built or occupied, development applications within the study area.

The table below shows the reported weighted average of the critical lane volume (CLV) of all signalized intersections and resulting level-of-service (LOS) under existing, background, and total traffic for the AM and PM peak periods for the US 1 corridor between Campus Way, Paint Branch Parkway, and Guilford Drive (inclusive of both intersections).

Study Period	Existing Traffic CLV/LOS	Background Traffic CLV/LOS	Total Traffic W/O Hotel Drive South Intersection	Total Traffic W/Hotel Drive South Intersection
AM peak Period	719/A	925/A	945/A	943/C
PM peak Period	845/A	1,125/B	1,184/C	1,170/C

Since the reported average AM and PM peak CLV results with total traffic are significantly lower than the required average AM and PM CLV of 1,600 vehicle trips, including the additional generated AM and PM vehicle trips for the proposed increase in development levels, it would still result in AM and PM peak LOS better than the minimum acceptable level of E for the critical US 1 corridor segment between Paint Branch Parkway and Guilford Drive, as defined by the sector plan.

The submitted traffic impact study and the additional supplemental analysis submitted on November 18, 2014 also include evaluation of the proposed intersection of Greenhouse Drive with Paint Branch Parkway as an interim limited intersection (requested by DPW&T) and as an ultimate full signalized T-type intersection. The study concludes that the proposed intersection of Greenhouse Road with Paint Branch Parkway would operate satisfactorily with acceptable LOS during both AM and PM peak hours with total traffic, as a right-in/right-out limited intersection, as a right-in/right-out and left-out limited intersection, or as a full movement signalized T-intersection.

A detailed traffic signal warrant analysis included in the submitted report indicates that, with total projected traffic, signalization is warranted for the intersections of US 1 with proposed Hotel Drive South and proposed Greenhouse Drive with Paint Branch Parkway.

In response to the initial referral memorandum dated November 25, 2014, the applicant's traffic consultant provided additional analysis for the necessary increase, as proposed at

that time (a 295-room hotel and 57,000 gross square feet of retail use) that fully supported findings with regard to continued adequacy, for the critical US 1 corridor and all other studied intersections including all three access intersections with US 1 and Paint Branch Parkway, with the proposed increases in development levels.

It is important to note that the sector plan recommends the establishment of a corridor-wide transportation demand management (TDM) district and a self-sustaining transportation management association (TMA) to manage it. As of this writing, the US 1 TDM district has not been established.

Transportation Conclusions

Based on the preceding findings, the Planning Board supports the requested amendment for use of private street easements, pursuant to Section 24-128(b)(9) of the Subdivision Regulations, and concludes that the existing transportation facilities will be adequate, as required by the sector plan, to serve the proposed development of the site as shown on the submitted DSP if the approval is conditioned as follows:

- (1) Prior to signature approval, the plan shall be revised to show that the total development is limited to a 300-room hotel with an integrated conference center, 57,000 gross square feet of commercial/retail space, and no more than 856 parking spaces.

The submitted DSP shows that the proposed development matches these numbers, except in regards to the number of parking spaces. However, the Planning Board approved the amendment request for the additional parking spaces.

- (2) Prior to issuance of any use and occupancy permits, as proffered and accepted by the Planning Board during the review of Preliminary Plan of Subdivision 4-14009, within the subject property, the following improvements shall (a) have full financial assurance through either private investment, or full funding in the Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program; (b) have been permitted for construction through the operating agency's permitting process; and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - (a) The provision of a traffic signal including all required approach modifications, provision of pedestrian/bike push buttons and count-down displays, and inclusion of highly-visible and well-delineated pedestrian crosswalks and stop bars for the proposed intersection of US 1 with Hotel Drive South, or other acceptable equivalent improvements shall be provided in accordance with SHA standards.

- (b) The provision of a right-in and right-out only intersection at Paint Branch Parkway and proposed Greenhouse Drive which physically prohibits any left turning traffic to and from Greenhouse Drive onto Paint Branch Parkway, or other acceptable equivalent improvements, shall be provided in accordance with County standards. Alternatively, the applicant shall provide a complete signalized intersection only if this signal is approved to be interconnected to SHA's existing traffic signal at the intersection of US 1 and Paint Branch Parkway. In addition to the signalization, provision of all additional needed geometric improvements deemed appropriate by SHA and/or the County and in accordance with the appropriate standards which will allow for left-turn movements to and from Greenhouse Drive.

These conditions have been included in this approval.

- d. **Subdivision**—The purpose of the DSP is to construct 405,000 square feet of gross floor area (GFA) for a hotel/retail/restaurant use. The development of more than 5,000 square feet of GFA requires subdivision review, pursuant to Section 24-107 of the Subdivision Regulations. A Preliminary Plan of Subdivision, 4-14009, was approved by the Planning Board on December 11, 2014.

As the 3.29-acre site is part of a larger acreage parcel, the University of Maryland (a governmental agency) must subdivide the existing parcel by deed prior to recordation of the final plat, in order to locate the boundary of the preliminary plan and DSP to the 3.29-acre area upon which the development is proposed. Such a division of land is provided for pursuant to Section 24-107(c)(5). Prior to approval of the final plat, Parcel 1 should be created by deed by the University of Maryland.

Pursuant to Section 24-128(b)(9) of the Subdivision Regulations, access to proposed Parcel 1 along Baltimore Avenue (US 1) should be denied to prevent hazardous and unsafe traffic conditions. Three points of access are proposed: two access points to US 1 and one access point to Paint Branch Parkway, via ingress/egress easements to be provided by the University of Maryland abutting the proposed parcel. It is noted that the proposed ingress/egress easements are not a part of the DSP and preliminary plan boundary, and are not a part of the DSP application. The DSP does not reflect denial of access along US 1 and should.

Section 24-122 of the Subdivision Regulations states that “when utility easements are required by a public utility company, the subdivider shall include the following statement in the dedication documents: Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at the Folio 748.” The DSP and preliminary plan do not demonstrate the required ten-foot-wide public utility easement (PUE) along the property frontage on US 1. The applicant has submitted the required variation request to this section with the preliminary plan, which was approved by the

Planning Board. However, prior to certification of the DSP, an approved color-coded utility plan for the alternative PUE location should be submitted for review, and the DSP should be revised to demonstrate all of the proposed utility easements. At the time of final plat, the PUE should be granted in conformance with the DSP and reflected on the final plat.

The DSP shows a sidewalk along the US 1 property frontage (within the subject site), which connects to the adjacent sidewalk within the public right-of-way (to the north of the site). With this current proposal, a person would be required to move from the public right-of-way, onto the private property, in order to continue using the sidewalk that abuts US 1. Therefore, the proposed sidewalk along the frontage of Parcel 1 should be placed in the public realm in order to secure public access. Priority should be placed upon dedication of right-of-way in order to place the sidewalk within the public realm. However, as further dedication of right-of-way is not feasible for the proposed development, a public use easement should be shown and labeled on the DSP, over the proposed sidewalk along US 1, which would secure public access. At this time, the University of Maryland has indicated conceptual approval of acceptance of such a public access easement. The terms of the easement should be agreed upon with the university, accordingly, as set forth in the preliminary plan conditions of approval.

Subdivision recommendations are as following:

- (1) Prior to certification of the DSP, the following corrections shall be required:
 - (a) Label the proposed sidewalk to be located along the property frontage.
 - (b) Show and label dedication of public right-of-way to include the proposed sidewalk along US 1, or show and label a public use easement over the proposed sidewalk along US 1, and to whom the easement will be conveyed.
 - (c) Show denial of access along the property frontage on US 1.
- (2) Prior to approval of the final plat, Parcel 1 shall be created by deed pursuant to Section 24-107(c)(5) of the Subdivision Regulations.
- (3) Prior to certification of the DSP, the applicant shall submit a color-coded utility plan approved by the relevant public utility providers, and the DSP shall be revised to demonstrate the PUE easement in conformance with the approved utility plan and be separate from any Washington Suburban Sanitary Commission (WSSC) easements.
- (4) The access easement exhibit should be revised to:

- (a) Increase the font size of the labels for the proposed ingress/egress easement.
- (b) Demonstrate adequate driveway width for each drive aisle within the ingress/egress easement.

Failure of the site plan and record plat to match (including bearings, distances, and lot sizes) will result in permits being placed on hold until the plans are corrected. There are no other subdivision issues at this time.

The DSP has been revised to address some of the Subdivision recommendations. Conditions to address the outstanding issues have been included in this approval.

- e. **Trails**—The subject property is within the area described in the 2010 Central US 1 Corridor Sector Plan and SMA. This plan supports the establishment of additional pedestrian and bicycle facilities adjacent to the right-of-way, where necessary, such as bikeways, transit amenities, landscaping, and sidewalks, to implement the plan vision and foster a true multimodal transportation network. Implementation mechanisms may include easements, right-of-way dedication, or purchases.

The sector plan contains a table of recommended projects to implement the plan's vision, including sidewalks, pedestrian crossings, bicycle enhancements, and transit improvements. Specifically, the sector plan recommends that Baltimore Avenue (US 1) be improved to accommodate more pedestrians and bicyclists.

The subject property is subject to the adequate public pedestrian and bicycle facilities requirements of Section 24-124.01 of the Subdivision Regulations. This ordinance directly affects the subject property because it is located in a 2002 General Plan corridor (as amended) and as defined by the Adequate Public, Pedestrian and Bikeway Facilities (APPBF) map contained in the appendices of Plan Prince George's 2035. The ordinance requires that off-site access needs be met by development applicants in the approved corridors and centers, if feasible.

The subject property has frontage on US 1, which contains adequate sidewalks in this location. Baltimore Avenue is the subject of a SHA project. The SHA project will add bicycle lanes to the road, improve crosswalks, signal timing, and widen sidewalks.

The subject property is within the sector plan's Walkable Node of the University of Maryland campus along US 1. It is also very close to the College Park University of Maryland Metrorail Station, which is approximately one mile east of the subject property at 4931 Calvert Road.

The property is a few hundred feet north of the planned Purple Line light rail transitway project of the Maryland Transit Administration. A transitway operator is expected to open

fare services by the year 2020. A light rail transit station will be located at the intersection of US 1 and Rossborough Lane, which is one block south of the subject property.

Paint Branch Parkway is one block north of the subject property. The Parkway contains wide sidewalks and provides bicycle and pedestrian access to the Metrorail station.

Block Size

The sector plan recommends that the block sizes in close proximity to the university be “walkable” and less than 400 feet in length (page 85). The proposed subdivision blocks are approximately 350 feet in length along the US 1 property frontage and the proposed interior roads.

Proposed Interior Streets

The applicant proposes to construct three streets as part of the proposal, including a north-south street (Greenhouse Road) that will provide access to a County-owned road, Paint Branch Parkway. A new traffic signal is proposed at Greenhouse Road and Paint Branch Parkway.

The applicant proposes a gridded street pattern to serve the hotel and the adjacent properties to the north, east, and south. Two of the proposed streets (Hotel Drive North and Hotel Drive South) will connect to US 1, and run in an easterly direction, terminating at Greenhouse Road.

The proposed interior streets (Hotel Drive South, Hotel Drive North, and Greenhouse Road) appear to be adequate for shared bicycle use and pedestrian activity. The streets are designed to be very narrow to calm traffic, and to provide for the small amount of traffic that is anticipated, while being pedestrian and bicycle friendly. Bicycles will be accommodated on the low-volume streets. The Planning Board supports the proposed street designs to implement the sector plan vision.

The streets are approximately 40 feet in width (curb to curb). They will contain two travel lanes and vehicle parking on both sides, except Hotel Drive South, which has parking on only the south side of the street.

Bus loading bays are proposed on the south side of Hotel Drive South and near the main hotel lobby entrance. These bus bays are primarily for private coaches and are located off of the road so that they do not interfere with the normal traffic flow on the street.

Parking

Vehicle parking will be located in a parking garage, as well as on the street. The proposed garage access on Hotel Drive South appears to be adequate, and to be in an acceptable location, a safe distance from US 1. The sector plan recommends that parking structures be set back a minimum of 50 feet from the property line of all adjacent thoroughfares (except rear alleys).

The hotel lobby access for vehicles will be on Hotel Drive South. Vehicles entering or leaving the parking garage could conflict with the vehicles that access the hotel lobby entrance. The applicant is proposing 16-foot-wide vehicle lanes and bus parking bays on Hotel Drive South to accommodate the vehicles on this road and to minimize traffic conflicts.

Baltimore Avenue (US 1)

The sector plan recommends that US 1 contain bicycle lanes and wide sidewalks that are a minimum of ten feet in width. All of the streets that are proposed with this project are to contain wide sidewalks along the subject property frontages and within pedestrian zones, which are generally over ten feet in width.

The applicant has demonstrated that they are working with SHA. The applicant's site plan proposal for US 1 should not conflict with the SHA project. The sidewalks on the US 1 frontage are the subject of an ongoing SHA enhancement project. The SHA project will also construct bicycle lanes on US 1.

The existing sidewalks located on Paint Branch Parkway are wide, and they are utilized by pedestrians and bicyclists to access the Trolley Trail and the College Park University of Maryland Metrorail Station. The sector plan recommends that a sidepath be constructed on Paint Branch Parkway, which already exists.

Off-Site Improvements

The applicant proposes off-site improvements, including an eight-foot-wide sidewalk on the south side of Hotel Drive South, a five-foot-wide sidewalk on the north side of Hotel Drive North, and a five-foot-wide sidewalk on the east side of Greenhouse Road.

The sidewalks on the interior roads will allow public access because they are technically on the University of Maryland campus.

Loading on Greenhouse Road

The proposal includes a loading area along Greenhouse Road. The sector plan recommends that loading areas not be visible and that they be a minimum of 30 feet from the sidewalk. The proposed configuration appears to be acceptable because of the inherent nature of proposed Greenhouse Road, which will serve as a low-volume road for the hotel and surrounding properties. Significant amounts of traffic are not expected on this street, but conflicts may emerge for pedestrians if the loading docks are not set deep into the

building. It is recommended that the loading bays not interfere with the sidewalks or street and allow for trucks to be completely off of Greenhouse Road.

Bicycle Parking

The sector plan recommends that one bicycle parking space be provided for every three vehicular parking spaces (page 239). The applicant proposes 130 bicycle parking spaces. The applicant proposes less than the sector plan's recommended bicycle parking schedule. However, the applicant's proposed bicycle parking schedule appears to be enough for the proposed hotel use. Bicycle parking is proposed along US 1, Hotel Drive North, Hotel Drive South, and Greenhouse Road (60 spaces), and sufficient bicycle parking is proposed within the parking garage (70 spaces).

Bicycle and Pedestrian Conclusions

There is a coordinated SHA Consolidated Transportation Program (CTP) project for the streetscape and road improvements along US 1 at the time of this application. There are adequate sidewalks on US 1, and a buffer exists between the newer sidewalks and the street. SHA is actively improving sidewalks in this area and plans to construct bicycle lanes on US 1. Trees are planted and maintained intermittently along the corridor, and overhead electrical poles are placed along the street. Other streetscape features, such as benches, covered bus stops, or trash containers, have been provided by SHA and more of these features are proposed by the applicant.

There is adequate street lighting in the area and the developer proposes new pedestrian-scale decorative street lights. There are marked crosswalks on all of the major roadway intersections where sidewalks exist. New crosswalks are proposed and will be coordinated with SHA. A pedestrian-activated signal exists at all of the signalized intersections.

There are new sidewalks and bicycle facilities within the one-half mile area that surrounds the property. Sidewalks with curb and gutter exist on US 1 and Paint Branch Parkway. These elements are proposed along the three new roads on the University of Maryland property.

The 2009 *Approved Countywide Master Plan of Transportation* (MPOT) recommends that US 1 contain bicycle facilities. SHA constructs bicycle facilities on state highways. SHA follows state guidelines, which can result in various applications of bicycle lane striping, signage, and/or road markings. Sufficient rights-of-way exist for the development of bikeways along the subject property frontage by SHA without the need for additional dedication. Today, bicyclists have to share the road with vehicles in undesignated portions of US 1.

The MPOT recommends that Paint Branch Parkway contain a sidepath, and one exists there. This path provides a connection to the Metrorail station. Bicyclists ride on a pathway on Paint Branch Parkway which is separated from traffic.

On-road vehicle parking does not exist on US 1. There are planted and curbed medians along US 1. Significant coordination for the construction of these elements may be needed in the future in coordination with future CTP projects.

Bicycle parking exists sporadically within the area. The applicant is providing a significant number of bicycle racks on US 1 and the other proposed roads. Bicycle parking is also proposed for the parking garage.

There are adequate connections from the subject property to the University of Maryland and other public schools, parks, shopping centers, and bus transit stops within available public rights-of-way. The infrastructure in the area is generally adequate and is actively being improved by SHA CTP projects. There is a lack of some streetscape elements in the area, such as benches and covered bus stops. The applicant is proposing a number of off-site improvements to implement streets in the area.

Based on the foregoing analysis, the Planning Board approved the subject application as submitted.

- f. **Prince George's County Department of Parks and Recreation (DPR)**—In a revised memorandum dated March 3, 2015, DPR provided the following comments on the subject application:

The project area consists of 3.29 acres of land zoned Mixed Use–Infill (M-U-I) with a Development District Overlay (D-D-O) Zone in place, and is in Aviation Policy Area 6 (APA-6). The property is located within the southeast quadrant of the intersection of Baltimore Avenue (US 1) and Paint Branch Parkway. The applicant is proposing to construct a ten-story 300-room hotel containing approximately 405,000 square feet of gross floor area, which will include a hotel, retail space, and a conference center. In addition, the applicant proposes to construct a nine-level parking structure over first-floor retail, for a total of 902 parking spaces on the site.

The College Park Airport is located 3,080 feet southeast of the property and in proximity to the air traffic/flight pattern for the College Park Airport within APA-6. M-NCPPC operates and maintains the public College Park Airport both as an operating airport and as a historic site. The College Park Airport is listed in the National Register of Historic Places (66-004) and is the world's oldest continuously operating airport. The airport was established in 1909 after the Wright Brothers came to the site to train military officers to fly the U.S. government's first airplane. It is important to preserve the significance of this National Register historic site and to provide for the continued operation of the airport.

DPR generally supports the hotel being constructed at a height in accordance with Federal Aviation Association (FAA) guidelines allowing for the continuous operation of the airport at College Park as the oldest operating airport in the world. Therefore, DPR

recommends to the Planning Board that approval of the above-referenced DSP-14022 shall be subject to the following condition:

- (1) Prior to issuance of a building permit, the applicant shall satisfy the regulatory requirements in Section 27-548.42 of the Zoning Ordinance and/or FAR Part 77, such that the College Park Airport may continuously operate.

Conditions addressing this issue have been included in this approval.

g. **Environmental Planning**—The Planning Board reviewed a discussion of the DSP’s conformance with the Woodland and Wildlife Habitat Conservation Ordinance (WCO), as discussed in Finding 11 above, and the following additional comments:

- (1) An approved revised Natural Resources Inventory (NRI-027-08-01) was submitted with the review package, which was approved on July 9, 2014. The NRI verifies that no regulated environmental features or woodlands occur on the subject property.
- (2) An approved Stormwater Management Concept Plan and Letter (22605-2014-00) were submitted with the application for this site. The proposed site will manage stormwater through the use of environmental site design, which includes the use of two micro-bioretenment facilities, three tree micro-bioretenment pits, two underground storage facilities for 100-year attenuation and rainwater harvesting, and a green roof. No stormwater management fee is required.
- (3) According to the U.S. Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS), Web Soil Survey, the site is comprised of one soil type, the Urban land-Woodstown complex soil series. According to available information, Marlboro clay and Christiana complexes are absent from this property.

The subsurface soils found in sections of the subject site have been contaminated by past uses, and now the site is under review by the U.S. Environmental Protection Agency (EPA). The proposed grading for road access to Paint Branch Parkway will disturb a former landfill (EPA Identification Paint Branch Landfill Area 1A) location. This subject landfill was used to dispose of fly ash from a former University of Maryland coal burning steam plant, refuse, garbage, and other debris generated by the university. According to the Declaration of Notice of Use Restriction and Easement deed, Liber 27624 Folio 288 found in the Prince George’s County Land Records, the Definitions Section 2 under Notice of Use Restriction states “. . .the groundwater located at or beneath the Landfill Area shall not be used as drinking water. In addition, certain activities, including but not limited to excavation, grading, dewatering, sheeting or shoring, which could result in undesirable exposures to the waste/contaminates previously disposed on the

property or interfere with or adversely affect Landfill Areas (‘Prohibited Activities’) are expressly prohibited without the prior written approval of the Declarant. Submittal to USEPA for approval may require the request person to obtain USEPA approval of any such work...”

On October 24, 2014, a Subdivision Development Review Committee meeting with staff from the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE), M-NCPPC, University of Maryland officials, and the applicant discussed the proposed development as it related to the contaminated soil. During these discussions, the university assured the various attending agencies that they would ensure that all corrective actions to be implemented at the site would be reviewed by the EPA during the proposed development.

In an October 29, 2014 letter from Haitham Hijazi, Director of DPIE, to M-NCPPC, Development Review Division, Mr. Hijazi stated that “Part of this site to be disturbed is covered by an EPA Permit for Corrective Action (hereinafter, the Permit) that mandates approval from the EPA before the commencement of certain activities, including the disturbance of the surface of land. Accordingly to ensure the safety of the public and compliance with federal regulations, DPIE’s approval of any rough grading activities that are subject to the Permit will be conditioned on the receipt of the approval from EPA from those activities.”

This information is provided for the applicant’s benefit. The County may require a soils report in conformance with Council Bill CB-94-2004 during the building permit review process. No further action is needed at this time.

- (4) The site has an approved site development grading erosion and sediment control plan. The conditions noted on the plan by the Prince George’s Soil Conservation District require a geotechnical study and report for the site. An environmental impact study report dated April 29, 2014 was prepared for this site by ESC. This document has not been provided to the Environmental Planning Section as part of the submittal package. A copy of the 2014 environmental impact study for the subject property may be required at the time of permit review.
- h. **Prince George’s County Fire/EMS Department**—In a memorandum dated October 22, 2014, the Fire/EMS Department offered comment on needed accessibility, private road design, and the location and performance of fire hydrants.
- i. **Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated October 28, 2014, DPIE offered the following summarized comments on the subject application:
 - (1) The property is located one block south of Baltimore Avenue (US 1) and Paint Branch Parkway. Baltimore Avenue is a state-maintained roadway; therefore,

coordination with SHA is required. Paint Branch Parkway is a master-planned collector roadway (C-202). Modifications to the intersection of Paint Branch Parkway and Greenhouse Road should be in accordance with DPW&T roadway standards. The addition of acceleration/deceleration lanes to be provided if required for Paint Branch Parkway.

- (2) All improvements within the public rights-of-way, as dedicated for public use to the County, are to be in accordance with the County's Road Ordinance, DPW&T's specifications and standards, and the Americans with Disabilities Act (ADA).
- (3) Compliance with DPW&T's utility policy is required. Proper temporary and final patching and the related mill and overlay, in accordance with the established DPW&T's policy and specification for utility installation and maintenance permits, are required.
- (4) Existing utilities may require relocation and/or adjustments. Coordination with the various utility companies is required.
- (5) All storm drainage systems and facilities are to be in accordance with DPW&T's specifications and standards.
- (6) Conformance with DPW&T's street tree and street lighting specifications and standards is required.
- (7) The proposed site plan is not consistent with approved Stormwater Management Concept Plan 22605-2014. The proposed site plan does not include all of the environmental site design (ESD) practices, or 100-year on-site attenuation storage, shown on the approved concept plan. Submittal of final stormwater management computations will be required at the time of final site development permits. These must demonstrate adequate stormwater management and ESD volumes.
- (8) There is a Declaration of Notice of Use Restriction and Easement on the University of Maryland property adjacent to this site. This project proposes utility construction on Greenhouse Road within this easement. In accordance with this easement, activities such as grading, excavation, dewatering, sheeting, and shoring require written approval of the declarant (fee-simple owner of the property).
- (9) This memorandum incorporates the site development plan review pertaining to stormwater management (Section 32-182(b) of the County Code). The following comments are provided pertaining to this approval phase:
 - (a) Final site layout, the exact impervious area locations are shown on plans.

- (b) The exact acreage of impervious area has not been provided. This information is to be provided at the time of final site permits.
- (c) Proposed grading is shown on the plans. A grading easement will be required for the proposed off-site grading.
- (d) Delineated drainage areas at all points of discharge from the site have not been provided. This information is to be provided at the time of final site permits.
- (e) Stormwater volume computations have not been provided. This information is to be provided at the time of final site permits.
- (f) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and location of ESD devices and erosion and sediment control practices are not included in the submittal. This information is to be provided at the time of final site permits.
- (g) A narrative in accordance with the County Code has not been provided. This information is to be provided at the time of final site permits.

The majority of DPIE's comments are required to be addressed prior to issuance of permits, at the time of technical plan approvals. The DSP has been revised to show the ESD practices and 100-year on-site attenuation storage as shown on the approved concept plan. However, a condition has still been included in this approval requiring that, prior to certification, documentation be provided from DPIE that the DSP is in conformance with the approved stormwater concept plan.

- j. **Prince George's County Police Department**—In a memorandum dated October 16, 2014, Corporal Richard Kashe from the Police Department provided the following comments on the subject DSP:

After reviewing the plans and visiting the site, I have a couple of areas of concern. I would like information on lighting utilized within the parking garage (fixture placement and photometric specifications). Are there any plans to have cameras monitoring the garage area (CCTV and or tag readers)?

The Prince George's County Police will have primary jurisdiction for police service at this property; however, due to its location in relationship with the University of Maryland campus, it would be beneficial to have input from the university's Department of Public Safety Police Services Bureau for safety-related issues (integration with existing

camera/software systems in the area, accessibility to the cameras via an internet protocol (IP) address, building evacuation plans, etc.). I spoke to Captain Phillip Tou from the university's Department of Police Services who has expressed interest in being involved in dealings regarding this property.

The applicant should take note of this request and make efforts to coordinate with both police departments regarding safety issues internal to the parking garage. However, since these issues are internal to the building, they cannot be enforced with this DSP approval.

k. **Prince George's County Health Department**—In a memorandum dated December 12, 2014, the Health Department provided the following comments:

- (1) The site is in proximity to a major collector road. Noise can be detrimental to health with respect to hearing impairment, psycho-physiologic effects, psychiatric symptoms, and fetal development. The applicant should provide details regarding modifications/adaptions/mitigation as necessary to minimize the potential adverse health impacts of noise on residents and hotel guests.

Noise mitigation is not required for commercial uses such as the hotel and retail spaces. However, the applicant is encouraged to incorporate building features that will help mitigate noise levels for all users within the building.

- (2) A quality transit system is an essential element to creating a healthier community. It encourages riders to walk as part of their daily routine and is critical to reducing an individual's risk for heart disease, obesity, stroke, and diabetes. It also minimizes the number of automobile accidents that occur and it facilitates cleaner air by reducing air pollution. In addition, transit reduces isolation by creating access to grocery stores, medical services, employment, and education. It is well documented that the property lies within a well-connected regional transit network.

This is noted.

- (3) The public health value of a bicycle- and pedestrian-friendly environment has been well documented. The existence of pedestrian-friendly streets provides incentives for people to walk rather than drive. A pleasant walking environment is a step toward encouraging people to choose transit, bikes, or walking over cars. In addition to environmental benefits, pedestrian-friendly sidewalks yield health benefits by encouraging exercise.

This is noted. The DSP provides for pedestrian-friendly sidewalks surrounding the site.

- (4) The public health value of access to active recreational facilities has been well documented. Indicate the location of all active recreational facilities for varying age groups within one-quarter mile of the proposed hotel.

Public recreational facilities are not required for commercial uses as proposed with this DSP. The applicant did indicate that multiple facilities, such as a gym and pool, will be provided within the building for the hotel users. The applicant is encouraged to maintain a balanced program of active recreational facilities for varying age groups within the hotel.

- (5) Street lights increase visibility for drivers and pedestrians at night. It is documented that the site plans have already employed the use of energy efficient lamps and street lights for nearby walkways and streets.

This is noted.

- (6) This property is located in an area of the county considered a “food desert” by the U.S. Department of Agriculture, where affordable and healthy food is difficult to obtain. Health Department permit records indicate there are six carryout/convenience store food facilities, but only one market/grocery stores within a one-half mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes. The applicant should consider setting aside retail space for a tenant that would provide access to additional healthy food choices for residents of the area.

The applicant is encouraged to target a tenant that would provide high-quality healthy food choices within the commercial-retail portion of the proposed building.

- (7) 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.

This requirement will be enforced at the time of permit; however, a note should be provided on the DSP indicating conformance with the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control requirements.

- (8) During the construction phases of this project, no noise should 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 County Code.

This requirement will be enforced at the time of permit; however, a note should be provided on the DSP indicating conformance to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

- l. **Maryland Transit Administration (MTA)**—MTA did not offer comments on the subject application.
- m. **Maryland State Highway Administration (SHA)**—In a letter dated October 9, 2014, SHA indicated that the traffic impact study was under review and, once it is approved, a formal plan review would commence. In a letter to the applicant dated October 10, 2014, SHA provided a brief summary of the traffic impact study, comments on permit requirements, and indicated that they concurred with the report findings and would not require the submission of any additional analyses. The applicant will have to continue coordination with SHA for all improvements within their right-of-way.
- n. **Maryland Aviation Administration (MAA)**—In a memorandum dated, March 23, 2015, the MAA noted that they had learned of the FAA studies in regard to this application and performed an airspace analysis under Code of Maryland Regulations (COMAR) 11.03.05, Obstructions to Air Navigation. They determined that the proposal, at a maximum height of 198 feet above mean sea level (AMSL) does not penetrate any imaginary surfaces at College Park Airport and meets Maryland standards. It is their understanding that the overall height includes all roof-mounted equipment or other appurtenances. If the filed proposals do not include equipment or appurtenances, the structure heights will require revision to show the tallest height.
- o. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated October 9, 2014, WSSC provided standard comments on the preliminary plan and DSP regarding existing water and sewer systems in the area, along with requirements for service and connections, requirements for easements, spacing, work within easements, and meters. These issues must be addressed at the time of permits for site work.
- p. **Verizon**—Verizon did not offer comments on the subject application.
- q. **Potomac Electric Power Company (PEPCO)**—PEPCO did not offer comments on the subject application.
- r. **University of Maryland**—In their original letter dated December 3, 2014, the University of Maryland (UMD) stated their strong support for approval of the subject application. They describe their relationship with the developer, the intended high-quality hotel, and the way they envision their faculty, staff, students, and visitors using the hotel and conference center. They summarize that the university enthusiastically supports the hotel as proposed and currently designed and that the project was extensively reviewed by the UMD Architecture and Landscape Review Board, which accepted the building architectural design.

In a supplemental letter dated March 10, 2015, UMD stated that the hotel is designed to be profoundly engaging at all levels and is strategically situated to stimulate a revitalization of the surrounding district. They stated that they remain enthusiastic in their support of the DSP.

- s. **City of College Park**—On March 24, 2015, the City of College Park voted 8-0-0 to recommend approval with conditions of the subject application. Their conditions have been incorporated into this approval as deemed appropriate by the Planning Board; some conditions regarding city-specific issues will be enforced by the City.
 - t. **Town of Riverdale Park**—The Town of Riverdale Park did not offer comments on the subject application.
 - u. **Town of Berwyn Heights**—The Town of Berwyn Heights did not offer comments on the subject application.
 - v. **City of Hyattsville**—The City of Hyattsville did not offer comments on the subject application.
 - w. **Town of University Park**—On March 16, 2015, the Town of University Park voted to generally support the position of the City of College Park with three exceptions. The Planning Board considered their comments, but found to not incorporate their recommendations.
14. The subject application adequately takes into consideration the requirements of the D-D-O Zone and the Central US 1 Corridor Sector Plan and SMA. The amendments to the development district standards required for this development would benefit the development and the development district as required by Section 27-548.25(c) of the Zoning Ordinance, and would not substantially impair implementation of the sector plan.

Based on the foregoing and as required by Section 27-285(b)(1) of the Zoning Ordinance, the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

15. Section 27-285(b)(4) of the Zoning Ordinance requires that a detailed site plan demonstrate that regulated environmental features have been preserved and/or restored to the fullest extent possible. Because the site does not contain any regulated environmental features or woodlands that need to be protected, this required finding does not apply to the review of this DSP.

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 the Detailed Site Plan DSP-14022, subject to the following conditions:

- A. The Planning Board APPROVED the alternative development district standards for:
1. Pages 228 and 230—Mandatory shop frontage with a zero-foot build-to line along the Baltimore Avenue (US 1) frontage (to allow a maximum 37-foot build-to line along US 1)
 2. Page 234—The principal building height of six stories maximum (to allow a maximum ten-story building)
 3. Page 234—The maximum front build-to line (principal) of ten feet (to allow a maximum 37-foot build-to line along Baltimore Avenue (US 1))
 4. Page 234—The maximum front build-to line (secondary) of ten feet (to allow a maximum 73-foot build-to line along Hotel Drive South and a maximum 20-foot build-to line along Hotel Drive North)
 5. Page 237—An expression line above the second story and a step-back after eight stories (to allow an expression line at the third story and no step-back)
 6. Page 239—The minimum number of required bicycle parking spaces (to allow the applicant to provide a minimum of 130 bicycle parking spaces, instead of the required 286)
 7. Page 241—Circular drives are prohibited, except for civic buildings (to allow a circular drive for the hotel use)
 8. Page 241—Vehicular access drives to parking lots or garages shall be no wider than 22 feet (to allow for a parking garage access drive of 26 feet wide)
 9. Page 243—Parking structures shall be set back 50 feet from property lines of adjacent thoroughfares to allow for minimum two-story liner buildings (to allow for a parking structure that is set back a minimum of ten feet from the property line, with a one-story ground-level liner building)
 10. Page 245—20 to 70 percent of the wall area facing a street shall contain transparent windows (to allow for less than 20 percent transparent windows along the northern façade)
 11. Page 246—Doors and entrances for public access shall be at intervals no greater than 50 feet (to allow for greater than 50-foot spacing between public access doors)

12. Page 254—Freestanding signs shall not be permitted (to allow for one ten-foot-high freestanding sign on-site)
 13. Page 254—The maximum area of nine square feet for any single sign mounted perpendicular to a façade (to allow for a maximum area of 17 square feet for any single sign mounted perpendicular to a given façade)
 14. Page 265—Street trees are required at a minimum spacing of 30 feet on center (to allow for greater than 30-foot spacing in the northern and southern frontages of the site)
 15. Page 239—The required number of parking spaces for the proposed hotel, conference center, and retail uses (to allow the applicant to provide 902 parking spaces, instead of the allowed 856)
 16. Page 254—Panelized back-lighting and box-lighting type signs are permitted as proposed
- B. The Planning Board APPROVED the following Considerations to be listed with reference to the subject application:
1. Consideration should be given to the parking garage serving as a shared public parking facility for the larger innovation district.
 2. If an electronic message center sign (EMC) is approved by the Planning Board, consideration should be given by the Applicant to reduce the size of the electronic message center sign (EMC) and to relocate it to face Greenhouse Drive, near the hotel entrance on Hotel Drive South, or below the glass curtain wall on the north elevation.
- C. The Planning Board APPROVED Detailed Site Plan DSP-14022 for The Hotel at the University of Maryland, including amendments to the standard parking space size and the number of provided loading spaces, subject to the following conditions:
1. Prior to certification, the applicant shall revise the detailed site plan (DSP) as follows or provide the specified documentation:
 - a. Show and label dedication of public right-of-way along Baltimore Avenue (US 1) and show and label a public use easement over the proposed sidewalk along US 1, and to whom the easement will be conveyed.
 - b. Provide documentation from the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE) that the DSP is in conformance with the approved stormwater management concept plan.

- c. Revise all of the notes regarding the square footage of retail space to match each other and provide a breakdown of the number of retail units within the hotel building and their square footages.
- d. Revise the Bicycle Parking Requirement table to reflect the number of required bicycle spaces based on the number of provided parking spaces.
- e. Revise the DSP to correctly identify and demonstrate the approved development district standard amendments.
- f. Revise the DSP to reflect the adequate pedestrian and bikeway facilities as required by Preliminary Plan of Subdivision 4-14009, for informational purposes.
- g. Revise the DSP to clearly reflect the different height sections of the building.
- h. Provide a plan note that indicates conformance to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
- i. Provide a plan note that indicates the applicant's intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
- j. Revise the DSP to increase the number of on-site bicycle parking spaces from 130 as shown, where determined feasible by the Applicant. This may be accomplished by providing additional inverted "U" type bicycle racks within the locations already designated on the site plan and by adding bicycle parking on the north side of Hotel Drive North and the south side of Hotel Drive South.
- k. Revise the DSP and architectural elevations to show a building height less than or equal to 198 feet Above Mean Sea Level (AMSL).
- l. Revise the Landscape Plan to:
 - (1) Provide a detail to show how trees will be planted on the green roof.
 - (2) Replace the Japanese Blood Grass species, which is invasive, with a non-invasive species.
 - (3) Replace the Pin Oaks with another species due to pH and branching concerns.
 - (4) Revise the plant schedule to accurately reflect the landscape plan, Sheet LS-1.

2. Prior to certification, the applicant shall revise the architecture as follows or provide the specified documentation:
 - a. Label the height of all loading space access doors as at least 15 feet.
 - b. Revise the signage sheets to indicate the approved signage standard amendments.
 - c. Revise the key map to clearly label and identify each elevation.
3. Prior to certification of the detailed site plan (DSP), the applicant shall submit a color-coded utility plan approved by the relevant public utility providers, and the DSP shall be revised to demonstrate a public utility easement(s) in conformance with the approved utility plan and separate from any Washington Suburban Sanitary Commission (WSSC) easements.
4. Prior to approval of the final plat, Parcel 1 shall be created by deed pursuant to Section 24-107(c)(5) of the Subdivision Regulations.
5. Prior to issuance of any use and occupancy permits within the subject property, the following improvements shall (a) have full financial assurance through either private investment, or full funding in the Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program; (b) have been permitted for construction through the operating agency's permitting process; and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. The provision of a traffic signal including all required approach modifications, provision of pedestrian/bike push buttons and count-down displays, and inclusion of highly-visible and well-delineated pedestrian crosswalks and stop bars for the proposed intersection of Baltimore Avenue (US 1) with Hotel Drive South, or other acceptable equivalent improvements shall be provided in accordance with Maryland State Highway Administration (SHA) standards.
 - b. The provision of a right-in and right-out only intersection at Paint Branch Parkway and proposed Greenhouse Drive which physically prohibits any left turning traffic to and from Greenhouse Drive onto Paint Branch Parkway, or other acceptable equivalent improvements, shall be provided in accordance with Prince George's County standards. Alternatively, the applicant shall provide a complete signalized intersection only if this signal is approved to be interconnected to the Maryland State Highway Administration's (SHA) existing traffic signal at the intersection of Baltimore Avenue (US 1) and Paint Branch Parkway. In addition to the signalization, provision of all additional needed geometric improvements deemed appropriate by SHA and/or Prince George's County and in accordance

with the appropriate standards which will allow for left-turn movements to and from Greenhouse Drive.

6. Prior to issuance of a permit for a building or structure higher than 50 feet, the applicant must demonstrate compliance with Federal Aviation Regulations (FAR) Part 77.
7. Prior to certification of the DSP, the Urban Design Section of the M-NCPPC Planning Department, with review by the City of College Park's staff, may certify the submitted architecture and signage in Applicant's Exhibit 1, and any subsequent architectural changes, and approve the same at staff level, if the architecture is deemed by Urban Design to be better than or equal to the architecture approved by the Planning Board in the DSP.

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 Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Shoaff and Hewlett voting in favor of the motion at its regular meeting held on Thursday, March 26, 2015, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 26th day of March 2015.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator