

RESOLUTION

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 July 12, 2018, regarding Detailed Site Plan DSP-17016 for Wyndham Garden Hotel Parcel D, Belton Subdivision, the Planning Board finds:

1. **Request:** The subject detailed site plan (DSP) application proposes to develop the property with a 60,500-square-foot, 90-room, five-story hotel building.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone	C-O	C-O
Use	Vacant	Hotel
Gross Acreage	1.45	1.45
Net Acreage	1.45	1.45
Parcels/Lots	1	1
Gross Floor Area (GFA) of Building	0	60,500 sq. ft.

OTHER DEVELOPMENT DATA

Parking Spaces for this DSP:

Hotel Use – 1 space / 2 Guest Rooms	
Hotel (90 Rooms)	45 spaces
Total Required	45 spaces

Parking Spaces Provided:

Standard spaces (9.5 ft. x 19 ft.)	30 spaces
Compact spaces (8.0 ft. x 19 ft.)	13 spaces
Handicap Van Spaces (16 ft. x 19 ft.)	2 spaces
Total Spaces Provided	45 spaces

3. **Location:** The subject property is known as Parcel D and is located on the west side of Rhode Island Avenue, north of its intersection with Clementon Road. Specifically, the property is located at 10700 Rhode Island Avenue, in Planning Area 61, in Council District 1.

4. **Surrounding Uses:** The subject property is bounded to the north by professional office space in the Commercial Office (C-O) Zone; to the west by single-family residential homes in the One-Family Detached Residential (R-80) and Rural Residential (R-R) Zones; and to the east and south by the public rights-of-way of Rhode Island Avenue and Clementon Road.
5. **Previous Approvals:** The subject property is located on Tax Map 18 in Grid F2 and Tax Map 19 in Grid A2, and is known as Parcel D of Belton Subdivision, recorded in Plat Book NLP 147-87 on July 10, 1989. The property is currently undeveloped and consists of 1.45 acres in the C-O Zone. It was rezoned from the R-R Zone by Zoning Map Amendment A-9707, which was approved by the Prince George's County District Council in November 1988. The conditions of this approval are discussed in detail below, in Finding 8 of this approval.

Preliminary Plan of Subdivision (PPS) 4-88279 was approved by the Prince George's County Planning Board in April 1989, subject to 12 conditions (PGCPB Resolution No. 89-184), and is discussed in Finding 9 of this approval.

Detailed Site Plan SP-89093 was approved in November 1989 with one condition, recorded in PGCPB Resolution No. 89-606. The District Council affirmed the Planning Board's decision on January 29, 1990. The conditions of approval relative to this application are discussed in Finding 10 of this approval.

Alternative Compliance AC-05013 was approved in April 2005 for a 30-foot-wide landscape strip between Parcel D and residentially-zoned land to the west.

Additionally, the site is the subject of Stormwater Management (SWM) Concept Plan 42066-2017-00, which was approved by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) on October 2, 2017 and is valid until October 2, 2020.

6. **Design Features:** The subject application proposes the construction of a 90-room hotel on a vacant parcel. The site proposes one, two-way ingress and egress point from a shared access easement with Parcel C, that connects to Rhode Island Avenue. A two-way traffic pattern continues on-site on the eastern side of the building, in a looped pattern with 45 parking spaces, a covered drop-off area, and 2 handicap parking spaces near the building's main entrance.

Architecture

The five-story building is generally rectangular in shape, includes a varied roof line, and is approximately 60 feet in height. The front of the hotel faces Rhode Island Avenue, while the rear of the building faces Clementon Road. The building has been designed to incorporate a variety of building materials into the building façade, including brick, masonry, and fiber cement panels, in complementary colors, providing a modern and contemporary architectural style.

The first floor of the building is proposed to be finished with brick horizontal bands and vertical accents on the ends of the building, while the upper levels of the building are finished in fiber cement panels. Due to the high visibility of the southern and eastern elevations from Rhode Island Avenue and Clementon Road, the Planning Board required that these building elevations be revised to include additional masonry. A condition has been added to this approval requiring that the architectural elevations provide additional brick on the central portion of the eastern elevation and on the entire building face of the southern elevation.

Recreational Facilities

No outdoor facilities or patio space is proposed with the application.

Lighting

This DSP proposes lighting throughout the site to illuminate the building, parking areas, and loading spaces on the site. The site plan shows pole-mounted lighting throughout the parking area and provides a balanced lighting pattern on the property. However, the Planning Board noted that the proposed lighting levels shown along the property lines are excessive and may spill over onto adjacent properties. Therefore, a condition has been added to this approval requiring the applicant to reduce the light levels to minimize spill over on adjoining properties. This includes the property along Clementon Road, which is a residential roadway that is not fully improved.

Signage

One freestanding sign and two building-mounted signs are proposed on the site. The monumental freestanding sign is located at the northeastern portion of the site, along Rhode Island Avenue, near the access to the property, and is approximately eight feet in height and nine feet in width. It is proposed to be approximately 45 square feet, internally illuminated, and features the green "Wingate" logo. The Planning Board noted that construction details and specifications have not been provided for this freestanding sign and should be included with the application. Additionally, it is noted that the base material is not specified, and this should be finished in brick to match the building. Therefore, conditions have been added to this approval requiring the applicant to submit the construction details and specifications of the proposed freestanding sign and to specify brick, to match the building, as the base material.

The building-mounted signs are proposed to be internally illuminated and advertise the name of the hotel chain in green channel-style letters, to match the freestanding signage. These signs are located on the southeast and northeast elevations facing Rhode Island Avenue, and will be visible from US 1 (Baltimore Avenue). Each of these signs is proposed to be 153 square feet, for a total of 306 square feet.

Sections 27-613 and 27-614 of the Prince George's County Zoning Ordinance provide regulations for building-mounted and freestanding signage, respectively. In determining allowed signage for the property, the applicant mistakenly used the regulations from these sections that are generally applicable in commercial zones, as opposed to the regulations specific to the C-O Zone, which are more limited. Therefore, the area of the freestanding and building-mounted signage has to be reduced to be in conformance with the applicable regulations. Conditions have been added to this

approval requiring this reduction, however, the applicant is able to apply for a departure, in the future, in order to provide larger signage.

CONFORMANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the C-O Zone and with the site design guidelines of the Zoning Ordinance.
 - a. The subject application is in conformance with the requirements of Section 27-461(b) of the Zoning Ordinance, which governs uses in commercial zones. The proposed hotel use is a permitted use in the C-O Zone, subject to Footnote 22, which states that "the application is subject to the approval of a Detailed Site Plan, if the use is abutting land in a residential zone, or land proposed to be used for residential purposes on an approved Basic Plan, approved Official Plan, or any approved Conceptual or Detailed Site Plan." It is noted that this property is abutting single-family dwellings in the R-80 and R-R Zones, and the applicant has filed this application in fulfillment of this requirement. It should also be noted that a condition of the Zoning Map Amendment A-9707-C required the approval of a site plan by the Planning Board. During the Planning Board hearing, it was noted that the DSP application meets the required regulations as set forth by Section 27-462 regarding building setback and landscape buffers.
 - b. Section 27-283 of the Zoning Ordinance requires that a DSP shall be designed in accordance with the same design guidelines for a conceptual site plan (Section 27-274), which provides design guidelines regarding parking, loading, circulation, lighting, views, green area, site and streetscape amenities, grading, service areas, public spaces, and architecture.

Section 27-274(a)(2) of the Zoning Ordinance further requires that the applicant demonstrate the following:

- (2) **Parking, loading, and circulation**
 - (A) **Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site.**
 - (B) **Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians.**

(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers.

The DSP is in general conformance with the site design guidelines contained in Section 27-274 regarding provisions for safe and efficient on-site pedestrian and vehicular circulation. Specifically, the plan shows interior two-way travel lanes at 22 feet in width, designed in a looped fashion near the main entrance to the building. The size of these travel lanes is large enough to provide safe parking, as well as, through traffic that can travel in both directions.

There are 45 total parking spaces for the proposed hotel use, which are accessed from a shared vehicular access providing two-way traffic to the site. This access intersects with Rhode Island Avenue on the northeastern boundary of the site. One loading space is provided on the eastern side of the building near the main entrance and is proposed to be used as a drop-off and pick-up location for small delivery trucks. Parking spaces have been located at convenient locations, to allow customers to access the building without compromising the vehicular circulation on-site.

(3) Lighting.

(A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the design character.

The proposed light fixtures include a 20-foot-high pole-mounted lighting in the parking area near the hotel and throughout the parking lot, providing a balanced lighting pattern throughout the property. The lighting placement has been designed to enhance the building entrances, pedestrian pathways, and to improve safety. However, as discussed in Finding 6, the Planning Board noted that the lighting levels shown on the property are too high and cause spill-over onto adjoining properties. Therefore, a condition has been added to this approval requiring the applicant to reduce the light spill-over onto adjoining properties.

(4) Views.

(A) Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.

The site has frontage on Rhode Island Avenue and Clementon Road, and can be seen from the US 1. The proposed building provides a modern, clean, and appealing street presence along the roadways. It has been found that the plan is designed to preserve, create, and emphasize views from the public roads that

surround the property and will be screened appropriately, if revised as conditioned.

(5) Green Area.

- (A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use.**

This DSP complies with the design guidelines regarding green area for this site, and proposes approximately 55 percent green area, exceeding the required amount of 10 percent in the C-O Zone.

(6) Site and streetscape amenities.

- (A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site.**

The applicant is not proposing any site or streetscape amenities as part of this hotel development. However, the DSP is proposing a landscape strip along the property's frontage of Rhode Island Avenue and Clementon Road. The landscape strip contributes to attractive views of the development.

The Planning Board noted that the rear building, along the property's frontage with Clementon Road, will be highly visible from adjacent properties, including single-family dwellings. Due to the building's high visibility, additional plantings should be provided, as discussed in detail in Finding 11 below.

(7) Grading.

- (A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts.**

The development is being proposed on a site that has been previously mass-graded and is relatively flat. Minor fine grading will be required to build the hotel, which will minimize disruption to existing topography and to adjacent properties.

(8) Service Areas.

(A) Service areas should be accessible, but unobtrusive.

The DSP proposes a loading area on the northeast side of the building, near the main entrance to the hotel. The loading area will be used as a drop-off and pick-up location for small delivery trucks. The loading area is appropriately screened from public roadways by landscaping and is away from any adjacent residential dwellings.

(9) Public Spaces.

(A) A public space system should be provided to enhance a large-scale commercial, mixed use, or multifamily development.

Given the small scale of the site and the nature of the use, the DSP does not propose any public space.

8. **Zoning Map Amendment A-9707-C:** Zoning Map Amendment A-9707-C was approved by the District Council on November 28, 1988, rezoning the property from R-R to C-O, subject to the following conditions:

1. The applicant shall obtain approval by the Planning Board of a site plan which shall satisfactorily address the following:

a. Limitation of access to one access point from Rhode Island Avenue;

Access is limited to a single access on Rhode Island Avenue.

b. Buffering, berming and vegetative screening from the adjoining residentially zoned property;

The property is adequately screened from adjacent residential property, as discussed in Finding 11 of this approval.

c. A forest stand delineation (FSD):

This site contains less than 10,000 square feet of woodlands, and a natural resources inventory equivalency letter was issued for the property, in lieu of a forest stand delineation, meeting the requirements of this condition.

d. Impact of the proposed development on the intersection of Powder Mill Road and Rhode Island Avenue; and

A traffic impact study was submitted with this application and found to be acceptable.

e. Emphasis on low density office use.

Low-density office uses were developed on Parcel C, the northern portion of the property, subject to A-9707-C. The proposed hotel is within the trip cap established for the property with PPS 4-88279; therefore, it can be said that it is a comparable use to low-density office. The Planning Board noted that, since the entire A-9707-C property (Parcels C and D) has been developed with either low-density office or the proposed comparable use, this subcondition has been fulfilled.

2. All detailed site plans shall be reviewed for approval by the District Council.

The DSP shall be subject to approval by the District Council.

9. **Preliminary Plan of Subdivision 4-88279:** Preliminary Plan of Subdivision 4-88279 was approved by the Planning Board on April 19, 1989, subject to 12 conditions (PGCPB Resolution No. 89-184). Of the 12 conditions of approval of the PPS, the following are applicable to the review of this application:

5. Detailed Site Plan approval is required for both the R-80 zoned and C-O zoned portions of this subdivision, pursuant to Zoning Application No. A-9707-C, and Zoning Application No. A-9708-C.

This application has been filed in conformance with Condition 5 of the PPS.

10. The applicant, his assigns and/or heirs, shall widen Rhode Island Avenue along the property frontage to provide for continuous acceleration and deceleration lane. The acceleration and deceleration lane shall be delineated by paint or other devices in accordance with Prince George's County Department of Public Works and Transportation (DPW&T). Any and all access points onto Rhode Island Avenue from Parcels "C" and "D", with the maximum number of points being two, shall be made from this widening. Northbound left turn lanes shall be delineated on the existing pavement on Rhode Island Avenue. This improvement shall be constructed prior to the issuance of any use and occupancy permits.

The Planning Board found that this condition has been satisfied.

11. At Rhode Island Avenue/Sellman Road intersection, the applicant shall construct a new westbound lane with a terminus at Brandon Lane. This new lane will enable a shift in the roadway and serve to eliminate the current street-jog and reduce the current poor sight distance at this location. Further, construction of this lane will

create the free-flow right turn lane which was assumed in the applicant’s traffic study. This shall be under construction or fully-funded for construction prior to the issuance of any building permits.

The Planning Board found that this condition has been satisfied.

- 12. Development on this site shall be limited to no more than 55,000 square feet of general office development or an appropriate square footage of another use that would generate an equivalent amount of traffic, as indicated in the applicant’s submitted traffic study.**

Note: In the event that the applicant, his assigns and/or heirs, attempt to construct more than 55,000 square feet (gross floor area) of general office use or 55,000 square feet (gross floor area) of professional office use, the following improvement would be necessary to satisfy adequacy of public facilities.

At the U.S. Route 1/ Rhode Island Avenue intersection, the applicant shall construct a free-flow eastbound right-turn lane. This lane shall provide adequate storage, transitional taper and departure lane for eastbound-to-southbound traffic on U.S. Route 1. This improvement shall be designed in accordance with the DPW&T and Maryland State Highway Administration standards, and shall be under construction or fully funded for construction prior to the issuance of any building permits.

The table below was developed as a means of comparing the proposed use, with other existing uses, against the trip cap for Parcels C and D.

Comparison of Estimated Trip Generation, DSP-17016, 1.45 acres							
Zoning or Use	Units or Square Feet	AM Peak Hr. Trips		Total AM Trips	PM Peak Hr. Trips		Total PM Trips
		In	Out		In	Out	
Existing Office	26,451 Square feet	48	5	53	9	40	49
Approved Use Hotel	90 rooms	31	20	51	28	25	53
Total proposed trips				104			102
Trip Cap, 4-88279				110			102

The PPS specifies the initial proposed use and limits it to no more than 55,000 square feet of general office development, or an appropriate square footage of another use that would generate an equivalent amount of traffic. This is reported in the table above; the proposal

will generate fewer trips than a 55,000-square-foot office building (110 AM peak-hour trips and 102 PM peak-hour trips). Therefore, the proposal is within the trip cap.

10. **Detailed Site Plan SP-89093:** Detailed Site Plan SP-89093 was approved by the Planning Board on November 30, 1989, for the subject property on Parcel D, with one condition (PGCPB Resolution No. 89-606). Subsequently, the District Council affirmed the Planning Board's decision regarding SP-89093 on January 29, 1990 with one condition that is not applicable to the review of this DSP. The DSP was also approved with eight findings, of which the following are applicable to the review of this DSP:

1. **Access to both Parcels "C" and "D" has been limited to one access point from Rhode Island Avenue.**

6. **The subject application fulfills the requirements of the Preliminary Plat 4-88279 which requires Detailed Site Plan approval pursuant to Zoning Application A-9707-C.**

In the C-O Zone, Section 27-448.01 of the Zoning Ordinance requires that "each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code." As indicated, the property was the subject of a rezoning (A-9707-C), which conditioned a limitation of access onto Rhode Island Avenue to a single driveway for Parcels C and D. The applicant then filed a Preliminary Plan of Subdivision (4-88279), which was approved by the Planning Board. The resolution of approval (PGCPB Resolution No. 89-184) specifically denied access to Clementon Road from Parcel D and to Worcester Avenue from Parcel C, but did not specify authorization for the use of an easement to serve Parcels C and D, pursuant to Section 24-128 of the Subdivision Regulations. However, the resolution does acknowledge in Finding 6 that the zoning approval limited Parcels C and D to a single point of vehicular access to Rhode Island Avenue. This is an acknowledgement that, with the approval of two parcels, an easement would be necessary to implement a single point of vehicular access.

After approval of the PPS, SP-89087 (PGCPB Resolution No. 89-543) was approved for Parcel C, which reflected the use of an access easement intended to serve both parcels. The instant DSP is consistent with that site plan and reflects the second half of the vehicular access easement, which straddles the common lot line of Parcels C and D. The use of vehicular-access easements are strictly controlled by the Subdivision Regulations. Section 27-107.01(225) of the Zoning Ordinance defines a street (in part) as an "easement along which development is authorized pursuant to Subtitle 24," which would require setbacks and improvements associated with a street along the easement, "except for easements created under Section 24-128(b)(9), to avoid potentially hazardous or dangerous traffic situations."

Section 24-128 makes only one provision for the use of an easement in this case.

Section 24-128(b)(9) allows the use “[w]here direct vehicular access to an individual lot fronting on a public street should be denied due to a potentially hazardous or dangerous traffic situation, a private easement may be approved in accordance with the driveway standards in Part 11 of Subtitle 27, in order to provide vehicular access, when deemed appropriate by the Planning Board.” Based on the action of the Planning Board in the approval of the PPS, the findings provided in the resolution of approval recognizing the limitation on access, and the approval of the DSP for Parcel C, it is found that the Planning Board approved the use of an easement at the time of approval of the PPS (Section 24-128(b)(9)), limiting sole vehicular access to the easement for Parcels C and D, as reflected on this DSP. Therefore, a condition has been added to this approval requiring the applicant to clearly show the easement and provide a note which limits the sole vehicular access to Parcels C and D through this easement, as reflected on this DSP.

11. **2010 Prince George’s County Landscape Manual:** The application is subject to Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the 2010 *Prince George’s County Landscape Manual* (Landscape Manual).

- a. **Section 4.2, Requirements for Landscape Strips Along Streets**—The site is subject to Section 4.2 along its eastern property line, where it abuts Rhode Island Avenue, and along Clementon Road, on its southwestern property line. Section 4.2 requires a landscape strip be planted with a minimum number of shade trees and shrubs per linear feet of road frontage.

The road frontage along Rhode Island Avenue is approximately 320 feet, and the schedule for this frontage indicates that Option 2 has been selected to provide conformance. Option 2 requires a minimum 10-foot-wide landscape strip, an average of 15 feet in width, to be planted with a minimum of 1 shade tree and 5 shrubs per every 35 linear feet of road frontage. The site plan shows the required amount of plant material for the frontage in this area.

The road frontage along Clementon Road is approximately 240 feet, and the schedule for this frontage indicates that Option 2 has been selected to provide conformance. Option 2 requires a minimum 10-foot-wide landscape strip, an average of 15 feet in width, to be planted with a minimum of 1 shade tree and 5 shrubs per every 35 linear feet of road frontage.

The plan provides the required number of shrubs and proposes to substitute two evergreen trees for each required shade tree along Clementon Road. The applicant justifies that this substitution was made in order to screen the single-family dwellings on the south side of the road. The substitution of evergreen trees for shade trees is not allowed by Section 4.2 of the Landscape Manual, due to safety issues caused by screening elements that would create blind spots or hiding places.

However, the Planning Board noted that buffering the proposed building is desirable and should be completed, in addition to the number of shade trees required by Section 4.2, along Clementon Road. Therefore, a condition has been added to this approval requiring the applicant to revise the landscape plan to provide the required number of shade trees, in addition to the proposed evergreen trees. A columnar species of shade tree should be used along the street line due to space limitations.

- b. **Section 4.3, Parking Lot Requirements**—The site is subject to Section 4.3, specifically Section 4.3(c)(1) and (2).

Section 4.3(c)(1) applies when proposed parking lots are within 30 feet of an adjacent property line. This occurs along the property's boundary with Parcel C, and planting treatment is required. The site plan is in conformance with these requirements and is proposing a combination of a one- to three-foot-high wall and planting within a three-to eight-foot-wide planting strip.

Section 4.3(c)(2) stipulates that interior parking lot planting is required for parking areas that measure 7,000 square feet or larger. The application proposes a parking area of 23,050 square feet and is required to provide an interior landscape area of 8 percent, or 1,844 square feet. The landscape plan meets this requirement through the provision of 3,529 square feet of interior landscape area and 12 shade trees.

- c. **Section 4.7, Buffering Incompatible Uses**—The site is subject to Section 4.7, which requires a minimum number of planting units, building setback, and landscape yard, between incompatible uses. The subject application is required to provide a Type C bufferyard along its western property line, where the property abuts single-family dwellings in the R-80 Zone.

A Type C buffer requires a 30-foot landscape yard and a 40-foot building setback, with 120 plant units required per 100 lineal feet of buffer. The required number of planting units can be reduced with the provision of a six-foot-high board-on-board fence, which the application is proposing. The landscape plan and schedule meet the requirements of Section 4.7, with the provision of the six-foot-high, board-on-board fence.

- d. **Section 4.9, Sustainable Landscaping Requirements**—Section 4.9 requires that a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) be native species (or the cultivars of native species). The minimum percentage of each plant type required to be native species and/or native species cultivars is specified below:

Tree type	Required	Provided
Shade trees	50%	100%
Ornamental trees	50%	0%
Evergreen trees	30%	100%
Shrubs	30%	91%

The plans demonstrate conformance with the above requirements.

12. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** The site is not subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property has less than 10,000 square feet of woodlands on-site and has been issued a Standard Woodland Conservation Exemption (S-034-18) that expires on February 16, 2020.

13. **Prince George’s County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, of the Tree Canopy Coverage Ordinance requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties that are zoned C-O are required to provide a minimum of 10 percent of the gross tract area in TCC. This project has 1.45 acres in the C-O Zone, which results in a required TCC of 0.15 acre for the site, or 6,316.2 square feet.

The applicant has incorrectly calculated the TCC required for the site and the schedule states that 1,613 square feet is required. The TCC schedule should be revised to reflect the correct required amount, which will be provided by proposed plantings that are correctly noted in the schedule. Therefore, a condition has been added to this approval requiring that the TCC requirements be revised.

14. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:

- a. **Community Planning**—The Planning Board noted the community planning related issues and provided the following analysis:

General Plan: This application is located in the Established Communities Growth Policy Area. The vision for Established Communities is context-sensitive infill and low- to medium-density development.

Master Plan: The 2010 *Approved Subregion 1 Master Plan and Sectional Map Amendment (Planning Areas 60, 61, 62, and 64)* (Subregion 1 Master Plan and SMA) recommends mixed-residential land uses on the subject property.

In addition, the Development Pattern Element of the Subregion 1 Master Plan and SMA divides the US 1 Corridor into four focus areas and has specific recommendations for the planned Konterra Town Center development and eight living areas (page 9). The subject

property is located in Focus Area 1. The vision for Focus Area 1 is US 1 developed as a “main street,” new mixed-use neighborhoods adjacent to the Beltsville Agricultural Research Center (BARC), and existing low- to high-density housing in Beltsville. New development is integrated with older residential neighborhoods and is connected by a network of open spaces and a central focal point (page 19).

The following policies (page 21) are recommended for the subject site:

Policy 1: Establish areas of mixed-use development that are integrated with adjacent residential neighborhoods.

Policy 2: Develop new mixed use residential development to protect and enhance adjacent residential neighborhoods.

The development on the subject property provides a component of the mixed use envisioned by Policies 1 and 2 for this area.

Aviation/M-I-O Zone: The property is not impacted by the Military Installation Overlay (M-I-O) Zone

SMA/Zoning: The Subregion 1 Master Plan and SMA retained the subject property into the C-O Zone. The SMA retained the C-O Zone on the subject; therefore, it is assumed that all permitted uses are appropriate for the property, in keeping with the guidance of the master plan.

Planning Issues: There are no master plan issues associated with this application.

- b. **Subdivision Review**—The Planning Board noted the subdivision related issues and provided an analysis of the DSP’s conformance with the PPS conditions and prior approvals related to this application, as incorporated into Finding 9 above, or included them as conditions in this approval.
- c. **Transportation Planning**—The Planning Board noted the transportation-related issues and provided the following:

Background

The proposed use is an approximately 60,500-square-foot (90 rooms), five-story hotel with on-site parking. The property has an approved PPS, with conditions, and is subject to DSP review.

Vehicular access to the site will be provided by an existing common driveway entrance shared with the adjoining townhouse office condominium development along Rhode Island Avenue. Access is acceptable. Rhode Island Avenue is a master plan collector

facility with a proposed right-of-way of 80 to 110 feet and 2 to 4 lanes. Right-of-way has been dedicated, so no further dedication is required.

Conclusion

From the standpoint of transportation, it is determined that this plan is generally acceptable and meets the finding required for a DSP, as described in the Zoning Ordinance.

- d. **Trails**—The Planning Board noted the trails related issues and found that the DSP is in conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the appropriate area master plan to implement planned trails, bikeways, and pedestrian improvements. This application is for a DSP; therefore, it is not subject to Section 24-124.01 of the Subdivision Regulations and the “Transportation Review Guidelines, Part 2.” One master plan trail impacts the subject property, as a trail/bikeway is recommended along Rhode Island Avenue. The area master plan and MPOT recommendation for this facility is provided below:

“Rhode Island Avenue Trolley Trail: Several segments of this planned rail-trail have been implemented to the south of the study area by the City of College Park. This trail should be extended into Subregion 1 north to Quimby Avenue. In areas where the trolley right-of-way is undeveloped, a multiuse trail should be provided. In areas where the right-of-way is utilized for Rhode Island Avenue, standard sidewalks, bikeway signage, and/or designated bike lanes (or other bicycle-friendly road improvements) should be incorporated.”
(Subregion 1, page 60)

“Provide a shared-use trail along this former trolley right-of-way. Several segments of this trail have been implemented by the City of College Park. Planning work is also being done in Riverdale Park and Hyattsville. Where an existing roadway is within the former trolley right-of-way, bikeway and sidewalk improvements may be appropriate. Designated bike lanes shall be provided from Greenbelt Road north to Quimby Avenue.” (MPOT, page 31)

Based on the guidance provided by the MPOT and Subregion 1 Master Plan, the applicant has two options for providing their segment for the Rhode Island Avenue Trolley Trail:

- (1) Constructing a shared-use trail along the frontage of Rhode Island Avenue or;
- (2) Constructing an American with Disabilities Act (ADA) compliant sidewalk and bikeway/bicycle lanes along the frontage of Rhode Island Avenue.

The Planning Board believes that the construction of a shared-use trail in this segment is more appropriate, unless modified by DPIE. Bicycle lanes can be provided by the Prince George's County Department of Public Works and Transportation (DPW&T) comprehensively for the corridor through a future road resurfacing or Capital Improvement Program (CIP) project. This roadway is maintained by DPW&T.

The Trails, Bikeways, and Pedestrian Mobility element of the MPOT reinforces the need for internal sidewalks and the accommodation of pedestrians.

POLICY 2: Provide adequate pedestrian and bicycle linkages to schools, parks, recreation areas, commercial areas, and employment centers. (MPOT page 8)

The applicant should provide direct bicycle and pedestrian connection to the front of the building from Rhode Island Avenue. The applicant should also provide an ADA-compliant sidewalk along the frontage of Clementon Road. Rhode Island Avenue is the primary pedestrian and bicycle route to nearby residences and commercial businesses, and a shared-use sidepath is recommended along that road.

The Subregion 1 Master Plan provides guidance on the construction and location of bicycle parking:

7. Bikeways and Bicycle Parking

Intent

Bicycle parking should be incorporated into commercial, residential, retail, and office uses for convenient and easy access throughout Town Center West.

Guidelines:

- **Bicycle parking areas should be convenient to the entrances of all businesses, multifamily dwellings, and public and quasi-public buildings. Bicycle parking areas should be located near a main entrance to the building or parking structure and have direct access to the street.**
- **Bicycle parking may be located within a building or parking structure but should remain near entrances, be easily accessible, and incorporate safety measures such as visually transparent walls and lighting.**
- **Bicycle parking areas should not obstruct sidewalks or walkways.**

- **Bikeways (on-and-off street) and bicycle parking areas should be coordinated with the Prince George’s County Department of Public Works and Transportation, and other appropriate agencies.**

The applicant should also provide a bicycle rack(s) accommodating a minimum of three bicycles at a location convenient to the building entrance adjacent to the hotel.

Conditions have been added to this approval requiring the noted trails improvements.

- e. **Environmental Planning**—The Planning Board noted the environmental planning related issues and provided comments on the DSP, as follows:

Site Description

The site was previously graded, but never developed, and contains less than 10,000 square feet of existing woodland. The property is in the Indian Creek watershed that drains into the Anacostia River watershed that is part of the Potomac River Basin. The predominant soils found to occur are in the Russet and Christiana series. Marlboro clay does not occur on-site; however, soils containing Christiana complexes are identified on the property. According to the Sensitive Species Project Review Area map prepared by the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or in the vicinity of this property. There are no streams, waters of the U.S., wetlands, or areas of 100-year floodplain associated with the site. The site is not identified as containing forest interior dwelling species (FIDS) or FIDS buffer. The site has frontage on Clementon Road to the south and Rhode Island Avenue to the east. This site does not share frontage with any historic or scenic roadways. The site is located within Environmental Strategy Area 2 of the Regulated Environmental Protection Areas Map, as designated by the *Plan Prince George’s 2035 Approved General Plan* (May 2014).

Soils

The predominant soils found to occur, according to the U.S. Department of Agriculture, Natural Resources Conservation Service, Web Soil Survey, are Urban land-Russett-Christiana complex (0–5 percent slopes) with a small amount of Christiana-Downer-Urban land complex (5–15 percent slopes). According to available information, soils containing Marlboro clay are not known to occur on-site; however, soils containing Christiana complexes are identified on the property.

A geotechnical report may be required by DPIE at the time of structural permit review. The project will be subject to further review at the time of permit, and DPIE reserves the right to impose restrictions, if necessary, prior to permit.

Stormwater Management

The site has an approved Stormwater Management Concept Letter and Plan (42066-2017-00), that expires on October 2, 2020, that is in conformance with the current regulations. No additional information is required with regard to stormwater management for this application.

- f. **Permit Review**—The Planning Board noted that the permit related issues have been either addressed during the review process or are worded as conditions of approval.
 - g. **Prince George’s County Fire/EMS Department**—As of the drafting of this approval, the Fire/EMS Department did not offer any comments.
 - h. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—As of the drafting of this approval, DPIE did not offer any comments.
 - i. **Prince George’s County Police Department**—As of the drafting of this approval, the Police Department did not offer any comments.
 - j. **Prince George’s County Health Department**—As of the drafting of this approval, the Health Department did not offer any comments.
 - k. **Washington Suburban Sanitary Commission (WSSC)**—In an email dated May 31, 2018, WSSC offered numerous comments regarding the provision of water and sewer to the development. These comments have been provided to the applicant and will be addressed through WSSC’s separate permitting process.
 - l. **Verizon**—As of the drafting of this approval, Verizon did not offer any comments.
 - m. **Potomac Electric Power Company (PEPCO)**—As of the drafting of this approval, PEPCO did not offer any comments.
15. Based on the foregoing and as required by Section 27-285(b)(1), this DSP, if approved with the conditions below, 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.
16. As required by Section 27-285(b)(4), the Planning Board must also find that the regulated environmental features on a site have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirements of Subtitle 24-130(b)(5). In a memorandum dated June 11, 2018, the Planning Board noted that there are no regulated environmental features on the subject property.

17. **Planning Board Hearing:** At the public hearing, neighboring residents voiced concern regarding the hotel use and a range of other issues relating to parking, safety, crime, traffic, lighting, and noise.

In response to the citizen concerns, the land use attorney for the application proffered the following summarized items at the public hearing. The Planning Board determined that three of the proposed proffers were enforceable by the Zoning Ordinance and shall be included as conditions in this approval. The remainder of the four proffers are operational issues and not enforceable by the Zoning Ordinance, but have been included in this approval as findings required by the Planning Board.

- a. At the public hearing, the land use attorney proffered the following items that are enforceable by the Zoning Ordinance and have been included as conditions of this approval.
- (1) The addition of Giant Green Arborvitae trees, to be planted to buffer the single-family homes on the western property line on Worcester Avenue and Clementon Road.
 - (2) The extension of the proposed fence on the northwestern property line, adjacent to Worcester Street, would be extended on the hotel property toward the handicap parking spaces, preventing pedestrian traffic through property to the adjacent single-family homes. To further limit access, the applicant agreed to seek the permission of the adjacent property owners on Parcel C to construct a fence and gate on that property, preventing pedestrian traffic to and from Worcester Street.
 - (3) The use of frosted windows in the hallway on the north side of the building, facing Worcester Street, to prevent views into the properties of the adjacent single-family homes.
- b. At the public hearing, the land use attorney proffered the following operational issues that are not enforceable by the Zoning Ordinance and have been included as findings in this approval.
- (1) Schedule a preconstruction meeting with the Beltsville Civic Association, or its designee, and indicate that updates will be provided during the construction process to this body.
 - (2) Provide training for all new employees, exclusive of position or rank, for anti-human trafficking procedures, detection, and prevention.
 - (3) Restrict the time refuse collection will occur. Trash collection will be controlled by a private contractor, and the applicant has agreed that the dumpster will not be picked up prior to 9:00 a.m. or after 7:00 p.m.

- (4) Locate security cameras on the hotel grounds in areas intended to observe pedestrian and vehicular traffic directly related to the hotel use.

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 Detailed Site Plan DSP-17016 for the above described land, subject to the following conditions:

1. Prior to certificate approval of the detailed site plan (DSP), the applicant shall revise the DSP to:
 - a. Provide details and specifications of the proposed freestanding and building-mounted signage.
 - b. Finish the base of the freestanding sign in a brick to match the building.
 - c. Reduce the area of the building-mounted signs in accordance with Section 27-613 of the Prince George's County Zoning Ordinance.
 - d. Reduce the area of the freestanding sign in accordance with Section 27-614 of the Prince George's County Zoning Ordinance.
 - e. Reduce the lighting to have a maximum of 0.10 foot candles along adjacent residential property lines and along Clementon Road.
 - f. Clearly show the vehicular access easement to Parcels C and D and provide the following note:

“Per Section 27-448.01 shared vehicular access for Parcels C and D was authorized pursuant to Subtitle 24 and the approval of Preliminary Plan of Subdivision 4-88279 (PGCPB Resolution No. 89-184). The Section 24-128(b)(9) easement is defined as a driveway (Section 27-107.01(225)) and not subject to street standards. Sole vehicular access for Parcels C and D is limited to the access easement.”
 - g. Provide additional brick, at a consistent height, across the central portion of the eastern elevation and the southern elevation.
 - h. Revise the Tree Canopy Coverage schedule to reflect the correct amount required.
 - i. Provide one sidewalk and crosswalk connection to the front of the building from Rhode Island Avenue.

- j. Provide an Americans with Disabilities Act compliant sidewalk along the subject site's entire frontage of Clementon Road, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement/Department of Public Works and Transportation.
- k. Provide a shared-use sidepath (or wide sidewalk) along the subject site's entire frontage of Rhode Island Avenue, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement/Department of Public Works and Transportation.
- l. Provide bicycle rack(s) accommodating a minimum of three bicycles, at a location convenient to the building entrance.
- m. Revise the landscape plan to provide the required number of shade trees and shrubs along Clementon Road per Section 4.2 of the 2010 *Prince George's County Landscape Manual*.
- n. Revise the landscape plan to provide Giant Green Arborvitae trees on the West Property lines buffering the single-family homes on Worchester Ave and Clementon Road.
- o. Provide frosted windows on the north side of the building, facing Worchester Street preventing views into adjacent single-family homes.
- p. Extended the proposed fence on the hotel property toward the handicap parking spaces to prevent the pedestrian traffic through property.
- q. Seek the permission from the adjacent property owner on Parcel C to construct a fence and gate on that property preventing pedestrian traffic to and from Worchester Street.

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 Bailey, with Commissioners Washington, Bailey, Geraldo, and Hewlett voting in favor of the motion, and with Commissioner Doerner absent at its regular meeting held on Thursday, July 12, 2018, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 26th day of July 2018.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:NAB:gh