



TUESDAY, MARCH 17, 2015
(COUNCIL CHAMBERS)
7:30 P.M. WORKSESSION

COLLEGE PARK MISSION STATEMENT

The City of College Park encourages broad community involvement and collaboration, and is committed to enhancing the quality of life for everyone who lives, raises a family, visits, works, and learns in the City; and operating a government that delivers excellent services, is open and responsive to the needs of the community, and balances the interests of all residents and visitors.

CITY MANAGER'S REPORT

PROPOSED ITEMS TO GO DIRECTLY TO NEXT WEEK'S AGENDA

PROPOSED CONSENT AGENDA ITEMS

1. Spring And Summer Field Use Requests by College Park Boys and Girls Club for use of Duvall Field and Calvert Road Field – Bob Ryan, Director of Public Services

WORKSESSION DISCUSSION ITEMS

2. Boards and Committees: Discussion with Chairs of Committee for a Better Environment, Tree and Landscape Board, Farmers Market and Sustainable Maryland Certified Green Team about the charge and mission of their committees
3. Detailed Site Plan for The Hotel at the University of Maryland
4. Renewal of Employee Health, Dental, Workers Compensation and General Liability Insurance – Jill Clements, Director of Human Resources
5. Refinancing SunTrust Bank parking garage bond – Steve Groh, Director of Finance
6. Legislative Update (and possible action) – Bill Gardiner, Assistant City Manager
7. Appointments to Boards and Committees

COUNCIL COMMENTS

INFORMATION/STATUS REPORTS FOR COUNCIL REVIEW ONLY

1. Weekly Legislative Update - Len Lucchi, City Lobbyist
 2. Quarterly FY '15 Action Plan Update – Bill Gardiner, Assistant City Manager
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This agenda is subject to change. For current information, please contact the City Clerk. In accordance with the Americans With Disabilities Act, if you need special assistance, you may contact the City Clerk's Office at 240-487-3501 and describe the assistance that is necessary.

1

Spring And Summer Field Use Requests

MEMORANDUM

TO: Mayor and City Council
THROUGH: Joseph Nagro, City Manager
FROM: Robert W. Ryan, Public Services Director
DATE: March 13, 2015



SUBJECT: Annual Spring and Summer Field Use Requests from the College Park Boys and Girls Club for Duvall and Calvert Hills Playground Fields; and Use of Duvall Field Concession Stand

ISSUE

The College Park Boys and Girls Club (CPB&GC) uses Duvall Field and Calvert Hills Field for Spring and Summer athletic events at times specified by the approved Field Use Requests. The CPB&GC has submitted field use requests to the Recreation Board as required.

SUMMARY

The field use requests were submitted on February 25, 2015. The Recreation Board reviewed the applications at their March 2, 2015 meeting and approved them with provisions. In accordance with Field Use Regulations and Department of Public Works facility use conditions, the Board has advised the CPB&GC that use of Calvert Road Field is not permitted after dark.

The Duvall Field application includes a request for Sunday use on dates to be determined once the County's soccer and lacrosse game schedule has been released. These dates will be provided for Council approval at a later time.

RECOMMENDATION

It is recommended that the Council place these requests on the consent agenda and confirm approval for spring field use as requested by the CPB&GC, with conditions as noted.

Attachments: 1. Field Use Reservation Application – Duvall Field
2. Field Use Reservation Application – - Calvert Hills Playground



Field Use Reservation Application

Complete both pages and Submit to: publicservices@collegetparkmd.gov

Select One: Calvert Hills Playground (Youth field – groups must be 13 and under) Duvall Field

Date of Application: 25 FEB 15

Name of Organization: College Park Boys + Girls Club

Is this Organization: City-Based Youth Yes No City Headquartered Yes No

Contact Name(s): Mary Lintner

Mailing Address: 5030 Laguna Rd College Park Md

Email Address: Mary.lintner@aol.com

Day Phone: _____ Evening Phone: 3014747130 Cell Phone: 3013353106

Description of Activity/Event: Soccer practice

Sports Baseball Football Lacrosse Softball T-ball SOCCER

Expected Number of Participants 30 Age Range 13 - 15

Additional Requirements: Toilets Lights Concession Stand

Date(s) Requested: March 15 - May 15

See Facilities Rules and Regulations for acceptable times and age group

Day(s) of Week Requested: Sun. Mon. Tues. Wed. Thurs. Fri. Sat.

Time(s) Requested 6-8 a.m. p.m. UNTIL _____ a.m. or p.m.

Are you collecting a fee? Yes No If yes, Purpose: registration

I hereby confirm that I have received and read the City Recreation Facilities Rules and Regulations.

Organization's Proof of Adequate Minimum Liability Insurance as required under Section IV, Item 5 is attached hereto

In addition, applicant/organization agrees to indemnify and hold harmless the City from and against all actions, liability, claims, suits, damages, cost or expenses of any kind which may be brought or made against the City or which the City must pay and incur by reason of or in any manner resulting from injury, loss or damage to persons or property resulting from his/her negligent performance of or failure to perform any of his/her obligations under the terms of this application/permit.

Recommendations and Notifications

Recreation Board Approve Fee Waived Approve with Fee of \$ _____ Denied

Comments: _____

Pub. Svcs Director Concur Yes No _____

Comments: _____

City Manager Concur Yes No _____

Comments: _____

Mayor and Council Concur Yes No _____

Comments: _____



Field Use Reservation Application

Complete both pages and Submit to: publicservices@collegetparkmd.gov

Select One: Calvert Hills Playground (Youth field – groups must be 13 and under) Duvall Field

Date of Application: 25 FEB 15

Name of Organization: College Park Boys + Girls Club

Is this Organization: City-Based Youth Yes No City Headquartered Yes No

Contact Name(s): Mary Lintner

Mailing Address: 5030 Laguna Rd College Park Md 20740

Email Address: Mary.Lintner@aol.com

Day Phone: _____ Evening Phone: 3014747130 Cell Phone: 3013353106

Description of Activity/Event: Soccer, t-ball, Lacrosse practice

Sports Baseball Football Lacrosse Softball T-ball Soccer

Expected Number of Participants 300 Age Range 5 - 15

Additional Requirements: Toilets Lights Concession Stand

Date(s) Requested: March 15 - June 15

See Facilities Rules and Regulations for acceptable times and age group

Day(s) of Week Requested: Sun. Mon. Tues. Wed. Thurs. Fri. Sat.

Time(s) Requested M-F 5:30-9 a.m. p.m. UNTIL _____ a.m. or p.m.
Sat - All day
Sun - All day

Are you collecting a fee? Yes No If yes, Purpose: registration fee

I hereby confirm that I have received and read the City Recreation Facilities Rules and Regulations.

Organization's Proof of Adequate Minimum Liability Insurance as required under Section IV, Item 5 is attached hereto

In addition, applicant/organization agrees to indemnify and hold harmless the City from and against all actions, liability, claims, suits, damages, cost or expenses of any kind which may be brought or made against the City or which the City must pay and incur by reason of or in any manner resulting from injury, loss or damage to persons or property resulting from his/her negligent performance of or failure to perform any of his/her obligations under the terms of this application/permit.

Recommendations and Notifications

Recreation Board Approve Fee Waived Approve with Fee of \$ _____ Denied

Comments: _____

Pub. Svcs Director Concur Yes No _____

Comments: _____

City Manager Concur Yes No _____

Comments: _____

Mayor and Council Concur Yes No _____

Comments: _____

Waiver of Fees – the Council may vote to waive user fees, in whole or in part, upon recommendation of the Recreation Board. When considering whether to recommend or grant a full or partial waiver of user fees.

Please describe how your organization meets any of the following criteria:

- a. The level of use that is involved with the activity, including wear and tear on the facility;

soccer practice, beginners to middle school

- b. The level of involvement by College Park residents in the activity;

residents coach

- c. The community benefit that may result from the activity, for example, recreational opportunities for youth or seniors;

the youth can play on the teams

the seniors can coach, if they'd like!

- d. Volunteer services that the user provides to the City or its residents; or help in snack bar!

all volunteer organization

- e. Assistance to be provided by the user for maintenance of the recreational facility; and

yes, we will assist with anything

you want us to do!

- f. Whether user activities promote the interests of the College Park community.

It promotes the interest of the children of College Park!

2

Discussion with

- CBE
- TLB
- Sustainable Maryland Certified Green Team
- Farmers Market

MEMORANDUM

TO: Mayor and City Council

FROM: Janeen S. Miller, City Clerk 

THROUGH: Joe Nagro, City Manager

DATE: March 13, 2015

RE: 2015 Comprehensive Revise of Council Advisory Boards:
Step 1 – Information Gathering

ISSUE

The Mayor and City Council are conducting a comprehensive review of the City’s advisory boards. Step 1, the “Information Gathering” phase, continues on March 17 with the Committee for a Better Environment, Tree and Landscape Board, Sustainable Maryland Certified Green Team and Farmers Market Committee. Because of some overlap between these Committees, staff suggests inviting the representatives to the table at the same time.

Staff offers the following comments to Council on Step 1:

Council should review the original charge which established the Board (provided) and consider the following questions to guide the discussion:

1. Do you feel the original charge to this Board is still relevant and appropriate?
 - a. Does the charge as written accurately reflect the Board’s current operations? If not, where is it different?
 - b. Should it be amended? If so, how?
2. Would you suggest any changes to the number of members/district designation of the Board (not specific individuals)
3. What can the Mayor and Council do to help improve the effectiveness of the Board?

Council is encouraged to remember that Step 1 is the information-gathering phase of this five-part process and not to get into details about operational issues at this time.

Attachments

- 1 – Comprehensive Review of Advisory Boards: Outline
- 2 – CBE: City Code Chapter 15, Resolution 00-R-10, Resolution 84-R-9
- 3 – TLB: City Code Chapter 179
- 4 – Sustainable Maryland Certified Green Team: Resolution 12-R-06
- 5 – Farmers Market Committee: Resolution 12-R-07

2015 Comprehensive Review of Advisory Boards
Outline

Step 1: Information Gathering – The Big Picture

Council will take a fresh look at all of their advisory Boards to review the charge to each Board. Council should consider whether any Boards should be restructured, combined or eliminated; consider which are inactive; and determine if there is a subject area where creation of an advisory board would be beneficial to Council. Council wanted to invite the Chairs of the Boards in for these discussions, which will be conducted in four or five parts. Once the Council has met with all of the Board Chairs, there will be an opportunity for Council to discuss any changes they wish to make.

- March 10 – APC
- March 17 – CBE, TLB, Farmers Market, Sustainable Maryland Certified Green Team
- April 14 – Board of Elections, Ethics Commission, Cable Television Commission, Airport Authority

Step 2: Discussion of Board Relationships and Interactions with Council and Staff – Operational Issues

This will be a Council/Staff discussion on operational matters such as the relationship between Council and Boards, and the relationship between Boards and the Staff Liaison; communication between Council and Boards; Council direction on Board Workplans; budgeting funds for boards; development of a policy regulating the use of funds that are donated to City Boards; the legal authority of Boards as appointees of Council and the duty of Boards to abide by City policies and state/county law.

Step 3: Council Discussion with Boards

Council will meet with their advisory Boards to review the outcomes of Step 1 and Step 2. This is the time to convey any proposed changes to the Board's charge and/or composition and solicit feedback; to review the general rules and responsibilities that apply to Boards; to discuss Council-Board interactions; to clarify the role of the Staff Liaison; to convey policies including those relating to the expenditure of funds; and to address issues raised by the Boards.

Step 4: Recommended Changes – Opportunity for Public Comment

A summary of any proposed changes to specific Boards will be provided for public comment.

Step 5: Implementation

Finalize any changes that are going to be made, and determine the implementation plan.

City of College Park, MD
Thursday, February 12, 2015

Chapter 15. BOARDS, COMMISSIONS AND COMMITTEES

Article VIII. Committee for a Better Environment

§ 15-33. Establishment.

The Committee for a Better Environment is hereby established as a committee of the Mayor and City Council of the City of College Park.

§ 15-34. Powers and duties.

The Committee shall advise the Mayor and Council on environmental issues affecting the lives of College Park residents and shall initiate and implement beautification efforts. The duties and responsibilities of the Committee shall be established by resolution of the Mayor and City Council.

§ 15-35. Organization.

- A. The Committee shall consist of members appointed by the Mayor and Council. Each member shall serve for a term of three years and shall be eligible for reappointment. There shall be no more than 25 members on the Committee.
- B. The Committee members shall elect the chair, who shall serve for one year. The Chair may be re-elected and serve additional terms.
- C. The Committee shall establish, subject to the review and approval of the Mayor and Council, rules of procedure governing the conduct of its meetings and projects.

§ 15-36. Budget.

The Committee will have an annual budget in an amount to be determined by the Mayor and Council. The Committee Chair, after conferring with Committee members, shall present an annual budget request to the City Manager prior to the City's budget deliberations for inclusion in the budget proposal to be presented to the Mayor and City Council. All funds appropriated for the Committee will be used to carry out Committee projects. Committee funds shall be administered pursuant to procedures established by the Director of Finance.

§ 15-37. Staff liaison.

A member of the City's planning staff shall be appointed staff liaison to the Committee. The City Horticulturist shall be available to attend meetings of the Committee upon request of the Committee Chair,

consistent with the Horticulturist's schedule.

§ 15-38. Compensation.

Members of the Committee shall receive no compensation but may be reimbursed for expenses subject to approval of the City Manager.^[1]

[1]: *Editor's Note: Former Art. IX, Rent Stabilization Board, adopted 5-24-2005 by Ord. No. 05-O-2, as amended, which immediately followed, was repealed 10-14-2014 by Ord. No. 14-O-10.*

**RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF COLLEGE
PARK, MARYLAND TO CODIFY THE ESTABLISHMENT OF THE
COMMITTEE FOR A BETTER ENVIRONMENT**

WHEREAS, The Mayor and City Council of the City of College Park (herein referred to as the "City") has established by Ordinance the COMMITTEE FOR BETTER ENVIRONMENT; and

WHEREAS, The Ordinance requires the City to establish the duties and responsibilities of the Committee by Resolution; and

WHEREAS, The City Council desires to establish such duties and responsibilities based upon the recommendations of the Committee.

NOW, THEREFORE BE IT RESOLVED by the Mayor and Council of the City of College Park, Maryland that:

Section 1. The duties and responsibilities of the Committee For Better Environment shall include the following:

(A) Work with all levels of City Government to obtain information and evaluate programs and initiatives with consequences to the physical and social environment.

(B) Initiate educational and informative programs on topics of general and environmental interest to the ~~residence~~ RESIDENTS of College Park.

(C) Organize and implement programs for the beautification of the City including stream clean ups, public area, and other general improvement projects.

(D) Participate in environmental restoration and protection projects in conjunction with Earth Day, Community Service Day, Arbor Day, and Scholars Day and such other projects of importance to the City.

CAPS – indicates matter added to the Resolution

~~Interlineation~~ – indicates matter deleted from the Resolution

(E) Provide analysis and input on topics relating to the environment and storm water management, water quality improvement, woodland preservation, land use and transportation policies and Smart Growth.

(F) Form relationships with other public groups in promoting the Committees responsibility for the implementation of its environmental responsibilities.

(G) Conduct outreach programs to educate residents of College Park on environmental issues.

(H) Review developmental proposals referred by the Planning Department for environmental impact and provide recommendations to the Advisory Planning Commission.

(I) Such other matters which may relate to the Committees responsibilities to initiate and implement beautification efforts.

INTRODUCED by the Mayor and Council of the City of College Park, Maryland, at a regular legislative session on April 11, 2000.

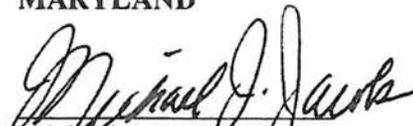
ADOPTED by the Mayor and Council of the City of College Park, Maryland at a regular meeting on the 11th day of April, 2000.

EFFECTIVE the 2nd day of May, 2000.

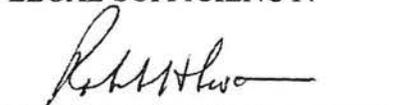
WITNESS:


Miriam P. Wolff, CMC
City Clerk

**THE CITY OF COLLEGE PARK,
MARYLAND**


Michael J. Jacobs, Mayor

**APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:**


Robert H. Levan, City Attorney

RESOLUTION 84-R-9

A Resolution of the Mayor and Council of the
City of College Park, Maryland, Implementing
a Beautification Awards Program

WHEREAS, well maintained property has been shown to be a factor
in attracting quality development; and

WHEREAS, the Mayor and Council requested the Committee for a
Better Environment to develop a beautification awards
program for property located within the corporate
limits of the City of College Park; and

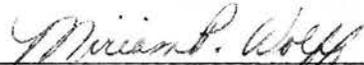
WHEREAS, such a program will serve as an incentive for both
commercial and residential property owners to reduce
blight within the City and maintain a high standard of
property maintenance.

NOW, THEREFORE, BE IT RESOLVED that the Mayor and Council of the
City of College Park endorse the plan presented by the
Committee for a Better Environment; and direct the City
Administrator to assist the Committee in publicizing
and implementing this program without delay.

Adopted this 10th day of September 1984.


Alvin J. Kushner, Mayor

ATTEST:


Miriam P. Wolff, City Clerk

Committee for a Better Environment
Beautification Awards Program

In order to encourage participation by the entire community in our efforts to maintain and improve the appearance of our city, the College Park Committee for a Better Environment hereby establishes a Beautification Awards Program which will recognize achievements in this field by the various segments of the College Park Community.

The following outline provides the guidelines for administering the program.

- I. Classes of Recipients
Awards may be made to:
 - A. Residents
 - B. Institutions (e.g. fraternities and sororities)
 - C. Organizations (e.g. garden clubs, civic organizations)
 - D. Commercial enterprises
 - E. Industrial enterprises
- II. Categories of Awards
Awards may be given to recognize achievement in:
 - A. Building
 1. New construction
 2. Renovation and painting
 - B. Boosting
 1. Sponsors (e.g. litter bags)
 2. Advertising and publicity
 3. Donations (e.g. money, plants)
 - C. Beautifying
 1. Tree planting
 2. Yard improvements
 3. General cleaning up
 4. Adopt-a-plot
 5. Lawn of the month
 6. Seasonal displays (e.g. Christmas, bulbs, azaleas, etc.)
 - D. Special Achievement
Nominations for this award may be drawn from winners in the above categories, or new nominations may be made.
- III. Frequency of Awards
 - A. Monthly (e.g. lawn of the month / as appropriate)
 - B. Quarterly
Beautifying; as appropriate, for season, etc.
 - C. Semi-annual
 1. Building
 2. Boosting
 - D. Annual
Special achievement
- IV. Number of awards
There will be no fixed number of awards, which will be determined as deemed suitable.

- V. Judges
All judges for awards will be named by the Committee for a Better Environment. There will be three judges each for the monthly, quarterly, and semi-annual awards, and five judges for the annual Special Achievement Award.
- VI. Nominations for awards
Nomination forms will appear in the Municipal Scene and will be available at the Municipal Building and from members of the Committee for a Better Environment.
Nominations may be submitted by the nominee or by anyone wishing to recognize someone else's achievements.
- VII. Nature of Awards
Awards will normally be in the form of a certificate. Upon occasion certain awards may take the form of cash, a plaque, or other appropriate presentation.
- VIII. Funding of awards
Expenses associated with presentation of certificates will normally be borne by the Committee for a Better Environment from its annual budget. Other forms of awards may be funded by businesses, civic groups, or other sources.
- IX. Administration of the Beautification Awards Program.
The Beautification Awards Program will be administered by an Awards Sub-Committee of the Committee for a Better Environment, subject to review and approval by the Committee as a whole.

City of College Park, MD
Thursday, February 12, 2015

Chapter 179. TREE AND LANDSCAPE MAINTENANCE

[HISTORY: Adopted by the Mayor and Council of the City of College Park 10-10-1989 by Ord. No. 89-O-5. Amendments noted where applicable.]

GENERAL REFERENCES

Property maintenance — See Ch. 157.

§ 179-1. Definitions.

As used in this chapter, the following terms shall have the meanings indicated:

INSTALLATION

The proper planting of trees, shrubs and ground covers.

LANDSCAPE

Trees, shrubs, ground covers and other materials presently or hereafter planted within the City limits.
[Amended 2-26-2013 by Ord. No. 13-O-01]

MAINTENANCE

All necessary operations, including but not limited to pruning, mowing, spraying, watering, fertilizing and staking.
[Amended 2-26-2013 by Ord. No. 13-O-01]

PRIVATE LAND

All land exclusive of public ways and public areas.

PUBLIC AREA

All public ways, parks and other lands owned or leased by the City.

PUBLIC WAY

All public streets, roads, boulevards, alleys and sidewalks.

§ 179-2. Purpose; applicability.

- A. It is the policy of the City of College Park, Maryland, to educate and encourage all persons in the City to use safe and desirable installation, removal and maintenance practices to promote healthy trees, shrubs and ground covers on private and public lands within the City limits.
- B. The provisions of this chapter apply to trees, shrubs and ground covers presently or hereafter planted and established within the City limits.
- C. The organizational provisions of this chapter create positions and a Board whose purposes are to:
 - (1) Enhance the beauty of the City.
 - (2) Advise the City staff on planting, removal and maintenance of trees, shrubs and ground covers in or upon public ways or public areas within the City limits.

- (3) Protect trees, shrubs, ground covers and other materials located on public property from undesirable or unsafe installation, removal and maintenance practices to insure that no liability occurs from said practices.
[Amended 2-26-2013 by Ord. No. 13-O-01]
 - (4) Eliminate and guard against landscape conditions (e.g., trees weakened by diseases, construction, storm damage, etc.) that may result in injury to persons using the public ways and areas and/or damage to public property.
 - (5) Guard all plants against the spread of diseases or pests.
 - (6) Encourage College Park citizens to adopt practices that promote and protect healthy trees, shrubs and ground covers on private land.
- D. When it is in the public interest, the City reserves the right to protect trees on private lands from diseases, pests or destruction by humans.

§ 179-3. City Forester.

The City Council of College Park shall appoint a City Forester who will serve for a period of not less than two years.

§ 179-4. Professional horticulturist.

[Amended 12-10-1991 by Ord. No. 91-O-24]

The City Manager shall employ or contract for the services of a professional horticulturist.

§ 179-5. Tree and Landscape Board.

A. Board membership and operation.

- (1) By this chapter, the Tree and Landscape Board of the City of College Park, hereafter referred to as the "Board," is established.
- (2) The Board shall have the following nine voting members: five citizens of the City appointed by the Mayor and Council of the City of College Park, the Chairperson of the Committee for a Better Environment or designee, the City Forester, the Planning, Community and Economic Development Director or designee and the Public Works Director or designee.
[Amended 9-10-1991 by Ord. No. 91-O-22; 8-10-2010 by Ord. No. 10-O-06; 2-26-2013 by Ord. No. 13-O-01]
- (3) The five Board members appointed by the Mayor and Council shall serve staggered, two-year terms, except in the year the Board is established. In the year the Board is established, three appointments shall be for one year and two for two years. Thereafter, all appointments shall be made for two-year terms.
- (4) Members of the Board shall receive reimbursement for reasonable expenses in accordance with City procedures. Further, a reasonable sum of money shall be allocated for clerical support for the Board.
- (5) The Board shall choose its own officers, adopt its own rules of procedure, subject to approval of the Mayor and Council, and keep an official record of its meetings and proceedings. A majority of its appointed members shall constitute a quorum for the purpose of transacting business.
[Amended 2-26-2013 by Ord. No. 13-O-01]

B. Duties and responsibilities of the Board.

- (1) On an annual basis, the Board shall:
 - (a) Study the landscape within the City of College Park and review City landscape plans.
 - (b) Write plans for the selection, installation and maintenance of landscape plantings and removal of questionable trees, shrubs and ground covers on public ways or public areas within the City limits.
 - (c) Present its plans to the Mayor and Council, which, when accepted and approved by the Mayor and Council, shall constitute the official comprehensive landscape plan for the City.
 - (d) Oversee the administration of the comprehensive landscape plan.
- (2) With the advice of the City Forester, the Board shall establish, maintain and disseminate an official list of trees, shrubs and ground covers suited for urban planting in the region's climatic zone. No trees, shrubs or ground covers other than those on the official list may be planted upon public ways or public areas within the City without the approval of the Board.
- (3) The Board has the authority to establish, maintain and disseminate guidelines regarding:
 - (a) Proper installation, removal and maintenance practices.
 - (b) Safe and proper spacing of trees and shrubs.
 - (c) Preservation of wildlife habitats.
- (4) The Board shall sponsor educational activities to:
 - (a) Increase public appreciation of grand champion trees of aesthetic, historical or ecological value on public and private lands within the City limits.
 - (b) Encourage civic associations to develop lists of trees on public or private land in their neighborhoods that may be protected from destruction.
 - (c) Encourage residents to include in their landscape plans the varieties of trees, shrubs and ground covers on the official City list.
 - (d) Inform residents of safe and desirable installation, removal and maintenance practices to promote healthy trees, shrubs and ground covers and provide habitats for wildlife.
- (5) The Board shall develop guidelines to protect from destruction grand champion trees or trees of aesthetic, historical or ecological value to the community, whether they are located on public or private lands within the City limits.
- (6) The Board has the authority to propose, present and recommend to the Mayor and City Council any resolution, ordinance or Charter change that advances the purposes set forth in this chapter.

§ 179-6. Comprehensive landscape plan; costs.

[Amended 9-10-1991 by Ord. No. 91-O-22]

- A. The Public Works Director shall be responsible for the installation, maintenance and removal of trees, shrubs and ground covers within the specifications and standards established by the City Forester and the Tree and Landscape Board in accordance with the comprehensive landscape plan.
- B. The cost of installation, maintenance and removal of trees, shrubs and ground covers and any other costs that shall be used to implement § 179-1, Definitions, as set forth in this document, shall be included in the Public Works Department budget under the tree maintenance account. Further, all expenses and costs incurred to conduct the educational missions, programs and publications of the Board shall be included and made a part of the Public Works Department budget under the tree maintenance account.

§ 179-7. Conflict with state law.

Wherever possible, this chapter shall be read to be consistent with the provision of the Natural Resources Article of the Annotated Code of Maryland. Any provision of this chapter which in any manner conflicts with any provision of state law shall be declared invalid and void to the extent of such conflict.

§ 179-8. Taking of private property.

Nothing herein shall be construed as conferring upon the City of College Park or the Board created herein the right to take private property.

12-R-06

**A Resolution of the Mayor and Council of the City of College Park, Maryland
Establishing The
Sustainable Maryland Certified Green Team**

- WHEREAS, On August 9, 2011 the College Park City Council adopted Resolution 11-R-14 (attached) Supporting Participation In The Sustainable Maryland Certified Municipal Certification Program; and
- WHEREAS, The City of College Park is working toward certification in the Sustainable Maryland Certified program; and
- WHEREAS, The formation of a Sustainable Maryland Certified Green Team (SMCGT) is the first step in establishing a community sustainability program; and
- WHEREAS, The SMCGT will “lead the charge” to help College Park achieve Sustainable Maryland Certification; and
- WHEREAS, The SMCGT will bring together a group of community leaders, municipal staff, and community organizations to leverage the skills, expertise, and life experience of team members to develop policies and plans, implement programs, and assist with educational opportunities that support the creation of a sustainable community:

NOW, THEREFORE, BE IT RESOLVED, THAT THE SUSTAINABLE MARYLAND CERTIFIED GREEN TEAM SHALL BE FORMED AND ORGANIZED AS FOLLOWS:

1. Charge: The SMCGT is charged with leading the City to complete actions worth a total of 150 points (including two mandatory actions and two of six priority actions) and submit the appropriate documentation to achieve first year certification in the Sustainable Maryland Certified program.

The SMCGT shall be discharged when the goal of obtaining Sustainable Maryland Certified certification has been attained by the City of College Park.

2. Composition: The SMCGT shall have up to 14 people with the following representation:
 - 2 elected officials from the City of College Park
 - 2 City staff
 - 1 representative from the CBE
 - 1 representative of a City school
 - 1 student representative from the University of Maryland
 - 1 faculty or staff representative from the University of Maryland
 - 2 representatives of the City business community
 - Up to 4 City residents

3. **Structure:** Members to the SMCGT shall be appointed for two year terms. A quorum shall be 6 people. The SMCGT shall select a Chair and a Co-Chair from among the membership on an annual basis. The SMCGT should meet at least bi-monthly. The liaison shall be the Planning Department.

ADOPTED by the Mayor and City Council of the City of College Park, Maryland at a regular meeting on the 13th day of March, 2012.

EFFECTIVE the 13th day of March, 2012.

WITNESS:

**THE CITY OF COLLEGE PARK,
MARYLAND**

Janeen S. Miller
Janeen S. Miller, CMC, City Clerk

Andrew M. Fellows
Andrew M. Fellows, Mayor

**APPROVED AS TO FORM
AND LEGAL SUFFICIENCY:**

Suellen M. Ferguson
Suellen M. Ferguson, City Attorney

RESOLUTION
OF THE MAYOR AND COUNCIL OF THE CITY OF COLLEGE PARK, MARYLAND
ESTABLISHING A FARMERS MARKET COMMITTEE

WHEREAS, the Mayor and Council have determined that farmers' markets provide an important community resource by providing an opportunity for local farmers to provide fresh and nutritious food to the local community and enabling consumers to buy directly from local farmers; and

WHEREAS, supporting a vibrant and diverse farmers' market in downtown College Park will help to promote the economic and cultural vitality of the downtown community; and

WHEREAS, the City of College Park established a Sunday farmers' market in 2011 on City Hall property, to supplement the long-standing Saturday farmers' market at the M-NCPPC Wells-Linson Complex on Paint Branch Parkway; and

WHEREAS, expanding and improving the City's new farmers' market will require creativity, collaboration, and community involvement in a sustained and thoughtful effort to develop and implement effective strategies for supporting a vibrant and successful market; and

WHEREAS, community member committees in nearby towns have played a pivotal role in designing and managing successful farmers' market in other cities and towns in Prince George's County and the surrounding region.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the City of College Park that a Farmers Market Committee be established and organized as follows:

I. PURPOSE/CHARGE

The purpose of the Farmers Market Committee is to:

- A. Develop recommendations for the Mayor and Council for how to structure and manage the downtown College Park farmers' market in a way that maximizes the vibrancy and success of the market and emphasizes locally-grown vegetables, fruits, and other farm products.
- B. Recruit a diverse array of local farmers and producers of complementary products and services that are appropriate for inclusion in a farmers' market.
- C. Design and implement a marketing campaign to attract and retain a strong customer base to support the market.
- D. Collaborate, where appropriate, with other city committees and local organizations such as the Committee for a Better Environment, College Park Arts Exchange, civic associations, and student organizations.
- E. Submit an annual report to the Mayor and Council that summarizes the operation of the market, to include issues related to customer satisfaction,

vendor satisfaction, rules and procedures, fee structure, and other relevant matters.

- F. Meet at least once each year with the Mayor and Council to discuss the progress of the farmers' market and possible changes or other actions that could support and strengthen the farmers' market.

II. COMPOSITION AND TERM

The committee shall be composed of up to seven members. A quorum shall be three members. The committee members shall be appointed by the Mayor and Council for three-year terms. The City's Planning Department will serve as the staff liaison to the Committee.

ADOPTED by the Mayor and Council of the City of College Park, Maryland at a regular meeting on the 10th day of April, 2012.

EFFECTIVE the 10th day of April, 2012.

ATTEST:

**THE CITY OF COLLEGE PARK,
MARYLAND**

By: Janeen S. Miller
Janeen S. Miller, City Clerk

By: Andrew M. Fellows
Andrew M. Fellows, Mayor

**APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:**

Suellen M. Ferguson
Suellen M. Ferguson, City Attorney

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The Hotel at the
University of
Maryland

MEMORANDUM

TO: Mayor and Council

THROUGH: Terry Schum, Planning Director
Joseph L. Nagro, City Manager

FROM: Miriam H. Bader, Senior Planner *MB*

DATE: March 13, 2015

SUBJECT: Detailed Site Plan (DSP) 14022
The Hotel at the University of Maryland

ISSUE

The applicant, Southern Management Corporation, Inc., filed a Preliminary Plan of Subdivision and a Detailed Site Plan with the Maryland-National Capital Park and Planning Commission (M-NCPPC) last fall. The Mayor and City Council reviewed the Preliminary Plan and Detailed Site Plan (DSP) at their Work Session on November 25, 2014 and recommended approval with conditions at their regular meeting on December 9, 2014. The Planning Board reviewed the Preliminary Plan request on December 11, 2014 and approved it with conditions. For the Detailed Site Plan, the applicant requested and was granted a continuance by the Planning Board on February 19, 2015 in order to revise their plans to comply with Federal Aviation Administration (FAA) and Maryland Aviation Administration (MAA) height regulations. The DSP request is scheduled to be reviewed at the March 26, 2015 Planning Board hearing. The M-NCPPC Technical Staff Report came out on Thursday, March 12, 2015 and is attached.

SUMMARY

The applicant has revised the DSP to lower the height, modify the architecture and increase the size of the parking garage.

A summary of the major quantitative changes are shown in the table below:

Standard	Previous	Current	Difference
Height	233' AMSL	198' AMSL*	-35'
Rooms	295	300	+5
Garage Parking Spaces	806	902	+96
Bicycle Parking Spaces	130	130	0

*To comply with FAA/MAA regulations, structures cannot exceed 198' Above Mean Sea Level (AMSL).

Height and Massing

Originally, the applicant was proposing to construct a 13-story (161-foot tall or 233-feet AMSL), 295-room hotel tower with a 5-story conference center and a 7-story, 806-car parking garage. The applicant has reduced the height of the hotel tower to 10-stories for a maximum height of 128'6" or 198-feet above mean sea level (AMSL) and has placed hotel rooms over the conference center. This leg of the building is 7 stories, with 5 stories over the conference center. A 9-level parking structure is proposed over first floor retail oriented toward Greenhouse Road.

The FAA/MAA regulations state that no part of a structure may exceed 198' AMSL at this site. City staff has received determination letters (one for each corner of the building and one for the construction crane) from the FAA stating that the proposed building will prove **no hazard to air navigation**.

Parking

The applicant is proposing to add 5 hotel rooms for a total of 300 rooms and increase the number of parking spaces in the garage by 96 for a total of 902 parking spaces. The hotel/retail center is designed to initiate development of the University-defined Innovation District. If parking in the garage is designed to be shared with future development in the area, City staff is not opposed to the increase of structured parking spaces.

Bicycle/Pedestrian Facilities

The applicant has added a pedestrian connection and crosswalk that addresses a City staff concern and is now showing a location for a future bike-share station. City staff supports these additions and encourages the applicant to continue making the site as pedestrian- and biker-friendly as possible. The applicant did not follow the City Council and City staff suggestion concerning adding 89 bicycle parking spaces to comply with the shared parking formula. The applicant has not added any bicycle parking spaces from their previous submission even though they have increased their vehicular parking by 96 spaces. City staff feels strongly that the additional bicycle parking standard should be met at this location given the proximity to the University and the City-University initiative to promote bicycling in this section of College Park. City staff continues to recommend providing a total of 219 spaces based on the shared parking formula in the Sector Plan.

Signage

The applicant has revised their signage package to reduce the number of signs proposed and reduce the overall square footage of signage except for the electronic message center (EMC) sign which has been increased in size. City staff is not opposed to the new sign package except for the proposed EMC sign. Originally, the applicant proposed two electronic message signs, each 133.36 square-feet to be located on the north and south elevations at a height of 80 feet to be visible from US 1. This highway is very busy with University buildings and activities located along both sides of the roads. City staff did not support these signs which can only be permitted through a modification to the Sector Plan because City staff was concerned that the flashing messages, to change every 5 seconds, could prove distracting to drivers on US 1 and create unsafe conditions. In fact, the speed limit was recently reduced to 25 MPH to address the number of pedestrian-vehicular accidents that have occurred recently in this area. Now, the applicant is proposing a 390 square-foot EMC sign to be located on the north elevation at a

height of 72 feet. Since this sign is proposed to be three times larger and still targets US 1 traffic, City staff's concerns remain. If the applicant would consider: relocating the sign, possibly to the west elevation of the parking garage, substantially reducing the size back down to the originally proposed 133.36 square feet, and lowering the height of the sign to a pedestrian/bicycle user level, then City staff may support this type of sign.

Previously, three logo signs for Southern Management Corporation were proposed on the North, South, and West elevations. Now the applicant is only proposing two logo signs to be located on the West and South elevations on the upper floors. City staff is not opposed to these signs at these locations.

Landscaping

The City Horticulturist has had an opportunity to review the landscape plans and make recommendations. These have been included as conditions.

REVISED RECOMMENDATION

Based on the revised submittal, City staff has revised their recommendation as follows: City staff recommends approval of Detailed Site Plan (DSP) 14022 subject to the following conditions:

1. Prior to certification, the Applicant shall revise the site plan to provide an additional 89 bicycle parking spaces for a total of 219 spaces (1 space per 3 vehicular parking spaces as computed under the shared parking formula) for a 806-space garage.
2. If façade modifications are made by the Applicant or are required by the Planning Board, prior to certification, the applicant shall provide copies to the City of College Park Staff for review with the Urban Design Section of M-NCPPC.
3. Prior to certification, the Applicant shall revise the sign plan to eliminate the 390 square-foot electronic message center sign located between the 5th and 6th floors at the north elevation. An electronic message center sign could be acceptable if the size is reduced and relocated to the west elevation of the parking garage at the hotel entrance on South Hotel Drive.
4. Prior to certification, the Applicant shall revise the landscape plan to:
 - a. Provide a detail to show how trees will be planted on the green roof.
 - b. Provide a planting plan and plant schedule for the northwest corner green roof.
 - c. Replace the Japanese Blood Grass species which is invasive with a non-invasive species.
 - d. Replace the Pin Oaks with another species due to pH and branching concerns.
 - e. Revise the plant schedule to accurately reflect the landscape plan, Sheet LS-1.
5. City support of the modification request to allow an increase in parking spaces is subject to the parking garage being a shared parking facility within the larger innovation district.

6. Prior to Planning Board approval of the DSP, the Applicant shall sign an Agreement with the City of College Park in substantially the form attached, including the following:
 - a. The applicant, its successors and assigns, shall reimburse the City for all costs of maintenance and operation of pedestrian street lights within the SHA right-of-way and shall enter into an Agreement, requiring reimbursement, which shall be recorded against the Property.
 - b. Prior to obtaining a building permit, the Applicant shall:
 - i. Pay the sum of \$45,000 to the City of College Park for the installation and operation of an 11 dock/6 bike-share station on or near the subject property.
 - ii. Designate the City of College Park Planning Director as a team member in the USGBC's LEED Online system. The City's team member will have privileges to review the project status and monitor the progress of all documents submitted by the project team.

ATTACHMENTS:

- Attachment 1: M-NCPPC Staff Report
- Attachment 2: Previous City Staff Report
- Attachment 3: Planning Board Resolution for the Preliminary Plan
- Attachment 4: Statement of Justification, Revised
- Attachment 5: Detailed Site Plan, Revised
- Attachment 6: Landscaping Plan, Revised
- Attachment 7: Sign Plan, Revised
- Attachment 8: FAA Determination Letter
- Attachment 9: University of Maryland Support Letter, March 10, 2015
- Attachment 10: Referral Memos from M-NCPPC
- Attachment 11: Proposed Agreement between Applicant and City

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



Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.

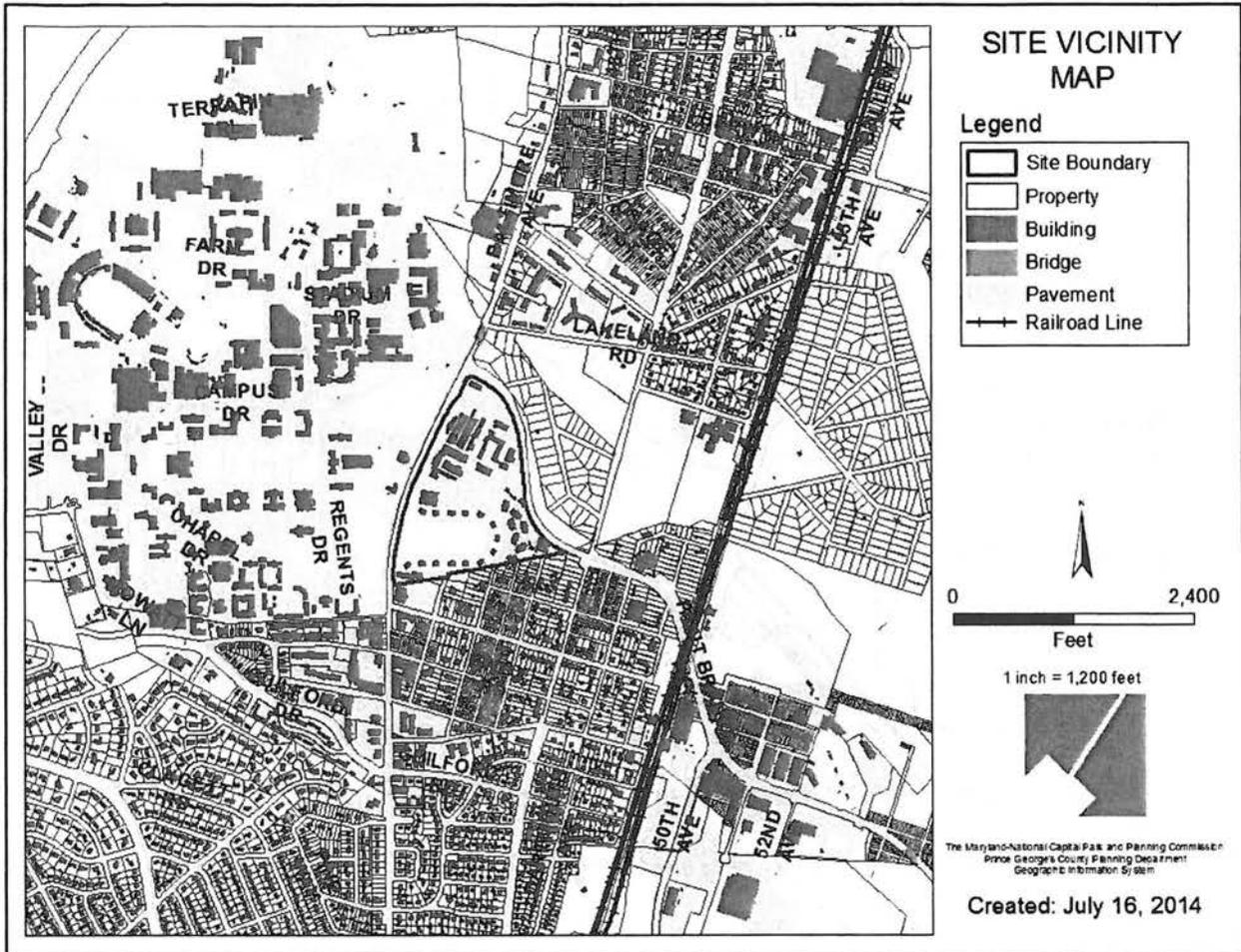
Detailed Site Plan

DSP-14022

Application	General Data	
<p>Project Name: The Hotel at the University of Maryland</p> <p>Location: On the east side of Baltimore Avenue (US 1), approximately 200 feet south of its intersection with Paint Branch Parkway.</p> <p>Applicant/Address: Southern Management Corporation, Inc. 1950 Old Gallows Road, Suite 600 Vienna, VA 22182</p>	Planning Board Hearing Date:	03/26/15
	Staff Report Date:	03/11/15
	Date Accepted:	10/03/14
	Planning Board Action Limit:	Waived
	Plan Acreage:	3.29
	Zone:	M-U-I /D-D-O
	Dwelling Units:	N/A
	Gross Floor Area:	405,000 sq. ft.
	Planning Area:	66
	Council District:	03
	Election District:	21
	Municipality:	College Park
	200-Scale Base Map:	209NE04

Purpose of Application	Notice Dates	
<p>This case was continued from the Planning Board hearing date of December 18, 2014 to February 19, 2015. It was subsequently continued to March 26, 2015.</p> <p>A 405,000-square-foot mixed-use building with a 300-room hotel, 57,000 square feet of retail, and a parking garage.</p>	Informational Mailing:	07/21/14
	Acceptance Mailing:	10/01/14
	Sign Posting Deadline:	11/18/14

Staff Recommendation		Staff Reviewer: Jill Kosack Phone Number: 301-952-4689 E-mail: Jill.Kosack@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-14022
The Hotel at the University of Maryland

The Urban Design staff has reviewed the detailed site plan for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions as described in the Recommendation section of this report.

EVALUATION CRITERIA

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

- a. The requirements of 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.
- b. The requirements of the Mixed Use–Infill (M-U-I) Zone of the Zoning Ordinance.
- c. The requirements of Preliminary Plan of Subdivision 4-14009.
- d. The requirements of the 2010 *Prince George's County Landscape Manual*.
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance.
- g. Referral comments.

FINDINGS

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

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	PROPOSED
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)	269
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.

*****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, staff is recommending that the Planning Board approve 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.

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 the Recommendation section of this report to require a key map be clearly labeled to show each elevation prior to certification.

COMPLIANCE WITH EVALUATION CRITERIA

- 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. Staff notes that 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 staff concurs that 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, staff recommends that the Planning Board approve 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. Staff recommends that the Planning Board approve 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. Staff recommends that the Planning Board approve 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, staff does not see a significant natural lighting issue at play with the proposed hotel. Therefore, staff recommends that the Planning Board approve 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 prior design for this proposed development included a potential reduction in the number of parking spaces to 806.

Staff does not support the current requested amendment to increase the amount of parking and to add a ninth level to the integrated parking structure. While staff appreciates the number requested by the applicant will be dedicated to public parking purposes, the overall intent of the sector plan and development district standards is to strongly support parking reductions and shared parking. It is not clear that adding an additional level of parking to the proposal results in future parking reductions for other potential development in the East Campus area. Furthermore, an additional level of the same architectural form and detailing added to an already problematic garage

elevation design, as discussed below, is at odds with the plan's vision and goals and development district standards. Therefore, staff does not recommend approval of this requested amendment and a condition has been included in the Recommendation section of this report requiring the proposed parking spaces to be reduced to the allowed 856 spaces.

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 286 bicycle parking spaces, for the allowed 856 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.

Staff finds this request to be 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 staff supports this participation. With the addition of a bike-share station on the site, staff recommends that the Planning Board approve 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, staff recommends that the Planning Board approve 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. Staff recommends that the Planning Board approve 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 proposed design of the parking structure does not fully implement this aspirational vision. Greenhouse Road is envisioned as the central spine of the fully realized East Campus development project and, as such, will be a main location of prominently new buildings. These new buildings may be left facing eight stories of monolithic and undecorated parking structure designed with large open slots and easily visible automobiles. Further, the applicant's revised statement of justification seems predicated on addressing pedestrian comfort only 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. The current garage elevation makes no accommodations for pedestrians approaching the hotel from a distance, or for future pedestrians on the east side of Greenhouse Road and to the north and south of the site.

The applicant should refine the parking structure design to increase the enclosure of the elevation and to provide a more attractive east-facing façade that is better positioned to front future development projects internal to the East Campus community. Staff recommends that the Planning Board approve this amendment request, as long as the parking garage elevation is improved as conditioned in the Recommendation section of this report.

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, staff recommends that the Planning Board approve 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. Staff would offer that, 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, staff recommends that the Planning Board approve 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, staff recommends approval of 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). Signage 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. The proposed corporate logo panelized box lighting fixtures are contrary to the intent of the development district standard and contribute to signs along the US 1 corridor that are not as attractive or architecturally appropriate as they could be. Staff does not support an amendment for these corporate logo box signs; however, staff does support internal lighting for the proposed channel letter signs, for which no amendment is required. Therefore, staff does not recommend approval of this amendment request and a condition has been included in the Recommendation section of this report requiring the internally-lit box signs to be removed.

Staff 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, staff notes that 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, staff believes that, 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, staff recommends that the Planning Board approve this amendment request and that the applicant revise the justification statement to include those signs.

Staff notes that 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.” The renderings of this sign depict a photograph of a football game that indicates the sign may in fact be able to serve as a real-time video board or “Jumbotron” type device in spite of the applicant’s assertion that the “digital sign panel image will change no frequently than at five (5) second intervals.” This sign is wholly contrary to the intent and requirements of the development district signage standards, and is not supported by staff. Therefore, staff recommends disapproval of this amendment, and a condition has been included in the Recommendation section of this report requiring the message board to be removed.

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, staff recommends that the Planning Board approve 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;**

Comment: 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**

Comment: 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;**

Comment: 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;**

Comment: 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;**

Comment: 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;**

Comment: 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;**

Comment: 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**

Comment: 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;

Comment: 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;

Comment: 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

Comment: 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.

Comment: 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.**

Comment: 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 the Recommendation section of this report stating that, prior to approval of a building permit, the applicant shall provide proof of compliance with Federal Aviation Regulation (FAR) Part 77.

- 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. Staff believes that the majority of 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 building 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:**

- a. **A pedestrian light pole and fixture on Hotel Drive South.**
- 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. **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.**

Comment: 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.**

Comment: 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).**

Comment: This condition has been included in the Recommendation section of this report.

- 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. Staff has reviewed the submitted plans against the requirements of these sections and found them 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. Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
 - a. Historic and Archeology—**In a memorandum dated October 14, 2014, the Historic Preservation Section provided the following comments on the subject application:

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 clay 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 and Recommendations

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**—In a revised memorandum dated March 2, 2015, the Community Planning Division provided an analysis of the subject DSP's conformance with the D-D-O standards, as discussed in Finding 7 above. They also provided the following additional information:

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.

Comment: A condition regarding compliance with FAR Part 77 have been included in the Recommendation section of this report.

- c. **Transportation**—In a revised memorandum dated March 3, 2015, the Transportation Planning Section offered the following comments:

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. Staff does not support this increase in parking, since the proposed increase in parking supply above the limits required by the sector plan is contrary to the stated transportation vision of reducing dependency on single-occupancy automobiles, lower traffic congestion, to foster a safer pedestrian environment, and to increase transit usage.

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, staff 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 staff 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 staff referral memorandum dated November 25, 2014, the applicant's traffic consultant provided staff with 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 staff's 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 Transportation Planning Section 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.

Comment: The submitted DSP shows that the proposed development matches these numbers, except in regards to the number of proposed parking spaces. Therefore, a condition has been included in the Recommendation section of this report requiring a reduction in the number of proposed 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.

Comment: The suggested condition has been included in the Recommendation section of this report.

- d. **Subdivision**—In a memorandum dated November 19, 2014, the Subdivision Review Section offered the following:

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. Staff notes 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 is supported by staff. 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.

The Subdivision Section recommends the 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.

Comment: The DSP has been revised to address some of the Subdivision Section's recommendations. Conditions to address the outstanding issues have been included in the Recommendation section of this report.

- e. **Trails**—In a memorandum dated November 21, 2014, the trails coordinator provided the following summarized comments:

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. Staff 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. Staff is concerned that 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.

Staff assumes that 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 Conditions

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.

Conclusion

Based on the foregoing analysis, the Transportation Planning Section recommends that the subject application be approved 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.

Comment: The recommended condition relates to the requirements of Section 27-548.42 of the Zoning Ordinance. A condition to address this issue has been included in the Recommendation section of this report, modified slightly to omit the last phrase regarding the anticipated outcome.

- g. **Environmental Planning**—In a memorandum dated December 2, 2014, the Environmental Planning Section offered 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-bioretenion facilities, three tree micro-bioretenion 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.

Comment: 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 the Recommendation section of this report 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.

Comment: 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 an arterial 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.

Comment: 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.

Comment: 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.

Comment: This is noted. The DSP provides for pedestrian-friendly sidewalk 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.

Comment: 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.

Comment: 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.

Comment: 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.

Comment: 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.

Comment: 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)**—At the time of the writing of this technical staff report, MTA has not offered 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 an e-mail dated October 29, 2014, MAA indicated that they elected to make no comment on the subject DSP application.
- 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**—At the time of the writing of this technical staff report, Verizon has not offered comments on the subject application.
- q. **Potomac Electric Power Company (PEPCO)**—At the time of the writing of this technical staff report, PEPCO has not offered 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**—At the time of the writing of this technical staff report, the City of College Park Council has not held a work session nor voted on the revised application. They are scheduled to vote on the revised application at their March 24, 2015 meeting. The City of College Park's comments will be presented at the time of the public hearing for this DSP.

- t. **Town of Riverdale Park**—At the time of the writing of this technical staff report, the Town of Riverdale Park has not offered comments on the subject application.
 - u. **Town of Berwyn Heights**—At the time of the writing of this technical staff report, the Town of Berwyn Heights has not offered comments on the subject application.
 - v. **City of Hyattsville**—At the time of the writing of this technical staff report, the City of Hyattsville has not offered comments on the subject application.
 - w. **Town of University Park**—At the time of the writing of this technical staff report, the Town of University Park has not offered comments on the subject application.
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.

RECOMMENDATION

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

- A. Staff recommends APPROVAL of 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 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)
- B. Staff recommends DISAPPROVAL of the alternative development district standards for:
1. 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)
 2. Page 254—Panelized back-lighting and box-lighting type signs are prohibited (to allow for panelized back-lighting and box-lighting signs)
- C. Staff recommends APPROVAL of 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. Revise the total number of parking spaces provided to be 856.
 - b. 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.
 - c. The access easement exhibit shall be revised to:
 - (1) Increase the font size of the labels for the proposed ingress/egress easement.
 - (2) Demonstrate adequate driveway width for each drive aisle within the ingress/egress easement.
 - d. 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.
 - e. 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.
 - f. Revise the Bicycle Parking Requirement table to reflect the number of required bicycle spaces based on the number of provided parking spaces.
 - g. Revise the DSP to correctly identify and demonstrate the approved development district standard amendments.
 - h. Revise the DSP to reflect the adequate pedestrian and bikeway facilities as required by Preliminary Plan of Subdivision 4-14009, for informational purposes.
 - i. Revise the DSP to clearly reflect the different height sections of the building.
 - j. Revise the statement of justification to provide justification for amendments to all of the sign standards.
 - k. 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.
 - l. 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.

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. Refine the design of the parking garage façade visible from Greenhouse Road to use punched windows, incorporate additional details, and to increase the visual interest of the architectural design, to be reviewed by the Urban Design Section, as designee of the Prince George's County Planning Board.
 - c. Revise the signage sheets to:
 - (1) Indicate the approved signage standard amendments.
 - (2) Remove all internally-lit box signs and electronic message center signs.
 - d. 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.

(Previously Distributed)
MEMORANDUM

TO: Mayor and Council

THROUGH: Terry Schum, Planning Director
Joseph L. Nagro, City Manager

FROM: Miriam H. Bader, Senior Planner

DATE: November 14, 2014

SUBJECT: Preliminary Plan of Subdivision 4-14009
Detailed Site Plan (DSP) 14022
The Hotel at the University of Maryland

ISSUE

The applicant, Southern Management Corporation, Inc., has concurrently filed a Preliminary Plan of Subdivision and a Detailed Site Plan with the Maryland-National Capital Park and Planning Commission (M-NCPPC). The Planning Board hearing is scheduled for December 11th for the Preliminary Plan and December 18th for the Detailed Site Plan. These applications are part of an expedited review process. The M-NCPPC Technical Staff Reports are not yet available.

SUMMARYProposal

The applicant is proposing to construct a 13-story (161-foot tall), 295-room hotel with approximately 405,000 square feet of gross floor area (including retail, hotel and conference center) and an 8-story, 806-car parking garage.

Location

The subject property contains approximately 3.29 acres and is located on the east side of US Route 1 (Baltimore Avenue) approximately 500 feet south of Paint Branch Parkway in the area the University of Maryland now calls the "Innovation District." This property formerly served as the location of university greenhouses.

Zoning

The subject property is zoned Mixed-Use-Infill (MUI) with a Development District Overlay Zone (DDOZ) and is in Aviation Policy Area-6 (APA-6).

Surrounding Uses and Zoning

Direction from subject site	Use	Zoning
North	Recently cleared, Part of Landfill Area 1A	MUI (DDOZ, APA-6)
South	UMD Service Building	MUI (DDOZ, APA-6)
West (across US 1)	UMD Recreational Fields	R-R(APA-6)
East	UMD Parking Lot, Part of Landfill Area 1A	MUI (DDOZ, APA-6)

Use Restriction Area

The property to the north and east of the subject site (across proposed Hotel Drive North and across Greenhouse Road), identified as Remainder Parcel 140, Tax Map 55 on the Preliminary Plan, is a landfill area with a use restriction. This area is known as Landfill Area 1A and contains 9.80 acres (see Attachment 7). The Notice of Use Restriction states the landfill area has been used in the past as a solid waste disposal area and, therefore, 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/contaminants previously disposed of on the Property or interfere with or adversely affect the Landfill Areas (“Prohibited Activities”) are expressly prohibited without the prior written approval of Declarant. Declarant, in its sole discretion, may forward any request to allow a Prohibited Activity to US-EPA for approval or may require the requesting person to obtain US-EPA approval of any such work.”

This project proposes utility construction on Greenhouse Road, within this easement. No grading or other work in the restricted area shall be permitted until EPA approval has been granted.

PRELIMINARY PLAN OF SUBDIVISION REVIEW

The property is part of a larger parcel known as Part of Parcel 140, Tax Map 33, Grid B-2 owned by the University of Maryland. It is approximately 43.4 acres and lies just east of the main campus. The subject property is approximately 3.29 acres to be subdivided from the larger parcel by deed (parcel 1). On July 2, 2014, the State of Maryland Board of Public Works approved the sale of this land from the University of Maryland College Park to an affiliate of the University of Maryland College Park Foundation (UMCPF Property III, LLC) for private development (Attachment 6). Settlement of the property will occur after the project receives all necessary local approvals.

Prior to approval of a subdivision plat, the Planning Board must make findings of adequacy for the following: public facilities; transportation and circulation facilities; bicycle and pedestrian facilities; stream, wetland and water quality protection and storm water management; woodland conservation, tree preservation; dedication of parkland; and historic preservation. These items are addressed below.

Police Facilities

The proposed development is within the service area of Police District I, Hyattsville.

Fire and Rescue Service

The proposed project is served by College Park Fire/EMS Company 12, a first-due response station (a maximum of seven minutes travel time), is located at 8115 Baltimore Avenue.

School Facilities

This development is exempt from a review for schools because it is a nonresidential use.

Water and Sewerage Findings

The development is located in an appropriate service area.

Historic Preservation/Archeology Findings

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 Route 1, within the University of Maryland Campus, approximately 700 feet southwest of the subject site. The College Park Airport (National Register/Historic Site 66-004) is located approximately 2700 feet southeast of the property.

Established in 1909, College Park Airport is the oldest, continuously-operating airport in the world. The foundations of five hangars have been revealed on site, and one is used as a 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 M-NCPPC.

According to County Historic Preservation Section Staff, a Phase I archeological survey is not recommended for the subject site because it has been extensively disturbed by the removal of the Harrison Laboratory and its associated greenhouses. It has been determined that the probability of archeological sites within the subject property is low. However, the Historic Preservation Section staff note that the 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 avoid any negative impacts on the operations at College Park Airport."

Prince George's County Woodland Conservation Ordinance

The site is exempt from this requirement as there are no trees present.

Stormwater Management Concept Approval

The Department of Permitting, Inspections and Enforcement (DPIE) notes that the proposed site plan is not consistent with the approved Stormwater Management Concept Plan No. 22605-2014. The proposed site plan does not include all 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 storm water management and ESD volumes. The applicant has since revised his site plan (Attachment 3) to include underground vaults and all ESD facilities (including bio retention and green roof locations). City staff has included this as a condition.

Transportation and Circulation

Access to the site is proposed as follows:

1. A new right-in and right-out along northbound US1 at the northern property line of the hotel. This access is referred to as Hotel Drive North. This has been approved by SHA.
2. A new median break in US 1 at the existing access to the University of MD Service Annex Building. This median break would be signalized and allow full turning movements. This signal would also include a pedestrian crossing to provide safe access for pedestrians. This has been approved by SHA but not designed.
3. A new full movement access onto Paint Branch Parkway at Greenhouse Road, which is currently a channelized right-in only. This intersection is also proposed to be signalized and coordinated with the US 1 signal at Paint Branch Parkway. This is pending approval by SHA and Prince George's County.

Hotel Drive North and South and Greenhouse Road are technically off-site in this proposal and are part of an existing informal street network where circulation through the site (particularly pedestrian circulation) occurs through surface parking lots. Staff believes that with the opening of the hotel, it will be critically important to establish and improve a more formal complete street network in the entire area.

A traffic impact analysis (TIA), dated June 27, 2014, was submitted as part of this application. Section 24-124 of the County Code and the *Transportation Review Guidelines* specify that the average Critical Lane Volume (CLV) of all signalized intersections in the study area must operate 1,600 or less. According to the TIA, the project passes the US 1 Sector Plan requirements for Adequate Public Facilities. The corridor average is less than 1,200 CLV [1,184 CLV's]; therefore, the corridor will operate within acceptable parameters.

The project will generate a total of 597 new peak hour trips (205 am trips and 392 pm trips) for the hotel and retail uses. It is not clear how the meeting and conference room space is addressed in the traffic study.

The results of the TIA show that the proposed median break and signalization at US 1 and Hotel Drive South will operate at a good level of service with a maximum CLV of 1,248 for the following three (3) reasons:

1. The approval of the median break and signalization at Hotel Drive South will directly benefit the intersection of US 1 and Rossborough Drive by improving the level of service (LOS) from a LOS "C" to a LOS "B" (a full 152 CLV's) in the evening peak hour.

2. The approval of the median break and signalization at Hotel Drive South will eliminate U-turn movements on northbound US 1 at Campus Drive. This is very beneficial since US 1 and Campus Drive is the most congested of all the intersections along US 1 in this section of road.
3. The signal will be critical to providing safe pedestrian crossing at this location on US 1.

The property is 0.8 miles from the College Park/UMD Metrorail Station. Sidewalks exist on both US-1 (both sides) and Paint Branch Parkway (on south side). An existing UM shuttle stop is located at the southeast corner of what will be Hotel Drive South and Greenhouse Road. This stop will remain. The UM Shuttle provides links to the nearby Metrorail Station and can be used by the general public. There are also special events shuttles. Currently, these shuttles provide a connection between the parking lot on Greenhouse Road and the Stadium.

The subject property is also located a few hundred feet north of the proposed Purple Line light rail project of the Maryland Transit Administration (MTA) at the intersection of Rossborough Lane and US-1 which is proposed to start operation by the year 2020. This stop, known as the East Campus station, is projected to have the highest peak hour pedestrian volume according to the *Purple Line Final Environmental Impact Statement* and create a major pedestrian destination according to the *Corridor Access Study (CAST) Recommendations Report June 2011*.

This site is the first development in the new Innovation District. In the future, according to the applicant, Greenhouse Road will be a “major spine road for the Innovation District.” The applicant is proposing to improve the west side of Greenhouse Road as part of this development with a sidewalk (10-foot wide) and landscaping. However, even though the applicant states that the east side of Greenhouse Road needs to provide significant pedestrian access to the shuttle and to campus, the applicant is only proposing to restripe the existing asphalt parking lot to indicate pedestrian access leaving an incomplete street section. Both sides of Greenhouse Road should provide the same type of bicycle and pedestrian accommodations.

Public Pedestrian and Bicycle Facilities

The adequate public pedestrian and bicycle facilities requirements of Sec. 24-124.01. of the Subdivision Ordinance (implemented under CB-2-2012) are applicable to the subject property because it is categorized in the General Plan as a corridor or center. This ordinance requires that an off-site Bicycle Pedestrian Impact Statement (BPIS) be prepared and that certain needs be met by new development, if feasible, within certain cost parameters. These findings need to be met:

“1. The finding of adequate public pedestrian facilities shall include at a minimum, the following criteria:

- a. the degree to which the sidewalks, streetlights, street trees, street furniture, and other streetscape features recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implements in the area; and
- b. the presence of elements that make it safer, easier and more inviting for pedestrians to traverse the area (e.g., adequate street lighting, sufficiently wide sidewalks on both sides of the street buffered by planting strips, marked crosswalks, advance stop lines and yield lines, “bulb out” curb extensions, crossing signals, pedestrian refuge medians, street trees,

benches, sheltered commuter bus stops, trash receptacles, and signage. (These elements address many of the design features that make for a safer and more inviting streetscape and pedestrian environment. Typically, these are the types of facilities and amenities covered in overlay zones).

2. The finding of adequate public bikeway facilities shall, at a minimum, include the following criteria:
 - a. the degree to which bike lanes, bikeways, and trails recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area;
 - b. the presence of specially marked and striped bike lanes or paved shoulders in which bikers can safely travel without unnecessarily conflicting with pedestrians or motorized vehicles;
 - c. the degree to which protected bike lanes, on-street vehicle parking, medians or other physical buffers exist to make it safer or more inviting for bicyclists to traverse the area; and
 - d. the availability of safe, accessible and adequate bicycle parking at transit stops, commercial areas, employment centers, and other places where vehicle parking, visitors, and/or patrons are normally anticipated.”

The Scoping Agreement for the BPIS set the cost cap for the off-site public pedestrian and bicycle access improvements at \$141,750.00 and was scoped to include sidewalks, lighting and bike lanes on the opposite sides of Hotel Drive North and South and Greenhouse Road from the subject property and pedestrian signals and crosswalks at Route 1. The applicant’s BPIS (Attachment 8) identifies a total of \$242,048 worth of improvements, however City staff proffers that these improvements would normally be considered on-site improvements necessary to the project or conditions required by SHA. The local transportation authorities will have the final authority to approve or deny any projects recommended in the BPIS, however, this is a special situation given that these facilities will be private, not public. Staff would like to see these funds used for selected improvements recommended in the Purple Line Corridor Access Study as well to create a complete street along the full length of Greenhouse Road and to create a public access pathway for bicycles and pedestrians between the existing opening in the fence along Paint Branch Parkway and the site. This would help to ensure that the following Transportation Review Guideline sidewalk standard is met:

“Acknowledge that pedestrians will take the most direct route. Similar to motorists, pedestrians will use the most direct, efficient connections or route possible. It is important that connections are made to accommodate pedestrians heading to a variety of destinations. Direct routes should be provided. Long, circuitous pedestrian routes should be avoided. Due to the increased time and effort required to walk the extra distance, pedestrians will frequently attempt the shortest connection or road crossing available, regardless of whether it has safety provisions. Every effort should be made to accommodate these movements during the planning and design of road improvements and development projects.”

DETAILED SITE PLAN REVIEW

Conformance with Plan Prince George's 2035

The subject property is identified in the *Plan Prince George's 2035* (Plan 2035) as located in College Park/UM Metro/M Square Purple Line Regional Transit Center. Plan 2035 proposes 50% of all new dwellings and jobs in the county to occur in Regional Transit Centers (Table 15, p. 83). Table 14 of Plan 2035 notes that Regional and Transit Centers will have:

“Moderate- to high-density and intensity regional-serving centers. Destinations for regional workers and residents that contain a mix of office, retail, entertainment, public and quasi-public, flex, and medical uses; the balance of uses will vary depending on the center's predominant character and function. Walkable, bikeable, and well-connected to a regional transportation network via a range of transit options. Density and intensity are often noticeably greater within a quarter mile of Metro and light rail stations.” (p. 80)

The proposed project is in conformance with Plan 2035.

Conformance with the 2010 Approved US 1 Corridor Sector Plan

The proposed development is located in the University of Maryland plan area of the Central US 1 Corridor DDOZ. The plan states that it is essential that development in this area is designed as “a high-quality, exemplary walkable center, with street-oriented urban architecture, shopfronts, urban landscaping, and on-street parking. Parking garages and parking lots should be located mid-block and should be fully concealed on all levels by a liner building with retail on the ground floor and housing or offices above. Service uses, such as loading and garage entrances, should be located on secondary streets, hidden from public view and out of the way of pedestrian traffic.” Also, the plan recommends that this area be served by “small block sizes and a complete street network.” City staff concludes that the proposal meets the objectives of the Plan Area except that the complete street network needs to be further developed especially for Greenhouse Road from Paint Branch Parkway to Rossborough Lane.

The subject property is designated as Character Area 5a, Walkable Node which is to consist of “higher density mixed-use buildings that accommodated retail, offices, row houses, and apartments, with emphasis on nonresidential land uses, particularly on the ground level.” All development within the walkable node is required to obtain a minimum of LEED-Silver certification. The applicant is proposing to comply with the LEED Silver certification at a minimum.

Modifications to Sector Plan

The Planning Board may approve alternate standards if they are found to benefit the development and the district and will not substantially impair the implementation of the Sector Plan. The applicant is requesting a number of modifications to the development standards of the DDOZ (see Attachment 1) including the following: increasing the Principle Building Height (from 6 to 13 stories), increasing the front Build-to-Line (BTL), a massing requirement exemption (setback after 8 stories), providing more parking spaces, providing fewer bicycle parking spaces, permitting a circular driveway, vehicular access drive width, loading and service area setback, parking structure setback, liner building height and setback, unshuttered

storefronts, maximum spacing of doors or entrances, window transparency requirement, header dimensions, sill dimensions, signs, width of public frontage at corners on US-1. In addition, the applicant is requesting a departure of 3 loading spaces from the required minimum of 6 loading spaces due to shared use.

City staff concludes that many of these modifications are reasonable or fairly minor; however, the modifications listed below require further review:

- 1. Building Height - According to the DDOZ, development in the Walkable Node character area should consist of buildings between 2 and 6 stories in height. The hotel is proposed to be 13 stories or 161 feet.

The subject property is located in Aviation Policy Area 6. According to the Zoning Ordinance, Sec. 27-548.39. Aviation Policy Area site plan requirements are:

- (b) "In APA-4, APA-5, or APA-6, every application shall demonstrate compliance with height restrictions in this Subdivision."

Also, the Zoning Ordinance specifies in Sec. 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 of the Code of Maryland, COMAR 11.03.05, Obstructions to 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 Part 77 Horizontal Surface is 198 feet Above Mean Sea Level (AMSL) at this location. The hotel is proposed to be 233 feet AMSL which exceeds the FAA and COMAR standard by 35 feet. This has the potential to negatively affect the operation of the College Park Airport. It is our understanding that the MAA will have "no comment" on this application and the FAA is still conducting their review. We are in receipt of a letter from the College Park Airport Authority (Attachment 9) recommending that the height of the hotel be no greater than 198 feet above mean sea level or 150 feet above ground level and that the applicant obtain a "no hazard" determination from the FAA and MAA. Staff supports the building height modification subject to these determinations from FAA and MAA.

- 2. Automobile Parking – The parking required for this mixed-use development is 657 spaces using the shared parking calculation and 854 spaces using the non-shared standard.

The parking breakdown per use is:

Hotel/Lodging	148 spaces
Conference Center	535 spaces
Retail	171 spaces
<u>Total-</u>	854 spaces (non-shared standard)

The site plan provides 806 parking spaces and is not required to use the shared-use formula. Staff supports this modification because the garage will be public and will serve other users.

3. Bicycle Parking - The DDOZ requires the applicant to provide one bicycle parking space for every three vehicular spaces or 219 bicycle parking spaces and for these to be placed in highly visible locations along the street or within parking garages as appropriate. The applicant is proposing 130 bicycle parking spaces. Their stated justification for this reduction is that hotel and conference center users will most likely come by car. Staff does not support this modification given the location near Metro, campus and the proposed Purple Line, which will reduce automobile dependence and promote higher levels of walking and biking. In addition, City staff recommends that the applicant provide a contribution to the City- University Bike Share Program to further encourage other modes of travel.
4. Signage - The applicant has submitted a sign package that includes canopy signs for individual, smaller retail users; building signs identifying the larger uses (the hotel and parking structure); two electronic message center signs, three logo signs and a monument sign identifying the hotel and a major retail tenant.

The applicant is seeking the following four (4) modifications to the sign standards:

1. A modification to permit free-standing signs
2. A modification to exceed the maximum area of nine (9) square feet for a single sign.
3. A modification to permit panelized back lighting.
4. A modification to permit Electronic Message Center signs. [Note: the applicant has not requested this modification but shows two electronic message center signs in his sign packet. This type of sign is not mentioned in the Sector Plan so is assumed to be prohibited].

1. Free-standing sign modification. The applicant is proposing a free-standing sign on Route 1 but staff would prefer to see this sign removed or relocated to Hotel Drive South by the circle-drive entrance, possibly in the landscaped circle. An enhanced marquee sign, however, would be preferred at this location.

2. Maximum area for a single sign. The parking garage sign is a 36" diameter round sign. The actual lit sign is 9 square feet; however, the gross area of the sign including the mounting arm is 10.5 square feet. The regulations state that a single sign shall not exceed 9 square feet. The requested modification is minimal; therefore, City staff is not opposed to this modification.

3. Backlighting signs. The sector plan only permits internal and backing lighting signs for "channel letter" signage, specifying that panelized back lighting and box lighting fixtures are prohibited. The applicant is proposing signs that appear to be channel letter signs. This modification may not be needed. City staff is not opposed to this proposal. However, three logo signs are proposed; one each at the north, south

and west elevations. City staff is recommending only the north elevation logo sign be permitted. The logo shown for the south elevation is at an inappropriate height at 155 feet high. The logo is redundant and therefore, not necessary on the west elevation.

4. Electronic Message Center (EMC) signs. The applicant is proposing two 16.67-foot tall by 8-foot wide Electronic Message Center (EMC) signs located on the North and South Elevation of the building at a height of 80-feet. There is no mention of this type of signs in the Sector Plan. US1 is a very busy highway with University buildings and activities located along both sides of the road. Moreover, there is much pedestrian crossing activity at unauthorized locations. City staff is concerned that Electronic Message Center signs flashing messages could create further distractions to drivers on US 1 and create unsafe conditions. Therefore, City staff recommends that the Electronic Message signs not be permitted.

Building Elevations

The primary facades of the hotel will be glazed using transparent, semi-transparent and opaque glazing, metal panels and a granite base. Metal accent color will be integrated into some of the glazing assemblies. Portions of the facades and garage will be red and gray brick.

The applicant met with the University of Maryland Architectural and Landscape Review Board several times and has updated their plans accordingly. Staff supports the architecture and has no further comments except would appreciate having a color and materials board to present to the City Council.

RECOMMENDATION

City staff recommends approval of Preliminary Plan of Subdivision 4-14009 and Detailed Site Plan (DSP) 14022 subject to the following:

Preliminary Plan of Subdivision Conditions:

1. Prior to any land disturbance in the Landfill Areas, approval shall be obtained by the US-EPA with copies provided to the City and Maryland-National Capital Park and Planning Commission.
2. The preliminary plan shall be revised to:
 - a. Reflect Route 1 dedication to SHA, if required, and total parcel area.
 - b. Include the sidewalks on Parcel 1 as part of the public access easement.
 - c. Provide a temporary pedestrian access easement from Paint Branch Parkway to Hotel Drive South to accommodate a 10-foot wide striped pedestrian/bicycle path.
3. Prior to Planning Board approval, demonstrate approval by Prince George's County Department of Public Works and Transportation of a full-movement traffic signal at Paint Branch Parkway and Greenhouse Road or revise the traffic study to demonstrate transportation adequacy utilizing a right-turn-in, right-turn-out intersection at this location.

4. Prior to final plat, the applicant shall revise the Bicycle Pedestrian Impact Statement (BPIS) to provide the following:
 - a. Provide a complete street section for Greenhouse Road from Paint Branch Parkway to Rossborough Lane that provides at a minimum, five-foot-wide concrete sidewalks, a landscape strip with street trees, and share the road signage and thermoplastic pavement “sharrow” decals. Five-foot-wide bike lanes along Greenhouse Road are preferred.
 - b. Establish a 10-foot wide bicycle/pedestrian pathway from the opening of the fence on Paint Branch Parkway to Hotel Drive South using painted asphalt and provide way-finding signage.
 - c. Consider improvements recommended in the Purple Line-Corridor Access Study (CAST) dated June 2011 that are within a ½ mile of the subject property **such as**:
 - i. Provide along Rossborough Lane from US 1 to Paint Branch Parkway (both sides), five-foot-wide cycle tracks with a two-foot-wide buffer, and a separate five-foot-wide minimum sidewalk.
 - ii. Designate on Paint Branch Parkway and Fraternity Row, shared use roadways by providing “Share the Road” signage and thermoplastic pavement “sharrow” decals.
 - iii. Construct on Knox Road from Guildford Drive to Rosburg Drive (north side) an eight-foot-wide sidepath with a vegetated buffer.
5. Prior to final site development permits, all final storm water computations shall be provided.

Detailed Site Plan Conditions:

4. Approval of alternative development district standards for the modifications requested with the exception of:
 - a. Bicycle parking at one space per three vehicular parking spaces.
 - b. Sign requirements prohibiting free standing signs.
 - c. Height limit between 2-6 stories unless compliance is demonstrated with FAR Part 77 and/or COMAR 11.03.05 (does not constitute a hazard to air navigation at or near any airport).
5. Prior to signature approval, the Applicant shall provide:
 - a. A letter from MAA and/or FAA that demonstrates compliance with Zoning Ordinance Section 27-548.42 (Height Requirements) or obtain a variance in compliance with COMAR 11.03.05.06 (requires a finding of no danger to health, safety and welfare).
 - b. A color and materials board.
6. Prior to signature approval, the Applicant shall revise the sign plan to:
 - a. Eliminate all electronic message center signs.
 - b. Eliminate the free-standing sign or relocate to the circular drive on Hotel Drive

- South.
- c. Eliminate the Southern Management logo sign from the south and west elevations.
4. Prior to signature approval, revise the Site Plan to :
 - a. Remove the crosswalk at the entrance to the hotel on Hotel Drive South or relocate to the east so as to more directly access the main entrance.
 - b. Provide sidewalk access between the parking garage and on-site parking spaces.
 6. Execution of an Agreement and Declaration of Covenants between the applicant, property owner and the City of College Park in substantially the form attached, including the following:
 - a. A provision for the payment of real property taxes to the City in the event the property reverts to a non-profit entity such as the University of Maryland.
 - b. Prior to obtaining a building permit, the applicant, its successors and assigns, shall pay the sum of \$45,000 to the City of College Park for the installation and operation of an 11 dock/6 bike-share station on or near the subject property.
 - c. The applicant its successors and assigns, shall reimburse the City for all costs of maintenance and operation of pedestrian street lights within the SHA right-of-way and shall enter into an Agreement, requiring reimbursement, which shall be recorded against the Property.
 - d. Prior to obtaining a building permit, designate the City of College Park Planning Director as a team member in the USGBC's LEED Online system. The City's team member will have privileges to review the project status and monitor the progress of all documents submitted by the project team.

ATTACHMENTS:

- Attachment 1: Statement of Justification, Revised November 12, 2014.
- Attachment 2: Preliminary Plan
- Attachment 3: Detailed Site Plan
- Attachment 4: Landscaping Plan
- Attachment 5: Building Elevations
- Attachment 6: Sign Plan
- Attachment 7: Agreement of Sale between University of Maryland, College Park and UMCPF Property III, LLC. Excerpt
- Attachment 8: Declaration of Notice of Use Restriction, Excerpt
- Attachment 9: Bicycle and Pedestrian Impact Statement Scoping Agreement and Plan
- Attachment 10: Memorandum to the Mayor and Council from the College Park Airport Authority
- Attachment 11: Agreement and Declaration of Covenants (to be provided by City Attorney)

PGCPB No. 14-142

File No. 4-14009

RESOLUTION

WHEREAS, Southern Management Corporation, Inc. is the owner of a 3.29-acre parcel of land known as Tax Map 33 in Grid B-2 and as part of Parcel 140, said property being in the 21st Election District of Prince George's County, Maryland, and being zoned Mixed Use–Infill/Development District Overlay (M-U-I/D-D-O); and

WHEREAS, on October 2, 2014, Southern Management Corporation, Inc. filed an application for approval of a Preliminary Plan of Subdivision for 1 parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-14009 for The Hotel at University of Maryland was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on December 11, 2014, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

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

WHEREAS, on December 11, 2014, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Preliminary Plan of Subdivision 4-14009, The Hotel at University of Maryland, for 1 parcel, including a Variation from Section 24-122 with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to make the following technical corrections:
 - a. Show and label a public pedestrian use easement over the proposed sidewalk along Baltimore Avenue (US 1), and to whom the easement will be conveyed.
 - b. Label or remove the unlabeled easement at the frontage of Parcel 1.
 - c. Label Paint Branch Parkway.
 - d. Increase the font size for labeling of proposed ingress/egress easement.
 - e. Show denial of access along the frontage of Parcel 1.

- f. Change "Case Number" in the title block to "Preliminary Plan of Subdivision."
 - g. Remove "Greenhouse Rd." from the plan.
 - h. Revise General Note 27 to say: Historic sites in the vicinity of the property: Rossborough Inn (10-66-035-2).
 - i. Remove proposed ownership information from the Parcel 1 label.
 - j. Provide the dimension for the ingress/egress easement at the intersection of Paint Branch Parkway.
 - k. Revise General Note 11 to state the following: "Existing Zoning & Use: M-U-I/D-D-O (Mixed Use-Infill/Development-District-Overlay) & Institutional."
 - l. Add a general note stating that the site is located in Sustainable Growth Tier 1.
 - m. Change all references to the "ingress/egress easement" to "vehicular access easement."
 - n. Revise the pedestrian zones in the vehicular access easement exhibit to match Bicycle and Pedestrian Impact Statement Exhibit 1, and update the revision box.
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.
3. The total development within the subject property shall be limited to uses which generate no more than 223 and 424 vehicle trips during the AM and PM peak hours, respectively. Any development generating an impact greater than that identified herein-above shall require a new preliminary plan of subdivision.
 4. Prior to the issuance of any use and occupancy permits within the subject property, the following road improvements shall (a) have full financial assurances 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 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 improvement, shall be provided in accordance with Maryland State Highway Administration standards.
 - b. The provision of a right-in and right-out only at the intersection of 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 for 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 the County and in accordance to the appropriate standards which will allow for left turn movements to and from Greenhouse Drive.
 5. Prior to issuance of any use and occupancy permits within the subject property, the following road improvement shall (a) have full financial assurances through either private money 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. Construction of the off-site private vehicular access driveways (Section 24-128(b)(9) of the Subdivision Regulations) of (a) Hotel Drive South, (b) Hotel Drive North, and (c) Greenhouse Road within the prescribed vehicular access easement and in accordance with the proposed cross sections submitted as part of the preliminary plan of subdivision including two travel lanes, with sidewalks or walkways, as depicted on Bicycle and Pedestrian Impact Statement Exhibit 1.
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.
 7. Prior to approval of the final plat of subdivision, a draft vehicular access easement authorized pursuant to Section 24-128(b)(9) of the Subdivision Regulations shall be approved by The Maryland-National Capital Park and Planning Commission (M-NCPPC) and be fully executed. The easement document shall set forth the rights, responsibilities, and liabilities of the parties and shall include the rights of M-NCPPC. Prior to recordation of the final plat:
 - a. The easement shall be recorded in the Prince George’s County Land Records, and the liber/folio of the easement shall be indicated on the final plat and the limit of the easements reflected for a cross vehicular access easement serving Parcel 1 onto Baltimore Avenue (US 1) and Paint Branch Parkway being authorized pursuant to Section 24-128(b)(9), as reflected on the vehicular access easement exhibit.
 - b. Denial of access along Baltimore Avenue (US 1) for Parcel 1 shall be reflected on the final plat.
 8. At the time of final plat, the applicant and the applicant’s heirs, successors, and/or assignees, shall grant a ten-foot-wide public utility easement (PUE) along all public streets, or an alternative PUE acceptable to applicable public utility providers, as reflected on the approved detailed site plan.
 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).
 10. Development of this site shall be in conformance with Stormwater Management Concept Plan 22605-2014-00, approved September 24, 2014, and any subsequent revisions.

11. In accordance with Section 27-548.43(b)(2) of the Zoning Ordinance, prior to final plat approval, a disclosure clause shall be approved for placement on the final plats and for inclusion in the deeds, subsequent to approval of this preliminary plan of subdivision that notifies prospective purchasers that the property has been identified as within approximately one mile of a general aviation airport. The disclosure clause shall include the cautionary language from the General Aviation Airport Environment Disclosure Notice.
12. 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.
13. Prior to approval of the final plat of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall submit a draft public pedestrian access easement. The easement shall be approved by the University of Maryland and be fully executed, and include the rights of The Maryland-National Capital Park and Planning Commission (M-NCPPC). The easement documents shall set forth the rights, responsibilities, and liabilities of the parties. Prior to recordation of the final plat, the public pedestrian access easement shall be recorded in the Prince George's County Land Records and the liber and folio indicated on the final plat. The location and dimensions of the public pedestrian access easement, abutting Baltimore Avenue (US 1) across the property frontage, shall be delineated on the final plat, as reflected on the preliminary plan of subdivision and the detailed site plan.
14. The following note shall be placed on the final plat:

"This property is located within APA-6 and is subject to the regulations of the Zoning Ordinance, Subtitle 27."

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

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject property (3.29 acres) is located on Tax Map 33 in Grid B-2 and is known as part of Parcel 140, which is a deed-parcel (1,014.41 acres) owned by the University of Maryland. The proposed parcel is located within the Mixed Use–Infill/Development District Overlay (M-U-I/D-D-O) Zone. The site is currently developed with 57,435 square feet of gross floor area (GFA) for a university laboratory. The preliminary plan of subdivision (PPS) proposes to construct 405,000 square feet of GFA for a hotel/retail/restaurant use. Development of more than 5,000 square feet of GFA requires subdivision review, pursuant to Section 24-107 of the Subdivision Regulations, resulting in this application. This PPS is being reviewed concurrently with Detailed Site Plan DSP-14022 for the subject site. The DSP is scheduled for a public hearing before the Prince George's County Planning Board on December 18, 2014.

Prior to approval of the final plat, Parcel 1 will be created by deed through the action of the University of Maryland, pursuant to Section 24-107(c)(5) of the Subdivision Regulations, which provides an exemption from the PPS and final plat for a conveyance to a governmental agency for public use. In this instance, the university will create, by deed, the land that is described as Parcel 1 in the PPS and retain ownership of the land, in order to meet the requirements of the exemption. Subsequent to the creation of Parcel 1 by the action of the university, the parcel will have been created through a legal division of land and may be conveyed to a private entity in accordance with the Subdivision Regulations. If this division does not occur in the order described herein, Parcel 1 may not be platted and the PPS is then subject to expiry (Section 24-119 of the Subdivision Regulations).

This application is located within the innovation corridor and is within a designated employment area per the *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035). The site is also located within the *2010 Approved Central US 1 Corridor Sector Plan and Adopted Sectional Map Amendment* (Central US 1 Corridor Sector Plan and SMA) and is situated in the University of Maryland walkable node. 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 acres of woodland, and does not have a previously approved tree conservation plan (TCP). The site has received a numbered Woodland Conservation Exemption Letter (E-021-10-01), which expires August 6, 2016.

Access to proposed Parcel 1 shall be via an access easement pursuant to Section 24-128(b)(9) of the Subdivision Regulations, as authorized by the Planning Board.

The applicant has filed a variation request from Section 24-122 of the Subdivision Regulations for standard public utility easements (PUEs), which are ten feet wide and adjacent to all public rights-of-way. The PPS proposes an alternative PUE to serve the proposed development, which is approved.

3. **Setting**—The subject site is located on the east side of Baltimore Avenue (US 1), approximately 200 feet south of Paint Branch Parkway. The site is surrounded by M-U-I/D-D-O zoned property that is owned by the University of Maryland. The University of Maryland campus is located to the west of the site, across US 1.

4. **Development Data Summary**—The following information relates to the subject PPS application and the proposed development.

Zone	EXISTING	APPROVED
	M-U-I/D-D-O	M-U-I/D-D-O
Use(s)	57,435 square feet of GFA for institutional use	405,000 square feet of GFA for hotel/retail/restaurant use
Acreage	3.29	3.29
Lots	0	0
Outlots	0	0
Parcels	1	1
Dwelling Units:	0	0
Public Safety	No	No
Variance	No	No
Variation	No	Yes (24-122)

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) meeting on October 10, 2014, and as required by Section 24-113(b) of the Subdivision Regulations, the requested variation to Section 24-122 was accepted on November 6, 2014 and heard on November 21, 2014 at the SDRC meeting, no less than 30 days prior to the Planning Board hearing date.

5. **Community Planning**—This application is located within the innovation corridor and is within a designated employment area per Plan Prince George’s 2035. 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 Plan 2035 and is consistent with the general plan goals, policies, and strategies for the Innovation Corridor.

The site is also located within the Central US 1 Corridor Sector Plan and SMA and is situated in the University of Maryland Walkable Node (see Map 8 on page 60 of the sector plan). 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 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. 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 vertical mixing of uses. Development within a walkable node should generally be between two and six stories in height. Furthermore, the approved land use south map on page 60 of the sector plan recommends mixed-use residential land uses on the subject property. The Prince George's County Zoning Ordinance classifies hotels as a residential land use; therefore, this application is consistent with the sector plan's land use recommendations.

This application is located under the traffic pattern for a small general aviation airport (College Park Airport). This area is subject to Aviation Policy Area regulations, Sections 27-548.32 through 27-548.48 of the Zoning Ordinance. Specifically, the subject property is located in Aviation Policy Area (APA) 6. The APA regulations contain additional height restrictions in Section 27-548.42 and purchaser notification requirements for property sales in Section 27-548.43 that are relevant to 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 Federal Aviation Regulations (FAR) Part 77. However, this PPS is not approving the building location or architecture, including the height, of the building. That analysis is being done with the review of DSP-14022.

6. **City of College Park**—The PPS is within the municipal boundary of the City of College Park. A referral has been sent to the city accordingly. However, comments have not been received at the time of writing the technical staff report. On December 10, 2014, prior to the Planning Board hearing, the City of College Park submitted to the Planning Board the City Council motion of approval with conditions, dated December 10, 2014 (Schum to Hewlett), for the PPS. The Planning Board determined that Conditions 1 through 3 were addressed in the staff recommended conditions which the Planning Board adopted. Condition 4 was a request for off-site improvements within the proposed off-site vehicular access easement on land owned by the University of Maryland and not a part of the application. As a result, this condition was not carried forward by the Planning Board.

7. **Urban Design**—Development on the subject site is governed by the D-D-O Zone standards approved with the Central US 1 Corridor Sector Plan and SMA. The proposed Parcel 1 is located within a walkable node of the sector plan and is subject to applicable D-D-O Zone standards including, but not limited to, building height, build-to-line, LEED (Leadership in Energy and Environmental Design) Silver certification, and parking. Conformance to the applicable D-D-O Zone standards is further evaluated with DSP-14022.

Conformance with the Zoning Ordinance

All development proposals in a D-D-O Zone are subject to DSP review, as indicated in Section 27-548.25, Site Plan Approval, of the Zoning ordinance which states:

- (a) **Prior to issuance of any grading permit for undeveloped property or any building permit in a Development District, a Detailed Site Plan for individual development shall be approved by the Planning Board in accordance with Part 3, Division 9. Site plan submittal requirements for the Development District shall be stated in the Development District Standards. The applicability section of the Development District Standards may exempt from site plan review or limit the review of specific types of development or areas of the Development District.**

The proposed development project's further conformance with the applicable requirements of the D-D-O and M-U-I Zones and other applicable requirements in the Zoning Ordinance is being evaluated with DSP-14022.

College Park Airport Aviation Policy Area (APA) 6

The subject site is located in College Park Airport APA-6, which is a traffic pattern area. In APA-6, development densities and intensities are the same as in the underlying zones. The uses of all APA lands may not endanger the landing, taking off, or safe maneuvering of aircraft. In accordance with Section 27- 548.42(b), no building permits may be approved for any structure higher than 50 feet within APA-6, unless the applicant demonstrates compliance with FAR Part 77. Conformance to these requirements is being evaluated with DSP-14022.

Conformance with the Prince George's County Landscape Manual

Landscaping, screening, and buffering on the subject site should be provided pursuant to the provisions of the 2010 *Prince George's County Landscape Manual*, except for those modified by the D-D-O Zone standards. The site's conformance to the applicable landscaping requirements is being reviewed and determined with DSP-14022.

Conformance with the Prince George's County Tree Canopy Coverage Ordinance

This application is also subject to the requirements of the Tree Canopy Coverage Ordinance. The subject site is located within the M-U-I and D-D-O Zones, and a minimum ten percent of the property should be covered by tree canopy. The applicant shall show conformance to the tree canopy coverage requirements at the time of DSP.

Proposed Parcel 1 does not have direct access to the public right-of-way of Baltimore Avenue (US 1). Access to the subject site is proposed via an access easement that runs along three sides of Parcel 1 and connects to US 1 (to the west) and Paint Branch Parkway (to the north). The access easement is off-site to this PPS and DSP; however, adequate access (Section 24-124 of the Subdivision Regulations) is dependent on the easement being in place at the time of recordation of the final plat. The property's frontage along US 1 shall be denied, as discussed further in the Transportation Planning Finding.

As previously mentioned, DSP-14022 is being reviewed concurrently with this application. The DSP shows a sidewalk along the 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 shall 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 shall be shown and labeled on the PPS and 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 shall be agreed upon with the university, accordingly, as set forth in the PPS conditions.

8. **Environmental**—The project is subject to the environmental regulations of Subtitles 24 and 25 of the Prince George's County Code that came into effect on September 1, 2010 and February 1, 2012, respectively, because the application is for a new PPS.

The Environmental Planning Section has issued a Woodland Conservation Ordinance numbered Letter of Exemption (E-021-10-01) and approved a Natural Resources Inventory (NRI-027-08-01) for the subject property. This PPS 4-14009 is being concurrently reviewed with DSP-14022 for the subject site.

This project is exempt from the provisions of the Woodland and Wildlife Habitat Conservation Ordinance because the site contains less than 10,000 acres 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 August 6, 2016.

No woodland areas are located on-site. A review of the available information identified that no regulated environmental features (stream buffers, wetlands, 100-year floodplains, and steep slopes) are found on the property. This site is within the Paint Branch watershed, which flows into the Potomac River basin. According to the Sensitive Species Project Review Area (SSSPRA) map prepared by the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered (RTE) species mapped to occur on or in the vicinity of this

property. The site has frontage from Baltimore Avenue (US 1) to the west. Baltimore Avenue is identified as a major collector that does not generate enough traffic to produce noise above the state standard. No adjacent roadways are designated as scenic or historic roads. According to the 2005 *Approved Countywide Green Infrastructure Plan* (Green Infrastructure Plan), the site includes evaluation areas.

Master Plan Conformance

The master plan for this area is the 2010 *Approved Central US 1 Corridor Sector Plan and Adopted Sectional Map Amendment* (Central US 1 Corridor Sector Plan and SMA). In the master plan and SMA, the Environmental Infrastructure section contains goals, policies, and strategies. The following guidelines have been determined to be applicable to the current project. The text in **BOLD** is the text from the master plan and the plain text provides comments on plan conformance.

POLICY 1: Strengthen the sense of place along the Paint Branch greenway in a way that creates balance and showcases the linear park and trail system this is unique to the Central US 1 Corridor and the College Park area.

The Paint Branch greenway is defined by the Paint Branch stream valley system. This site is located along Maryland Avenue and will not have any connection to any adjacent trail system within the Paint Branch greenway.

POLICY 2: Restore and enhance water quality in the Paint Branch stream system and other areas that have been degraded and preserve water quality in areas not degraded.

The project will meet water quality and quantity requirements in accordance with approved Stormwater Management Concept Plan 22605-2014-00 through the use of environmental site design, which includes the use of two micro-bioretenion facilities, three tree micro-bioretenion pits, two underground storage facilities for 100-year attenuation and rainwater harvesting, and a green roof. No stormwater management fee is required.

POLICY 3: Conserve water and avoid using potable water for non-potable uses.

The approved stormwater management concept letter and plan proposes harvesting of rain water for watering on-site vegetation.

POLICY 4: Reduce flooding and its detrimental effects on human and natural resources.

An updated floodplain delineation is required as part of the stormwater management concept approval at the time of the technical approval. Currently, the site is not located in the adjacent Paint Branch 100-year floodplain.

POLICY 5: Implement environmental sensitive design building techniques and reduce overall energy consumption.

The use of green building techniques and energy conservation techniques shall be used as appropriate. The use of alternative energy sources such as solar, wind, and hydrogen power is encouraged.

POLICY 6: Preserve and enhance the existing urban tree canopy.

Currently, the site is void of woodlands, with scattered trees along US 1. The provided landscape plan shows 30 large shade trees located around the perimeter of the site adjacent to the proposed hotel building. No existing trees located along US 1 could be saved as part of the development. The site will be required to demonstrate conformance to provide tree canopy pursuant to Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, on the landscape plan at the time of the DSP, to be reviewed by the Urban Design Section.

POLICY 7: Reduce light pollution and intrusion into residential communities and environmentally sensitive areas.

The site is adjacent to various University of Maryland operational buildings, roadways, and grass open space areas. No residential communities are located adjacent to the proposed structure and the closest residential buildings (University of Maryland fraternity houses) are over 700 feet south. The use of alternative lighting technologies is encouraged so that light intrusion onto adjacent properties is minimized. Full cut-off optic light fixtures shall be used.

POLICY 8: Reduce air pollution to support community health and wellness by supporting development that is accessible by non-motorized and alternative modes of travel, as well as by increasing the urban tree canopy.

The PPS shows the proposed location of sidewalks on the sites' frontage along US 1 as an element of transportation demand management.

POLICY 9: Reduce adverse noise impacts to meet State of Maryland noise standards.

The proposed building will not be a noise generator. Roadways adjacent to the proposed building are identified as being lesser than an arterial roadway. No noise study is required.

Conformance with the 2005 Approved Countywide Green Infrastructure Plan

Over 60 percent of the site is located within the designated network of the Green Infrastructure Plan and includes one evaluation area. The evaluation area is located from the northwest corner of the site south towards the southern corner of the site.

Currently, the site is improved with paved parking areas and several buildings within the evaluation area. The only green space within the evaluation area is the maintained lawn area along US 1. The submitted proposed plans show the entire area covered with building or structured parking. This site has been impacted by various uses and has not contained woodlands or green space for over 50 plus years.

The following policies support the stated measurable objectives of the Countywide Green Infrastructure Plan:

Policy 1: Preserve, protect, enhance or restore the green infrastructure network and its ecological functions while supporting the desired development pattern of the 2002 General Plan.

The proposed development is in keeping with the goals of the Green Infrastructure Plan and the General Plan by concentrating development in the existing developed areas.

Policy 2: Preserve, protect, and enhance surface and ground water features and restore lost ecological functions.

The project will meet water quality and quantity requirements in accordance with approved Stormwater Management Concept Plan 22605-2014-00 through the use of environmental site design, which includes the use of two micro-bioretenion facilities, three tree micro-bioretenion pits, two underground storage facilities for 100-year attenuation and rainwater harvesting, and a green roof.

Policy 3: Preserve existing woodland resources and replant woodland, where possible, while implementing the desired development pattern of the 2002 General Plan.

The property is exempt from the requirements of the Woodland Conservation Ordinance. Currently, the site is void of woodlands with scattered trees along US 1. The provided illustration of the proposed landscape plan shows 30 large shade trees located around the perimeter of the site adjacent to the proposed hotel building. No existing trees located along US 1 could be saved as part of the development. No specimen trees are located on-site.

Policy 4: Promote environmental stewardship as an important element to the overall success of the Green Infrastructure Plan.

The use of environmentally-sensitive building techniques and overall energy conservation shall be encouraged.

Environmental Review

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.

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 location (EPA Identification Paint Branch Landfill Area 1A). 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 [University of Maryland]. Activity 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), the Maryland-National Capital Park and Planning Commission (M-NCPPC), University of Maryland officials, and the applicant discussed the proposed development as it relates 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 a letter dated October 29, 2014 (Haitham Hijazi, Director of DPIE to M-NCPPC, Development Review Division), it states 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." Therefore, no further action by the Planning Board is required.

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 indicate that a

geotechnical study and report for the University of Maryland site has been provided. 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, but may be required at the time of permit review.

9. **Stormwater Management**—DPIE has approved a Stormwater Management Concept Plan, 22605-2014-00, to ensure that development of this site does not result in on-site or downstream flooding. 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. No further action regarding stormwater management is required.

The 2010 *Approved Water Resources Functional Master Plan* contains policies and strategies related to the sustainability, protection, and preservation of drinking water, stormwater, and wastewater systems within the county, on a countywide level. These policies are not intended to be implemented on individual properties or projects and instead will be reviewed periodically on a countywide level. As such, each property reviewed and found to be consistent with the various countywide and area master plans, county ordinances for stormwater management, 100-year floodplain and woodland conservation, and programs implemented by DPIE, the Prince George's County Department of Health, the Prince George's County Department of the Environment, the Prince George's Soil Conservation District, the M-NCPPC Planning Department, and the Washington Suburban Sanitary Commission (WSSC) are also deemed to be consistent with this master plan.

10. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations, mandatory dedication of parkland is not required for the subject site because it consists of nonresidential development.
11. **Trails**—This PPS has been reviewed for conformance with Section 24-123 of the Subdivision Regulations, the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 *Approved Central US 1 Corridor Sector Plan and Adopted Sectional Map Amendment* (sector plan) in order to implement planned trails, bikeways, and pedestrian improvements. The subject property is located in a General Plan corridor or center based on Plan Prince George's 2035 transition maps and is therefore subject to Section 24-124.01 of the Subdivision Regulations (CB-2-2012).

The sector 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 easement, rights-of-way dedication, or purchase of land (page 204). 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 within the walkable node of the University of Maryland campus on US 1 (page 230 of sector plan). 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 site is also approximately 600 feet north of the planned Purple Line light rail transitway project of the Maryland Transit Administration (MTA). 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 a block south of the subject property.

The subject property has frontage on US 1, which contains adequate sidewalks in this location. Baltimore Avenue is the subject of a current SHA project. The area master 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 a pedestrian zones, which are generally over ten feet in width. The SHA project will add bicycle lanes to the road, improve crosswalks, signal timing, and widen sidewalks. The applicant has demonstrated that they are coordinating with SHA. The applicant's site plan proposal for US 1 shall not conflict with the SHA project. The sidewalks on the US 1 frontage are the subject of an on-going SHA enhancement project. The SHA project will also construct bicycle lanes on US 1.

Paint Branch Parkway is one block north of the subject property. Paint Branch Parkway contains wide sidewalks and provides bicycle and pedestrian access to the Metrorail station. 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 existing sidepath on Paint Branch Parkway is recommended by the area master plan.

The sector plan recommends that one bicycle parking space be provided for every three vehicular parking spaces (page 239), which is being reviewed with the DSP.

Adequate Public Pedestrian and Bikeway Facilities Required in County Centers and Corridors

The adequate public pedestrian and bicycle facilities requirements of Section 24-124.01 of the Subdivision Regulations is applicable to the subject property because it is within a General Plan corridor or center, as defined by the transitions maps of Plan Prince George's 2035. The Subdivision Regulations require that on- and off-site pedestrian and bikeway facilities and other public streetscape improvements be required as a part of any subdivision within centers and corridors.

The Bicycle and Pedestrian Impact Statement Scoping Agreement, dated September 18, 2014, set the cost cap for the off-site public pedestrian and bicycle access improvements that will be provided by the subdivision. The cost cap for the improvements described in the scoping

agreement is \$141,750.00. This money will be utilized by the applicant to construct public improvements for bicycle and pedestrian access and transit improvements.

The applicant provided a bicycle and pedestrian impact statement (BPIS) that defines the public improvements that will be associated with the development as required by Section 24-124.01. These improvements must (a) have 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.

The subject application for development of the site is subject to the adequate public facilities review procedures that are described in Section 24-124.01 of the Subdivision Regulations, which applies to any development project requiring the subdivision or re-subdivision of land within centers and corridors:

- (a) **Statement of Legislative Intent. This Section establishes general criteria by which to ensure the adequacy of public pedestrian and bikeway facilities in County Centers and Corridors as designated by the General Plan (or as designated, defined, or amended by a subsequent master plan or sector plan). It also sets forth the requirements for those who establish subdivisions within Centers and Corridors to construct on-site and off-site pedestrian and bikeway facilities and other public streetscape improvements as part of any development project. The Approved 2002 General Plan states that the County should provide for a multimodal pedestrian-friendly transportation system at Centers and Corridors that is integrated with the desired development pattern. Accomplishing this requires the incorporation, to the maximum extent possible, of appropriate pedestrian, bicycle and transit-oriented design (TOD) and transit-supporting design (TSD) features in all new development within Centers and Corridors. Such features include integrated sidewalk, trail, and bikeway networks to divert as many trips as possible from automobile travel and increase the multimodal accessibility and attractiveness of trips to transit stops, schools, parks, libraries, stores, services and other destinations for all users. Pedestrian and bikeway facilities should be designed to increase safety, reduce travel time and offer the most direct routes to destinations for persons of all abilities. These concepts are further articulated in the "complete streets" principles and policies set forth in the 2009 Approved Countywide Master Plan of Transportation.**
- (b) **Except for applications for development projects proposing five (5) or fewer units or otherwise proposing development of 5,000 or fewer square feet of gross floor area, before any preliminary plan may be approved for land lying, in whole or part, within County Centers and Corridors, the Planning Board shall find that there will be adequate public pedestrian and bikeway facilities to serve the proposed subdivision and the surrounding area.**

(1) The finding of adequate public pedestrian facilities shall, at a minimum, include the following criteria:

(A) The degree to which the sidewalks, streetlights, street trees, street furniture, and other streetscape features recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area.

There is a coordinated Prince George's County Capital Improvement Program (CIP) streetscape and road improvement project 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 the state. The DSP shows additional provisions of the streetscape features.

(B) The presence of elements that make it safer, easier, and more inviting for pedestrians to traverse the area (e.g., adequate street lighting, sufficiently wide sidewalks on both sides of the street buffered by planting strips, marked crosswalks, advance stop lines and yield markings, "bulb-out" curb extensions, crossing signals, pedestrian refuge medians, street trees, benches, sheltered commuter bus stops, trash receptacles, and signage).

There is adequate street lighting in the area, and the developer proposes new pedestrian-scale decorative street lights along Hotel Drive South in the BPIS.

There are marked crosswalks on all of the major roadway intersections where sidewalks exist. New crosswalks are proposed with the BPIS and will be coordinated with SHA. A pedestrian-activated signal exists at all 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 also proposed within the vehicular access easement to surround the subject site.

- (2) **The finding of adequate public bikeway facilities shall, at a minimum, include the following criteria:**
- (A) **The degree to which the bike lanes, bikeways, and trails recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area;**
 - (B) **the presence of specially marked and striped bike lanes or paved shoulders in which bikers can safely travel without unnecessarily conflicting with pedestrians or motorized vehicles;**

The MPOT recommends that all major roadways in the county contain sidewalks and bicycle facilities, and that all road frontage improvements and road capital improvement projects within the Developed and Developing Tiers should be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical. More specifically, the MPOT recommends that US 1 contain bicycle facilities. SHA constructs bicycle facilities on state-maintained roadways and follows state guidelines, which can result in various applications of bicycle lane striping, signage, and or road markings. Sufficient right of-way dedication for the development of bikeways along the subject property frontage by has been demonstrated. Bicyclists currently 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 currently exists there. This path provides a connection to the nearby Metrorail station.

- (C) **the degree to which protected bicycle lanes, on-street vehicle parking, medians, or other physical buffers exist to make it safer or more inviting for bicyclists to traverse the area; and**

Currently, bicyclists have to share the road with vehicles in undesignated portions of US 1. Along Paint Branch Parkway, bicyclists ride on a pathway that is separated from traffic. At this time, regulations for protected bicycle have not been enacted by the state or county.

On-road vehicle parking does not exist on US 1. There is a center median on US 1 that is traversed by vehicles. Additionally, there are planted and curbed medians along US 1.

- (D) **the availability of safe, accessible, and adequate bicycle parking at transit stops, commercial areas, employment centers, and other places where vehicle parking, visitors, and/or patrons are normally anticipated.**

Bicycle parking currently exists sporadically within the area. According to the BPIS, the applicant is providing 130 bicycle parking spaces with the proposed development.

- (c) **As part of any development project requiring the subdivision or re-subdivision of land within Centers and Corridors, the Planning Board shall require the developer/property owner to construct adequate pedestrian and bikeway facilities (to the extent such facilities do not already exist) throughout the subdivision and within one-half mile walking or biking distance of the subdivision if the Board finds that there is a demonstrated nexus to require the applicant to connect a pedestrian or bikeway facility to a nearby destination, including a public school, park, shopping center, or line of transit within available public rights of way. The cost of the additional off-site pedestrian or bikeway facilities shall not exceed thirty-five cents (\$0.35) per gross square foot of proposed retail or commercial development proposed in the application and Three Hundred Dollars (\$300.00) per unit of residential development proposed in the application, indexed for inflation.**
- (d) **Examples of adequate pedestrian and bikeway facilities that a developer/property owner may be required to construct shall include, but not be limited to (in descending order of preference):**
- (1) **installing or improving sidewalks, including curbs and gutters, and increasing safe pedestrian crossing opportunities at all intersections;**
 - (2) **installing or improving streetlights;**
 - (3) **building multi-use trails, bike paths, and/or pedestrian pathways and crossings;**
 - (4) **providing sidewalks or designated walkways through large expanses of surface parking;**
 - (5) **installing street furniture (benches, trash receptacles, bicycle racks, bus shelters, etc.); and**
 - (6) **installing street trees.**
- (e) **For the purposes of this Section:**

- (1) **“Walking or biking distance” is measured from the outer limits of the circumference of the smallest circle encompassing all the land area of the subdivision and includes the entire lot line of any property partially included within such distance; and “throughout the subdivision” includes all the land area within such circumference.**
 - (2) **No developer/property owner shall be required to acquire additional land not already owned by that developer/property owner in order to construct adequate pedestrian and bikeway facilities. All adequate pedestrian and bikeway facilities required under this Section shall be constructed within existing public easements and rights-of-way, or within land dedicated (or to be dedicated) by the applicant to public use.**
- (f) **If a conceptual or detailed site plan approval is required for any development within the subdivision, the developer/property owner shall include, in addition to all other required information in the site plan, a pedestrian and bikeway facilities plan showing the exact location, size, dimensions, type, and description of all existing and proposed easements and rights-of-way and the appurtenant existing and proposed pedestrian and bikeway facilities throughout the subdivision and within the designated walking or biking distance of the subdivision specified in Subsection (c) of this Section, along with the location, types, and description of major improvements, property/lot lines, and owners that are within fifty (50) feet of the subject easements and rights-of-way.**
- (g) **Prior to the issuance of any building permit for development within the subdivision, the developer/property owner shall show that all required adequate pedestrian and bikeway facilities have full financial assurances, have been permitted for construction through the applicable operating agency’s access permit process, and have an agreed-upon timetable for construction and completion with the appropriate operating agency.**
- (h) **Nothing contained within this Section shall be deemed to inhibit in any way the authority of the Planning Board to require a developer/property owner to construct pedestrian and bikeway facilities beyond those required in Subsection (c) of this Section, if such facilities relate to the implementation of “complete streets”**

principles on roadways required to be improved, constructed, or reconstructed to accommodate motor vehicle traffic that would be generated by proposed subdivisions. Any such pedestrian and bikeway facilities shall be subject to the cost limitations set forth in Subsection (c) of this Section.

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 Consolidated Transportation Program (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 adjacent to Parcel 1 to implement these streetscape elements. There are no warrants for the construction of new crosswalks at this time.

Based on the foregoing analysis, it is concluded that adequate bicycle and pedestrian transportation facilities will exist to serve the proposed development.

12. **Transportation**—The findings and recommendations outlined below are based upon a review of materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the “Transportation Review Guidelines, Part 1” (Guidelines).

With the proposed PPS, the applicant submitted a comprehensive traffic analysis dated June 27, 2014 for review. The submitted traffic impact study assumed 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, the Prince George’s County Department of Public Works and Transportation (DPW&T), and the City of College Park for their review and comments.

The proposed development will generate 223 and 424 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. 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 of the 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 CLV / LOS	Total Traffic W/Hotel Drive South Intersection CLV / LOS
AM peak	719/A	925/A	945/A	943/C
PM peak	845/A	1,125/B	1,184/C	1,170/C

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, which will 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 Central US 1 Corridor 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 Drive as an interim limited intersection (requested by DPW&T) and 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- 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.

It is important to note that the Central US 1 Corridor 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.

The submitted plan correctly shows the provision of 47 to 57 feet of right-of way measured from the existing centerline along the entire property frontage with US 1, as required by the latest SHA design plans for the US 1.

In response to staff's referral memorandum dated November 25, 2014, the applicant's traffic consultant provided staff with additional analysis for the necessary increase to 295 hotel rooms and 57,000 gross square feet of retail use. This level of development will generate 223 and 424 vehicle trips during the AM and PM peak hours, respectively, which is consistent with the development proposed on the DSP. The AM and PM peak hour trip totals include the recommended reduction for pass-by trips for the proposed commercial uses. The revised findings demonstrate continued adequacy for the critical US 1 corridor and all other studied intersections, including access points.

Although the subject site has frontage on US 1, no direct access to US 1 from the subject site will be permitted by SHA. This is due to the fact that the university has already obtained conceptual approval for the planned two Hotel Drive access points. As a result, this application proposes a vehicular access easement to the north, east, and south of the proposed parcel in order to provide adequate access pursuant to Section 24-128(b)(9) of the Subdivision Regulations. The PPS proposes two access points to Baltimore Avenue (US 1) adjacent to the frontage of Parcel 1 on US 1. A third access point is proposed at Paint Branch Parkway to the north. A 22-foot-wide driveway is required for two-way traffic (Section 27-560 of the Zoning Ordinance) and for the purpose of finding adequacy. The applicant has provided a vehicular access easement exhibit which reflects the street names. The exhibit demonstrates lanes up to 16 feet in width, parking areas, and pedestrian zones, which is approved. The exhibit also references street name designations for the three driveways within the vehicular access easement: Hotel Drive South (south of Parcel 1), Hotel Drive North (north of Parcel 1), and Greenhouse Road (east of Parcel 1). Hotel Drive North and Hotel Drive South provide access to US 1, and Greenhouse Road provides access to Paint Branch Parkway. Street name designations within the University of Maryland property are assigned through the university's own procedures and are separate from the M-NCPPC's property address system. While these facilities are considered to be driveways as reflected in Section 24-128(b)(9), the applicant has elected to construct the facilities according to county street section standards. However, it is recommended that these street sections be revisited by the applicant and the university to reduce the vehicle travel lanes to 11 feet in width to provide dedicated bicycle facilities to foster more of a true complete street character that enhances safety for all users. Denial of access along the property's frontage on US 1 shall be reflected on the PPS, DSP, and final plat.

Based on the preceding findings, the requested vehicular access easement, pursuant to Section 24-128(b)(9) of the Subdivision Regulations, is approved. It is therefore concluded that the existing transportation facilities will be adequate, as required by the Central US 1 Corridor Sector Plan, to serve the proposed development of the site.

13. **Variation**—The applicant has filed a variation request from Section 24-122 of the Subdivision Regulations for standard public utility easements (PUEs), which are ten feet wide and adjacent to all public rights-of-way. The PPS proposes an alternative PUE to serve the proposed development. Section 24-122 states the following:

- (a) **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 Folio 748.**

Section 24-113(a) sets forth the required findings for approval of variation request as follows:

- (a) **Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an**

alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:

- (1) The granting of the variation will not be detrimental to the public safety, health, welfare, or injurious to other property;**

The location of utilities on the site must be reviewed and approved by the applicable utility providers to determine their most adequate location in relation to other easements and the overall development of site, thereby ensuring public safety, health, and welfare.

- (2) The conditions on which the variations are based are unique to the property for which the variation is sought and are not applicable generally to other properties;**

The conditions on which the variation are based are unique because the site is limited in size due to its location between existing university buildings and other vacant property that is also owned by the University of Maryland, but subject to a consent order from EPA.

- (3) The variance does not constitute a violation of any other applicable law, ordinance or regulation.**

As the location of the alternative PUE would require approval of the applicable public utility providers, it is determined that no other applicable law, ordinance, or regulation would be violated by this variation.

- (4) Because of the peculiar physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out.**

As previously stated, the site is limited in size due to its location between existing university buildings and other vacant property that is also owned by the University of Maryland, but subject to a consent order from EPA. This location creates a situation in which the resulting parcel shape is unique and peculiar within the surrounding area. Provision of a standard

PUE along the property frontage would create a severe loss of space upon which the proposed development may be constructed.

By virtue of the positive findings for each of the criteria for variation approval, the variation from Section 24-122 for an alternative PUE is approved.

14. **Schools**—The subdivision has been reviewed for impact on public school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the Adequate Public Facilities Regulations for Schools (County Council Resolutions CR-23-2001 and CR-38-2002), and it was concluded that the subdivision will have no impact on public schools because it is a nonresidential use.
15. **Fire and Rescue**—The PPS has been reviewed for adequacy of fire and rescue services in accordance with Section 24-122.01(e)(1)(E) of the Subdivision Regulations. Section 24-122.01(e)(1)(E) states that “A statement by the Fire Chief that the response time for the first due station in the vicinity of the property proposed for subdivision is a maximum of seven (7) minutes travel time. The Fire Chief shall submit monthly reports chronicling actual response times for call for service during the preceding month.”

The proposed project is served by College Park Fire/EMS Company 12. This first due response station, located at 8115 Baltimore Avenue, is within the maximum seven-minute travel time.

Capital Improvement Program (CIP)

There are no CIP projects for public safety facilities proposed in the vicinity of the subject site.

The above findings are in conformance with the 2008 *Approved Public Safety Facilities Master Plan* and the “Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities.”

16. **Police Facilities**—The proposed development is within the service area of Police District V, Clinton. There is 267,660 square feet of space in all of the facilities used by the Prince George’s County Police Department, and the July 1, 2013 (U.S. Census Bureau) county population estimate is 890,081. Using 141 square feet per 1,000 residents, it calculates to 125,501 square feet of space for police. The current amount of space, 267,660 square feet, is within the guideline.
17. **Water and Sewer Categories**—Section 24-122.01(b)(1) of the Subdivision Regulations states that “the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary plan or final plat approval.” The 2008 *Water and Sewer Plan* designates this property in water and sewer Category 3, Community System, and will therefore be served by public systems.
18. **Health Department**—The PPS was referred to the Prince George’s County Health Department for review. Comments were received on November 4, 2014 and are addressed below.

1. **Indicated how the project will provide for pedestrian access to the site by residents of the surrounding community.**
2. **Scientific research has demonstrated that a high quality pedestrian environment can support walking both for utilitarian purposes and for pleasure, leading to positive health outcomes. Indicated how development of the site will provide for safe pedestrian access to amenities in the adjacent communities.**

The concerns raised in comments 1 and 2 have been addressed with this PPS. A BPIS has been submitted and reviewed for pedestrian access as discussed in the Trails section of this report, and conditions for adequate bicycle and pedestrian facilities are required.

3. **Due to the history and potential for petroleum contamination of both soils and groundwater frequently associated with automobile based operations, it is recommended that an environmental site assessment be completed, and/or such a report submitted for review 35 days prior to the Planning Board Hearing.**

The proposed development has been evaluated for conformance to the environmental regulations of Subtitles 24, 25, and 27 of the County Code, as previously discussed in the Environmental section of this report and is approved. Further review may be required by the Department of the Environment and DPIE at the time of permits.

4. **Indicate the dust control procedures to be implemented during the construction phase of this project. No dust should be allowed to cross over property lines and impact adjacent properties.**
5. **Indicate the noise control procedures to be implemented during the construction phase of this project. No construction noise should be allowed to adversely impact activities on the adjacent properties.**

Review of dust and noise control procedures during the construction phase of the development is outside of the scope of this PPS review. However, these procedures may be evaluated by the appropriate county agencies during the time of construction. Furthermore, notes will be placed on the DSP indicating conformance to construction activity dust and noise control requirements.

6. **Provide documentation indicating WSSC capacity for conveyance of sewage from the proposed project.**

The PPS has been reviewed by WSSC and comments were received on October 9, 2014. WSSC review comments indicate that existing sewer capacity will need to be reevaluated

and that the existing sewer line and manholes may need to be relocated. These facilities will be evaluated during the Phase I hydraulic planning analysis.

- 7. Several large-scale studies demonstrate that increased exposure to fine particulate air pollution is associated with detrimental cardiovascular outcomes, including increased risk of death from ischemic heart disease, higher blood pressure, and coronary artery calcification.**

Evaluation of the building mechanical systems for mitigation of fine particulate air pollution is outside of the scope of this PPS review. It is recommended that the applicant consider evaluation of their proposed air filtration systems to address this matter, in addition to the standard county regulations.

- 8. There is an increasing body of scientific research suggesting that artificial light pollution can have lasting adverse impacts on human health. Indicate that all proposed exterior light fixtures will be shielded and positioned so as to minimize light trespass caused by spill light.**

Full cut-off optics are required with the approval of this PPS.

- 9. Due to the close proximity of Route 1, Paint Branch Parkway and the College Park Airport, noise could be an issue. Noise can be detrimental to health with respect to hearing impairment, sleep disturbance, cardiovascular effects, psycho-physiologic effects, psychiatric symptoms, and fetal development. Sleep disturbances have been associated with a variety of health problems, such as functional impairment, medical disability, and increased use of medical services even among those with no previous health problems. The applicant should provide details regarding modifications/adaptions/mitigation as necessary to minimize the potential adverse health impacts of noise on the susceptible population.**

As discussed in the Environmental Finding, Parcel 1 has frontage on US 1, which is designated as a major collector facility that does not generate enough traffic to produce noise above the state standard. The parcel does not front Paint Branch Parkway. However, it is noted that Paint Branch Parkway is also a collector facility that does not generate enough traffic to produce noise above the state standard. In regard to the site's proximity to the College Park Airport, pursuant to Section 27-548.43(b)(2) of the Zoning Ordinance, appropriate notice shall be provided to prospective purchasers.

- 10. There are 39 existing carry-out/convenience store food facilities within a ½ 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.**

Although a hotel is a designated residential use in the Zoning Ordinance, the nature of this use is mainly for short-term occupancy. Furthermore, a hotel is a permitted use in the M-U-I/D-D-O Zone.

19. **Public Utility Easement (PUE)**—In accordance with Section 24-122(a) of the Subdivision Regulations, when PUEs are required by a public utility company, the subdivider should include the following statement on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.”

The PPS does not depict a PUE on the subject site to serve the proposed development along US 1. As discussed in the Variation section of this report, the applicant intends to implement an alternative PUE on the site, which is supported. Therefore, prior to certification of the DSP for development of Parcel 1, an approved color-coded utility plan for the alternative PUE shall be submitted for review. The DSP shall demonstrate all of the proposed utility easements in conformance with the approved utility plan and coordinate with WSSC. At the time of final plat, the PUE shall be reflected on the final plat and granted in conformance with the DSP. If the applicant is unable to obtain consent from all of the affected utilities, a standard ten-foot-wide PUE shall be required.

20. **Historic**—There are two designated Prince George’s County historic sites in the vicinity of the subject site. The Rossborough Inn (National Register/Historic Site 66-035-09) is located on the west side of Baltimore Avenue (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 2700 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, 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 M-NCPPC.

Phase I archeological survey is not required on the above-referenced 3.29-acre 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.

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 are required.

21. **Use Conversion**—The subject application is not proposing any residential development; however, if a residential land use were proposed, a new PPS is required. There exists different adequate public facility tests comparatively between residential and nonresidential uses, and there are other considerations for a residential subdivision not considered in the review of commercial, industrial, and mixed-use development including the recreational components, noise, and access. A new PPS is required if residential development is to be proposed.
22. At the hearing on December 11, 2014, the Planning Board approved revised Conditions 2, 4, and 5 per Applicant's Exhibit No. 1 (to specify the number of items referenced in 2(a) and 2(f), and to set the timing trigger at use and occupancy permit rather than building permit) and an additional Condition 14 per staff recommendations (to specify on the final plat that the property is in APA-6), which have been incorporated into the conditions of approval. Additionally, the Town of University Park submitted University Park Exhibit No. 1. The Planning Board determined that Conditions 1 and 2 were addressed in the staff recommended conditions which the Planning Board adopted. Condition 3 was a request for off-site improvements within the proposed off-site vehicular access easement on land owned by the University of Maryland and not a part of the application. This condition was not carried forward by the Planning Board.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, Shoaff and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, December 11, 2014, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 18th day of December 2014.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:WM:arj

Detailed Site Plan 14022

Hotel at University of Maryland

Statement of Justification

REVISED

February 2, 2015

I. INTRODUCTION AND PROPERTY DESCRIPTION

Southern Management Corporation, Inc., (the "Applicant"), presents a Detailed Site Plan for a vertical mixed use development on property in the southeast corner of the US 1 / Paint Branch Road intersection in College Park, Maryland. The site plan provides a two (2)- to ten (10)-story hotel, with first and second floor retail and a parking structure.

The property (hereinafter the "Property"), is part of a larger parcel known as Part of Parcel 140, Tax Map 33, Grid B-2. It is approximately 43.4 acres and lies just east of the north entrance to the University of Maryland. The subject Property is approximately 3.25 acres to be subdivided from the larger parcel by deed. A Preliminary Plan of Subdivision is filed concurrently so that the county may examine adequacy of public facility issues. The Property is currently owned by the University of Maryland.

The Property is bordered on all sides by roadways. US 1 is to the west, Hotel Drive North and Hotel Drive South are north and south, respectively, and Greenhouse Road is to the east. The hotel is proposed to be ten (10) stories, with eight (8) stories over first floor retail along US 1. The hotel rooms extend over the conference center towards the parking structure. This leg of the building is 7 stories, with 5 stories of hotel over the conference center. An nine (9)-level parking structure is proposed over first floor retail (for a total of ten(10) stories/levels) oriented toward Greenhouse Road. In between, the structure is eight(8) stories high and includes the hotel lobby on first floor and conference center/retail space on second floor. The tenth story is an event space that overlooks a rooftop terrace.

The site is designed to be a vibrant, bicycle- and pedestrian-friendly environment. Bike racks are provided around the building and parking area. The streetscape along US 1 will include a wide sidewalk, with outdoor seating areas for restaurants and/or shops, creating an inviting, pedestrian-friendly experience. A bike lane is provided in the US 1 right-of-way. Vehicular access to the site will be from Hotel Drive South, with loading access from Greenhouse Road; no direct vehicular access to the site from US 1 is proposed.

The conceptual design and siting for The Hotel at the University of Maryland resulted from a community design charrette held in July 2013. The stakeholders participating in the evolution of the design included representatives from the University of Maryland, the City of College Park, Prince George's County Council, members of the architectural community and advisors to the University.

This site plays a critical role in stitching together the town of College Park and the University campus. The hotel and conference center will be the focal point for future development on this site continuing the denser urban fabric started by the high and mid-rise residential projects on Baltimore Avenue. The intention is to enhance pedestrian activity and local community engagement on Baltimore Avenue. Greater activity, interest and attractions at the street level should help reduce the vehicular speed and the perception of Baltimore Avenue as a through way. The ground level of the tower along Baltimore Avenue is lined with restaurants and extends up 20 feet. The meeting rooms and an open terrace engage the street from above looking out to the avenue and the University on the second level. The guest rooms begin on the 3rd floor, 40' above the street.

The ground level activity and engagement continues on Greenhouse Road. The retail level is designed to be perceived as commercial loft space and takes advantage of the grade disparity with Baltimore Avenue to create these high spaces. The garage ramp brings visitors up from the street and over the commercial space. The first parking level fronting on Greenhouse Road is 20' above the street level retail. The store fronts will be designed as two story urban facades oriented to enhance the pedestrian experience.

The flat vertical plane of the hotel tower defines the edge of the street and the visual limits of the university. Its height is in proportion to the formal open space of the University entrance. The clean lines and clear articulation create a contrast and a simple frame for the historic Georgian language of the University. The hotel has five (5) to eight (8) stories of guest rooms above the lobby and banquet levels. The penthouse at the top of the tower is less than half the size of a typical guestroom floor. It is set back from the face of the tower so that it does not add to the perceived height of the tower. The penthouse holds mechanical equipment and an activity room whose grand roof terrace provides magnificent views of the University.

In addition to creating the street edge along Greenhouse Road, the location and form of the parking garage establish unites with the wing of the hotel to create an urban block. Its height and position create an oasis for the spa and recreational facilities atop the conference center. Its relative mass is a counterpoint to the thin elegance of the tower. Where the hotel is clean and pristine, the garage will be a collage of textures and materials.

II. NATURE OF THE REQUEST

The *Central US 1 Corridor Sector Plan* (the “Sector Plan”) requires development to receive Detailed Site Plan approval. This Detailed Site Plan is filed to demonstrate that the development proposed satisfies the Policies and Strategies found in the Sector Plan. The Sector Plan sets forth development standards which serve as the zoning ordinance for the Property. In most cases, the proposal satisfies these standards. However, in some cases, modifications to the Sector Plan development standards are requested. Attachment “A” is a matrix detailing the development standards and those the development meets and those for which modifications are requested. This statement of justification will outline and provide justification for the requested modifications in detail in Section VI of this Statement of Justification.

III. DEVELOPMENT DATA

	Existing	Proposed
Zone	M-U-I	M-U-I
Use	University of Maryland buildings	Hotel, conference center, retail uses and structured parking
Total Site Area	3.29 acres (once subdivided by University)	3.20 acres (after US 1 dedication)
Total Building Gross Floor Area (GFA),	57,435 square feet	405,000 square feet (including retail, hotel and conference center)
Retail Gross Floor Area (GFA)	0 square feet	57,000 square feet (retail only)
Total Hotel Rooms	0	300
Structured Parking Spaces	0	902

Parking Data¹

Maximum Shared Spaces:	659
Minimum Non-shared Spaces:	856
Proposed	902

Loading Data²

Minimum Required	6
Proposed	3

Minimum Parking is based on the use of shared parking for all uses and the maximum is based on non-shared parking.

¹ Modification Requested (Discussed in Section VI of this Statement of Justification)

² A Departure is requested (Discussed in Section V b of this Statement of Justification)

IV. GENERAL PLAN AND SECTOR PLAN

In 2014, Prince George's County adopted *Plan Prince George's 2035* ("Plan 2035"), which amended the 2002 General Plan for the county. Plan 2035 eliminated, for all practical purposes, the Tier system established by the 2002 General Plan. In place of the three tiers, Plan 2035 established growth policy areas, which generally follow the geographic areas of the three tiers they replace. The policy areas include:

- Regional Transit Centers
- Employment Areas
- Local and Suburban Centers
- Established Communities
- Rural and Agricultural

The Property lies within the Employment Area along US 1. Plan 2035 proposes 4% of all new dwellings and 20% of all new jobs in the county to occur in Regional Transit Centers (Table 15, p. 83).

The Property is also within an Innovation Corridor along US 1. Plan 2035 sets policies and strategies for this corridor. The Innovation Corridor is established to implement the County's Strategic Investment Program:

"As targeted areas best suited to become economic engines and models for future development in the county, we must focus county funding and programmatic support for the next five years on our three designated Downtowns...and the Innovation Corridor." (p. 180)

Most of the policies and strategies for the Innovation Corridor involve County investment, including the targeting of public funds, infrastructure improvements and tax incentives. Strategy PA2.2 provides some guidance for the necessary infrastructure:

"Designate the Innovation Corridor for tax incentives and targeted infrastructure improvements to retain existing and attract new employers. New infrastructure may include advanced information and communication technology infrastructure, shared parking, bike amenities and lanes, sidewalks, public facilities, and other amenities to support research and development entities and enhanced access to public transportation." (p. 182)

The proposed plan provides parking for the area; bike lanes, racks and parking; and sidewalks.

The *Central US 1 Corridor Sector Plan* (the "Sector Plan") places the Property in the University of Maryland Plan Area (p. 81). The Property is at the northern edge of the University of Maryland Plan Area just south of the Lower Midtown Plan Area. The Sector Plan also places

the Property in Character Area 5a, Walkable Node, envisioning buildings between 2 and 6 stories in height (p. 67). Finally, the Sector Plan places the Property in the Mixed Use Residential land use category (p. 59).

The Sector Plan recommends that the University of Maryland Plan area be developed as a **“high-quality, exemplary walkable center, with street-oriented urban architecture, shopfronts, urban landscaping, and on-street parking”** (p. 85). It is to be developed with build-to lines and tall buildings along US 1 to form **“a coordinated street wall”** (p. 85). It requires pedestrian friendly street fronts.

The proposed detailed site plan provides all these elements.

A full discussion of the development standards is found in Section VI of this Statement of justification. The Applicant contends that the proposed detailed site plan is in conformance with Plan 2035 and the Sector Plan. Where modifications are requested, those modifications will help the development realize the goals and policies of Plan 2035 and the Sector Plan, not violate them.

V. COMPLIANCE WITH THE ZONING ORDINANCE

a. Site Plans for Mixed Use Developments

Section 27-546.19(c) of the Zoning Ordinance sets forth the requirements for Site Plan approval for mixed use proposals.

(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;

RESPONSE: Part 3, Division 9 of the Zoning Ordinance sets forth design guidelines and submittal requirements for detailed site plans. The site plan has been prepared in accordance with the submittal requirements. The Sector Plan sets forth the development standards for development in the Development District Overlay Zone. These standards are addressed in detail in Section VI of this Statement of Justification.

(2) All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;

RESPONSE: The proposed use and site plan satisfy meets the applicable development standards, with modifications as outlined in Section VI of this Statement.

(3) Proposed uses on the property will be compatible with one another;

RESPONSE: The commercial retail and restaurant uses are not only compatible with the hotel use, but are complementary to it.

(4) Proposed uses will be compatible with existing or approved future development on adjacent properties and an applicable Transit or Development District;

RESPONSE: The existing uses surrounding the Property are University related uses, and therefore, considered institutional. Generally two-story research buildings, several greenhouses and the University bus parking lot occupy the area. However, within the Development District, this area is shown in the Sector Plan as planned Mixed Use Residential area in a Walkable Node. Ultimately, the surrounding area will be redeveloped with larger, mixed use buildings, similar to those already in place just to the north on US 1.

(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;

RESPONSE: Again, this proposal is the initial development proposal in this part of the Sector Plan University of Maryland Plan Area. There was a detailed site plan (DSP 08030) filed in 2008 for 1,508 multi-family units and approximately 613,990 square feet of office, commercial, hotel and entertainment uses, but that application is dormant. Several new tall, vertical mixed-use buildings have been constructed in the Lower Midtown Area. This gateway building will set the stage for future development in the University of Maryland Plan Area.

(B) Primary facades and entries should face adjacent streets or public walkways and be connected by on-site walkways, so pedestrians may avoid crossing parking lots and driveways;

RESPONSE: The primary façade on the building faces Hotel Drive South, where the hotel entrance is located. A large on-site sidewalk connects the main entrance to the entrances of storefronts along US 1 and Greenhouse Road. The sidewalk will enable pedestrians to walk around the entire building without the need to cross driveways and parking lots. The circular drive in front of the entrance is designed to allow vehicles to leave the driving lanes on Hotel Drive South to check-in and unload passengers and luggage. The sidewalk in front of the building follows the circular drive to allow pedestrians to avoid interaction with cars in the driveway.

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

RESPONSE: The Sector Plan spells out the design standards for lighting. The building will be developed in accordance with those standards. No glare, light, or other visual intrusions are going to impact other properties.

- (D) Building materials and color should be similar to materials and color on adjacent properties and in the surrounding neighborhoods, or building design should incorporate scaling, architectural detailing, or similar techniques to enhance compatibility;**

RESPONSE: The building will be constructed with similar materials to those of existing buildings in the area, generally masonry products and glass. As a gateway, signature building, it is appropriately scaled for its US 1 orientation. Significant architectural detailing is provided and demonstrated on the architectural elevations.

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

RESPONSE: No outdoor storage areas are proposed.

- (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;**

RESPONSE: The sign package submitted with the application incorporates building signs that are aimed at pedestrians rather than automobiles. They are proposed in conformance with the Development Standards for signs found in the Sector Plan. Further discussion is found in Section VI of this Statement.

- (G) The owner or operator should minimize adverse impacts on adjacent properties and the surrounding neighborhood by appropriate setting of:**
- (i) Hours of operation or deliveries;**
 - (ii) Location of activities with potential adverse impacts;**
 - (iii) Location and use of trash receptacles;**
 - (iv) Location of loading and delivery spaces;**
 - (v) Light intensity and hours of illumination; and**
 - (vi) Location and use of outdoor vending machines.**

RESPONSE: No adverse activities are proposed. Trash receptacles and loading will be interior to the building, lights will be illuminated in conformance with the Sector Plan, and no outdoor vending machines are proposed.

b. Number of Loading Spaces

The uses on the site will require a total of six loading spaces. The Applicant submits that only three are necessary on this site and seeks a departure from this requirement. A separate Departure from Parking and Loading Schedules Application is not required, per Section 27-548.25(e) of the Zoning Ordinance, which states:

If a use would normally require a variance or departure, separate application shall not be required, but the Planning Board shall find in its approval of the site plan that the variance or departure conforms to all applicable Development District Standards.

The “departure” is in conformance with all the applicable Development District Standards. Loading will take place within the structure and will meet the setback and locational standards as modified by this proposal. The Property will be developed with a vertical mixed use building that will contain a large hotel and conference center and several smaller retail uses. None of these uses will have their own, separate loading space at their space. That type of arrangement would create a more suburban environment. Instead, the proposal includes a consolidated loading area inside the structure. In this case, three spaces are all that are necessary as loading activities for each use will not all occur at once. Each user will share the spaces. Shared loading spaces will allow for smooth, safe loading operations, without interfering with the urban nature of the development.

VI. COMPLIANCE WITH SECTOR PLAN

Section 27-546.19 of the Zoning Ordinance requires that the uses meet applicable development standards approved with the Sector Plan. The proposed plan satisfies most of the development standards set forth in the Sector Plan. In some cases, modifications are requested in accordance with Section 27-548.25(c) of the Zoning Ordinance:

If the applicant so requests, the Planning Board may apply development standards which differ from the Development District Standards, most recently approved or amended by the District Council, unless the Sectional Map Amendment text specifically provides otherwise. The Planning Board shall find that the alternate Development District Standards will benefit the development and the Development District and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or Sector Plan.

Development District Standards

The *Central US 1 Corridor Sector Plan and Sectional Map Amendment* is in parts a Master Plan and a Zoning Ordinance. The Plan lays out the vision for the area, the SMA sets down the regulations. Page 225 of the Sector Plan sets forth the applicability of the Development Standards as follows:

Development in the Central US 1 Corridor DDOZ is subject to the Development District Standards as detailed below. All new development and redevelopment of existing structures within the DDOZ shall comply with the general intent and goals of the Development District Standards and the Central US 1 Corridor Sector Plan. Development must show compliance with the Development District Standards during the detailed site plan process.

Development Standards are the controlling requirements for development of this property. The exact Development Standard language is reproduced in Appendix "A."

The property is in Character Area 5a, Walkable Node, in the University of Maryland Plan Area. The following Sector Plan Development District Standards, beginning on Page 234, apply:

1. Building Form / Orientation

RESPONSE: The Sector Plan defines US 1 as the primary street and east-west streets as secondary streets. Hotel Drive North, Greenhouse Road, and Hotel Drive South are secondary or side streets. The Sector Plan recommends that the frontage streets and side streets be faced with the fronts and sides of buildings. The proposed development fronts US 1 with Hotel Drive North, Greenhouse Road, and Hotel Drive South as secondary frontage streets. The proposed development satisfies this development standard.

2. Building Form / Character Area 5a Walkable Nodes

RESPONSE: The proposed building is in a Walkable Node and is therefore subject to the requirements for Character Area 5a. The following describes the proposed development's conformance with these requirements:

<u>Requirement</u>	<u>Allowed</u>	<u>Proposed</u>
Building Height (Stories)	6 stories	10 stories ³
Frontage Buildout	80% min.	80%
Lot Coverage	80% max.	80%
BTL Principal (US 1)	0 feet max. ⁴	24-37 feet ⁵
BTL Secondary (Hotel Drive N.)	12 feet max.	14-20 feet ⁶
BTL Secondary (Greenhouse Rd.)	12 feet max.	11-14 feet ⁷
BTL Secondary (Hotel Drive S.)	12 feet min.	9-73 feet ⁸

³ Modification requested

⁴ See Sector Plan Page 233

⁵ Modification requested

⁶ Modification requested

⁷ Modification requested

⁸ Modification requested

Modifications

Modifications are requested for building height and build-to line requirements above. A modification for building height is discussed in Section VI a 4, below.

Building height and massing were first conceived through a consensus derived from several charrettes held with the University of Maryland, City of College Park Planning Department, citizens of the community and the development team. The massing strategy provided a hotel tower along US 1, a conference center located in the center of the building, and parking provided at rear of building above ground floor retail. The hotel was positioned along US 1 to be a focal point from US 1 and from the University. Because windows are not needed in the conference center it is located in the center of the building. Parking is proposed in the rear of the building to minimize its visibility from US 1, per charrette participants wishes. The hotel configuration has been revised to address the concern related to the College Park Airport. To do this, the original 13 story tower has been revised to be a U shaped hotel that connects to the parking structure and creates an internal courtyard. The building is now 10 stories at US 1, 7 stories for the north and south legs of the hotel and the parking structure is 1 story with 9 levels above. The building is now in compliance with the FAA regulations for building height.

It is necessary for the building to exceed the sector plan recommended building height in order to create a 4-diamond rated hotel and conference center. Development is limited to the site provided by the University. To the north, land was reserved to provide a signature building at the corner of Paint Branch Parkway and US 1. To the west, existing utilities in US 1 cannot be moved, and building construction above cannot occur. Greenhouse Road and Hotel Drive South limit the size of the Property to the east and south. The goal for the hotel is to provide a high quality, urban building to kick start the Innovation Corridor, and the additional building height is necessary to provide this high level building on the limited space.

There are additional factors influencing building height. Built-to lines are established to eliminate large setbacks for buildings and to establish an urban environment and a sense of place. They can be, however, at odds with other desired elements of development. In this case, the building is setback at the distances listed above to allow for outdoor, urban-style, outdoor activities. Along US 1, SHA has indicated that they do not want dedication of the sidewalk and street trees typically included in SHA right of way. Thus, additional area is needed along US 1 to provide for these features typically located within a right of way. Additionally, the setback is provided to allow for outdoor café seating, and to make up the grade change along the building frontage. The site is very tightly designed, and these areas are important to both the viability and vibrancy of the development. Setbacks along Hotel Drive North and South are designed also to

provide for street trees, bike racks and amenities as well. Additionally, restaurant seating and plaza area is provided between the building and Hotel Drive South. This area also mitigates a grade change between the street level and the seating area. At twelve stories tall, the building will provide the wall along US 1 that the Sector Plan envisions, even with the small additional setback provided.

3. Building Form / Private Frontages

RESPONSE: The architecture shows substantial glazing of the storefronts—in fact much of the first floor frontage is glass—at the sidewalk level and awnings that overlap the sidewalk. This development standard is met.

4. Building Form / Massing

RESPONSE: This section allows building heights of up to six stories in Character Area 5a, Walkable Nodes, and requires expression lines above the second story. The architecture shows such expression lines on the third floor, with changes in building materials and the addition of projections and residential-style box windows. The section also requires a step-back from the street for upper floors of buildings above the eighth story.

Modification

The proposed building is a maximum of 10 stories in height and has an overhang at the second floor, but does not step back at this point. Modifications to this development standard are requested.

As noted, the Property is at the northern edge of the University of Maryland Plan Area Based on discussions the Applicant had with staff of the M-NCPPC and City of College Park a determination was made at that time to use the “Walkable Node” Character Area rather than the “Walkable Node, University” Character Area. While the map in the Sector Plan is clear, it was based on assumptions no longer correct.

The Sector Plan places the parcel at the southeast corner of the Paint Branch Parkway / US 1 intersection in the “Walkable Node, University” Character Area. This parcel was included in the “Walkable Node, University” Character Area based on the current plan for the Foulger Pratt application for the University of Maryland East Campus. A hotel was shown on that site at the time of Sector Plan approval. The hotel is now shown on the parcel that is the subject of this application. The corner parcel was placed in the “Walkable Node, University” Character Area in recognition that a greater height was needed for a hotel, and that the hotel would serve the University.

The hotel proposed in the current application has a greater scope than what was planned under the previous developer; however, the intent remains. At the request of the University, the hotel has been moved south to the subject property to leave the corner property for a future building.

Given that the total development scheme for East Campus would remain largely the same, placing the hotel, with its required height, on the Paint Branch Parkway / US 1 corner or one parcel removed, will have little impact on the area. The intent is the same, as will be the outcome.

In addition, the Sector Plan also recommends that buildings be tight to the street. Under the discussion of the University of Maryland Plan Area, the Sector Plan notes:

The best streets take on a defined spatial form, sometimes compared to a public “room;” the buildings form the walls. When the proportion of building height to street width is sufficient to create a sensation of spatial enclosure, a stronger sense of place will result. (p. 85)

The proposal creates the best possible relationship to the street. US 1 is a planned Major Collector roadway with a right-of-way width of 80 feet. Buildings with substantial height, including upper floors, are required to create this sense of spatial enclosure. This discussion also includes language recommending strong build-to lines be established. These will be discussed in detail later in this statement of justification, but it should be noted here that the proposed building is setback a bit farther from the build-to-line than required by the development standards. This is to allow the provision of wide sidewalks and outdoor café seating, also recommended by the Sector Plan. This additional setback virtually eliminates the need to the upper floor step-back.

5. Building Form / Step Back Transitions and Landscape Buffers

RESPONSE: This development standard requires a building step-back where the building is **“across the street from or share[s] a rear property line with an existing residential area....”** (p. 238). The development standard is not applicable to this proposal; the Property is surrounded by University of Maryland, non-residential uses.

6. Building Form / Parking

RESPONSE: The parking required for this mixed-use development is 657 spaces using the shared parking calculation in this Development Standard, and 854 using the non-shared standard. The parking breakdown per use is:

Hotel:	150
Conference Center:	535
Retail:	171

The site plan provides 902 parking spaces.

The development standard also requires that bicycle parking spaces and racks be provided at a rate of 1 per 3 vehicular parking spaces which equals 220 spaces. 130 bicycle parking spaces are provided both in the building and along the public and private streets.

Modification

The development's proposal of 902 parking spaces is slightly above the 856 non-shared spaces. Providing this parking here is appropriate for a number of reasons, many of which are aimed at reducing car use. The parking structure will serve the general public in addition to the hotel and retail uses. While it is desirable to encourage walking and bicycle use, the fact is many will still drive into the area and that much of the surface parking in the area is planned, by Sector Plan recommendations, to be eliminated. Additional parking in the area is necessary to ease the traffic confusion as motorists search for limited parking opportunities. The structured parking eliminates the need for massive surface parking lots and provides for the needed service. It allows for the intense development proposed here and planned in the area.

An existing UM shuttle stop is located at the southeast corner of what will be Hotel Drive South and Greenhouse Drive. This stop will remain. The UM Shuttle provides links to the nearby Metro Station, which is 0.8 miles away from the site and can be used by the general public. There are also special events shuttles. Currently these special event shuttles provide a connection between the parking lot on Greenhouse Road and the Stadium. We will work with the University to coordinate usage of UM shuttle including usage during special events.

With the bicycle parking areas and sidewalk connectivity, walking and biking to the University will be facilitated. The parking garage may be operated by a third party and will be open to the public for a fee. Some of the parking spaces will likely be reserved for the hotel and controlled to allow for large events. Once at the hotel, little need to move the car, given the bicycle, pedestrian and public transit connectivity to nearby points of interest.

The proposal includes just 902 parking spaces. The ultimate number of parking spaces is a compromise between the needs of the conference center and urban

texture of the site. Based on many years of experience, the Applicant would have estimated that a facility of this size and type would require over 1,500 parking spaces, if none of the spaces were shared between uses. Based on many years of hospitality industry experience, the parking need is shown in the chart that follows. The number of parking spaces proposed is less than half this number.

Space type	formula	units	parking factor	parking spaces
guest rooms	0.7 spaces/room	295 rooms	0.70	207
Restaurant A	1 space/3 seats	144 seats	0.33	48
Restaurant B	1 space/3 seats	85 seats	0.33	28
Restaurant C	1 space/3 seats	89 seats	0.33	30
Restaurant D	1 space/3 seats	79 seats	0.33	26
Innovation space	5 spaces/1000 sf	20546 sf	0.005	103
Banquet floor	1 space/4 occupants	3600 occupants	0.25	900
Lobby bar	1 space/3 seats	80 seats	0.33	27
lobby meeting rooms, etc.	1 space/4 occupants	600 occupants	0.25	150
Spa	1 space/250 sf	4755 sf	0.004	19
Employees				tbd
total parking spaces required				1538

A modification to the bicycle parking spaces is also requested. Parking to meet the retail requirement is fully provided along US 1 and the private roads that surround the property. As stated above, the hotel and conference center user will most likely come by car to this location. Thus, bicycle parking is provided at a reduced rate within the building. It is anticipated that this will be used predominantly by staff.

7. Building Form / Parking Access

RESPONSE: This Development Standard requires access to be from alleys where present and from secondary or side streets where alleys are not present. No alleys are present in the proposed situation. Access is provided to the parking structure from Hotel Drive South.

The Development Standard also requires:

Circular drives shall be prohibited for all uses except for civic buildings, and

The vehicular access drive of a parking lot or garage shall be no wider than 22 feet. (p. 241)

Modification

A circular drive is proposed along Hotel Drive South at the main public entrance to the hotel. This drive is for drop off and check-in activities. Hotel uses generally always require such a driveway as it eases the check-in process and relieves traffic on the main or side roads. Without such a facility, the check-in activity would naturally occur on the street—a completely undesirable solution. The driveway alleviates this problem.

Ingress and egress to the parking garage is 26 feet wide; 13 feet in and 13 feet out. An extra 2-feet is required in both directions to accommodate a center island and access controls – pay stations and gates. The extra width is virtually unnoticeable to passers-by, but will allow for safe ingress/egress with enough room for access control.

8. Building Form / Parking Lots, Loading, and Service Areas

RESPONSE: This section sets forth requirements for location, landscaping, screening and of parking and loading facilities. Because the parking and loading are interior to the structure, they will be completely screened in conformance with the requirements of this development standard. Only 4 spaces are surface parking and they are screened by a hedge row. The proposal satisfies these requirements (See Appendix “A”). Loading areas are required to be screened and a minimum

of 30 feet from public sidewalks. The loading areas, interior to the parking structure, comply with this standard.

9. Building Form / Structured Parking

RESPONSE: The Sector Plan requires structured parking to be set back 50 feet from the property lines of streets, include two-story minimum “liner” buildings, and be made of durable, high quality materials. The plan proposes a parking structure made of durable, high-quality materials, including brick, granite, aluminum, and glass.

Modification

The site plan shows the ten-story structure along Greenhouse Road. The first floor retail along Greenhouse Road serves as the liner building and this wraps around to the Hotel Drive South frontage. And clearly, the main portion of the hotel serves to line the parking garage from US 1. However, the retail on Greenhouse Road does not extend two stories. The side of the parking structure is 14.5± feet from Hotel Drive North.

A sufficient liner building is provided along Greenhouse Road. The liner buildings is only one story, but is 20 feet tall, and thus is equivalent in height to a two-story liner building. The setback from Hotel Drive North is consistent with the building face and would not support retail in this location. As proposed, the parking structure will be open to the public and visibility is a must. The exterior design of the structure will prevent automobile lights from shining onto adjacent properties and the area will be well served by an available easily accessible public parking garage. The structure has been integrated into the overall design of the building and will blend harmoniously with the hotel, retail and future surrounding uses.

The standard suggests that liner buildings extend for two stories along the street frontage. The purpose is to provide a human scale at the ground plane. While this arrangement may work in other locations, it does not make good economic or design sense for this proposed use. A second story use for this building in this location becomes problematic. The liner along Greenhouse Road is retail. Some incubator uses will likely occupy the space as the market builds for retail. The type of retail envisioned is small, boutique shops—not large department stores—which are not suited for multiple stories. The hotel and conference center oriented toward Hotel Drive South, do not extend around to Greenhouse Road because their US 1 visibility is a must for both the development and creating the sense of place along US 1.

The first story of the building is nearly 20 feet high, with architecture that shows

the typical structured parking front well above the street grade. This will read as a two story storefront, with no parking structure in plain from the pedestrian level; simply, the second story of the structure along Greenhouse Road will not be a focal point for pedestrians. Awnings, signs, entrances and other architectural details, and the shops themselves will focus the eye to the first floor level where all the activity is. Architectural elements and detailing on the garage walls will ensure that the building is attractive and parking activity in the structure will not be intrusive.

10. Architectural Elements / Facades and Storefronts

RESPONSE: This standard requires transparent windows to cover 50 to 70 percent of storefronts fronting primary and secondary streets. This is met on US 1 and Greenhouse Road. No storefronts are proposed along Hotel Drive South or Hotel Drive North.

The top of storefront window sills are required to be between one and three feet above the sidewalk, and windows must extend at least 8 feet above the sidewalk. These are proposed on the architectural renderings. Tinted windows are neither allowed nor proposed.

The standard requires that each floor of any building facing streets contain a minimum of 20 to 70 percent of transparent window space. The architecture reflects compliance with this standard for US 1 façade, Hotel Drive South Façade, and Greenhouse Drive. A modification to this is requested for Hotel Drive North. See below

The standard also requires that storefronts remain un-shuttered and lit from within at night, and that doors and entrances for public access be provided at least every 50 feet. The proposal conforms to this standard – no security shutters are proposed.

Modification

The building façade along Hotel Drive North has less than 20 percent transparent window space along parts of the façade. The conference center, which needs to have long expanses without windows, is buffered from Greenhouse Drive and US 1 by the ground floor retail, the hotel and the garage above. Thus the conference center's exposure to the street has been minimized as much as possible. To create the illusion of windows, different building materials have been utilized. These include semitransparent mesh screening on the top four levels, spandrel glazing and metal panel/venting. These materials break up the façade and add interest to this façade in a similar fashion to windows.

11. Architectural Elements / Awnings and Colonnades

RESPONSE: The standard requires that awnings be a minimum of five feet in depth with a minimum clearance of eight feet above the sidewalk. They may project into the setback areas, but shall be no closer than 2 feet to the curb. They must be made of durable fabric. At this time, awnings are not on the site plan. The Applicant is aware of these requirements. No galleries or arcades are proposed.

12. Architectural Elements / Marquees and Balconies

RESPONSE: Marquees are required to be a minimum of six feet in width with a minimum eight feet of clearance above the sidewalk. They may project into the setback area but no closer than two feet to the property line. The Applicant will comply with this requirement.

The development standard also sets requirements for balconies. No balconies are proposed.

13. Architectural Elements / Porches and Stoops

RESPONSE: No such structures are proposed.

14. Architectural Elements / Street Screens

RESPONSE: This standard requires parking lots and service areas to be screened from frontage streets. All parking and service areas are interior to the building and will be screened by the building.

15. Architectural Elements / Materials

RESPONSE: The building is to be constructed primarily of brick, granite and glass. Where appropriate, and used sparingly, precast concrete with matching color and texture will be applied to the building.

16. Architectural Elements / Brick Detailing

RESPONSE: This standard recommends all openings in masonry construction to be spanned by headers made of stone, concrete lintels, brick segmental or semicircular arches or brick jack arches. Though not required, the headers are recommended to be slightly wider than the openings they span. No such headers are proposed.

The standard requires window sills to be provided, and recommends that they be a minimum of two inches in height and project from the wall a minimum of one inch. The plan shows this. Sills are also recommended to be wider than the window opening. This is not proposed.

Where masonry is exposed to the weather from above, the Sector Plan recommends that caps be provided to protect the structure and that they project past the edge of the brick by at least one inch. This is proposed on the plan.

Because these are recommendations in the Sector Plan, not requirements, no modification is needed. The building has been designed with a contemporary, clean look. Minimal building embellishment, including unnecessary decorative headers or elongated sills, will help to create the sleek design desired in the area.

17. Architectural Elements / Landmark Features

RESPONSE: No landmark features are proposed or required.

18. Architectural Elements / Signage

RESPONSE: The sign development standards are numerous and reproduced here. The sign package includes canopy signs for individual, smaller retail users; building signs identifying the larger uses – the hotel and parking structure; and a monument sign identifying the hotel and used for wayfinding. The building will be 10 stories tall with numerous users. The Applicant understands that signs need to be attractive and appropriately sized but larger signs are appropriate on this building and will be attractive. The Sign package submitted with this application shows signs that are attractive, complementary to one another, and appropriately scaled for the proposed building. The site plan complies with the following sign standards:

- **The maximum gross area of signs on a given façade shall not exceed ten percent of the façade area of the commercial portion of the building. Architectural signs or signage painted on a building façade or mounted on the roof may exceed this limit in certain cases, to be determined at the time of site plan review.**
- **Building numbers are required (commercial buildings require building numbers in both the front and rear).**
- **Signs shall not extend within two feet of the curb line.**
- **Signs mounted on the façade shall maintain a minimum clear height above sidewalks of eight feet.**

- **A single external sign band may be applied to the façade of each building, provided that such signs shall not exceed three feet in height.**

Modifications

The site plan does not comply with the following sign standards:

- **All signs shall be attached to the façade. Signs may be flat against the façade or mounted projecting or hanging from the façade. Signs may also be mounted on the roof of landmark or civic buildings in certain cases. Free standing signs shall not be permitted.**

Modification: The Applicant requests this standard be modified to allow one freestanding monument sign on US 1. The building will be an active center, with a conference center, ground floor retail, hotel rooms and uses, and parking. It is expected that numerous events will be held at the hotel throughout the year. The freestanding monument sign is necessary to adequately identify the retail uses and hotel activities. The sign plan shows the nature of this sign – with its brick surround, it is attractive, informative, and an architectural complement to the University and the proposed hotel building. The sign provides a wayfinding purpose to indicate the main entrance on Hotel Drive South. This will improve vehicular and pedestrian circulation. The sign also serves as the retail sign for the one internal retail function. Due to the predominantly glass façade, there is no place to mount a sign for the Red Door Spa located within the hotel. The proposed sign is designed with different metal finishes to provide an edgy, urban sign. An example of a monument sign from another project built by the applicant is provided here to illustrate how a monument sign can function as wayfinding in an urban context (see next page).



Example of urban monument sign (wayfinding).

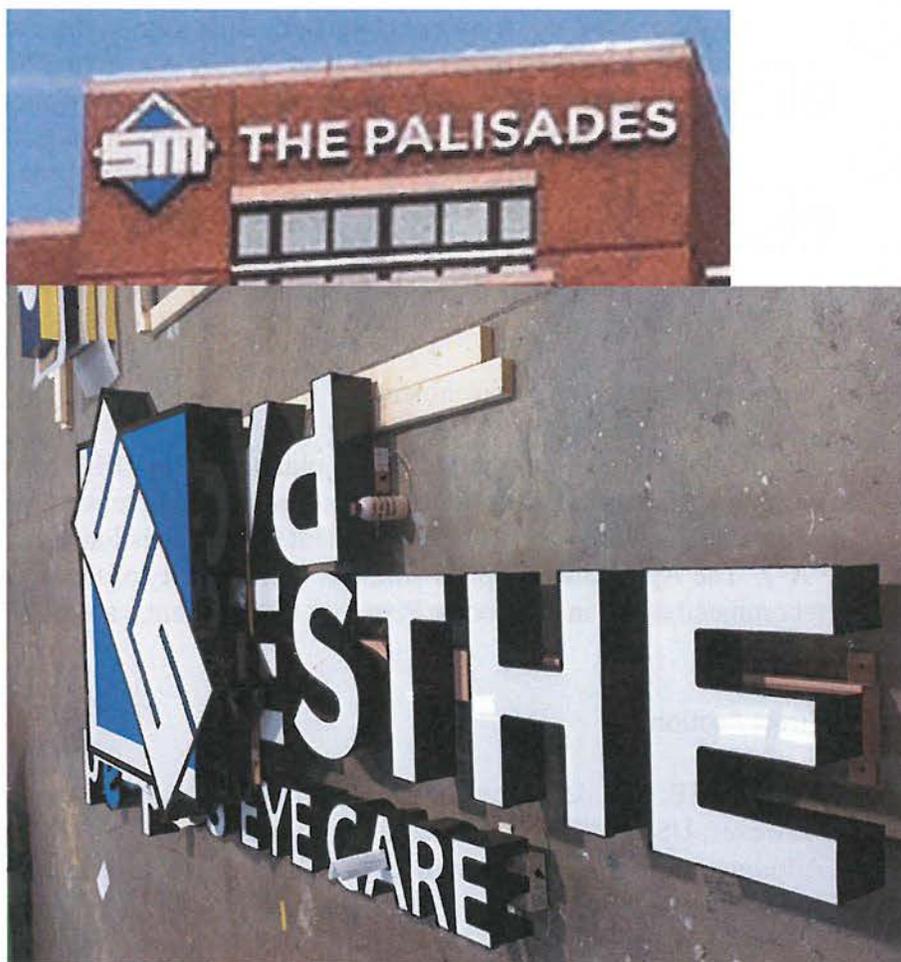
- **Signs shall be externally lit from the front with a full- spectrum source. Internal and back lighting are permitted as an exception only for individual letters or numbers, such as for “channel letter” signage (panelized back lighting and box lighting fixtures are prohibited). Signage within a shopfront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

Modification: This standard discourages backlit or internal lighting, but does not prohibit it. Because most of the building façade is glass, and most of the glass is windows into hotel rooms, external lights on the signs are not possible in the locations where signage is needed. Not only would the lights shine into the rooms, but would reflect off the glass and create an unpleasant view of the building. The Applicant requests backlighting and internal lighting be approved,

where appropriate, for the building. The sign package included with the application shows that these signs are not the typical, unattractive sign cabinet type, but are attractive, nonintrusive additions to the building. Where channel letters can be provided, we have used this approach. However, this is not feasible for company logos. The sector plan states that “Internally lit plastic signs designed for the “strip” rather than a pedestrian oriented main street” as what is not allowed for internally lit signage. The signage proposed along the retail façade is appropriately designed and not designed as tacky “strip” lighting. However, the request for internally lit signs are for those at the top of the building and are intended for site from further distances. The signage, as proposed is in keeping with the description of the quality and effect of desired lighting.



Examples of Box Signs described as “Not Desirable” in the *Approved Central US 1 Corridor Sector Plan*



Example of the Southern Management Logo. The logo is constructed as a channel "letter". It is the same width and minimizes the amount of signage area (using logo rather than spelling out company name).

In addition, the proposal includes an internal message board. The sign will provide a real-time schedule of activities and information about the conference center and upcoming on-site events. Moreover, the signs will provide an interesting system of directories, interpretive signage, directional signs, and other elements to help foster a sense of place and assist in informing visitors, students, and residents of the upcoming activities associated with this University of Maryland facility. The digital sign panel image will change no frequently than at five (5) second intervals. The image change will not blink or flash but will be a simple change of message designed primarily for pedestrians and bicyclists.

- **The maximum area of any single sign mounted perpendicular to a given façade shall not exceed nine square feet.**

Modification: One such sign is proposed. This sign is the Parking Garage Sign which is a 36" diameter round sign. While, the actual lit sign is 9 feet, the technical gross area of the sign, which includes the mounting arm, is 10.5 square feet. The size of this directional sign is important to direct vehicles from US 1 to the parking garage. The sign is located approximately 290 feet east of the proposed US 1 right-of-way; thus, it has to be seen from a great distance.

19. Sustainability and the Environment

RESPONSE: The proposed building is planned to be LEED® Silver certified at a minimum. Green building materials will be used where possible. The list of sustainable and environment development standards is long (see Attachment "A"). The Applicant complies with the vast majority of them. Because these are recommendations in the Sector Plan, not requirements, no modification is needed.

20. Street Sections

RESPONSE: The development standards require specific sections for US 1. However, US 1 will be constructed in accordance with State Highway Administration (SHA) requirements. Vehicular and bike lanes will be provided as approved by SHA.

21. Streetscape

RESPONSE: Public frontage at corners is required to be 18-30 feet wide.

Modification

The width of public frontage along US 1 is between 24 and 37 feet to accommodate walks, street trees, seating areas and other amenities required by the standards.

22. Streetscape Amenities

RESPONSE: This standard requires benches, bike racks, trash receptacles, tables with moveable seating, and other amenities to be provided and to be consistent in design and identified on detail sheets in the submittal. These are all provided in this plan.

23. Street Trees

RESPONSE: This standard requires that street trees be planted in accordance with standards established for the Walkable Node for each street type. The proposed site plan includes street trees to be planted in accordance with the requirements for Commercial Streets found on Page 262 of the Sector Plan. The definition states that "...landscaping consists of a single tree species aligned with regular spacing where possible but clears the storefront entrances." There are instances along Hotel Drive South and Hotel Drive North in which the regular spacing is not possible. For these breaks, a modification is requested.

Modification

In order to provide wide sidewalks along Hotel Drive South, one required street tree is not provided at the east end of the site. Per the University request, the wider sidewalk was more important than the singular street tree. In addition, one proposed street tree at the western end of Hotel Drive South may be removed if necessary to provide a potential Bike Share Station. As this program is not operation, and the size requirements are not known at this time, the tree will be planted at this time, and only removed if needed when the station is built.

On Hotel Drive North, there are 2 trees not provided due to underground utility conflicts. In addition, two of the street trees are provided within a bumpout that is not located on the subject property. However, to pedestrians and vehicular users of this road, they will provide the same benefit.

24. Street Lighting

RESPONSE: The introduction to this standard reads:

A combination of pedestrian-scaled street light fixtures and intersection street light fixtures may be required to ensure a well-lit street area and to establish a unifying element along the street.
(p. 266)

The standard requires pedestrian-scaled fixtures, Street lights to be aligned with the street tree alignment line, the height of light fixtures to be generally not taller than 15 feet, and light fixtures to be generally not more than 30 feet on center. The site plan satisfies these requirements.

25. Streetscape Lighting

RESPONSE: This standard requires street lights to be consistent in character, downcast or full cut-off fixtures, and employ energy efficient lamps. The site plan lighting detail sheets demonstrate these standards have been met.

26. Streets and Open Spaces

RESPONSE: The preamble to this standard reads:

Appropriate arrangements for open space are described in the table below according to specific character areas. (p. 268)

Open spaces, as they are generally described in the Sector Plan, are not appropriate for the use proposed, and they are not provided on the site plan. However, public space is provided in the form of a wide sidewalk along US 1 which will include outdoor seating for restaurants and/or shops.

VII. PRIVATE ROADS

Streets serving the proposed uses are not part of the site plan submittal. The Property has frontage on US 1, Hotel Drive North, Hotel Drive South, and Greenhouse Road. Vehicular access is proposed from Hotel Drive South only. With the exception of US 1, the surrounding streets are private and under the control of the University of Maryland. Access is proposed from Hotel Drive South pursuant to Section 24-128(b)(8) of the Subdivision Regulations which reads:

Within a Transit District Overlay (T-D-O) or Development District Overlay (DDO) Zone, the Planning Board may approve a subdivision with private rights-of-way, easements, alleys or roads.

The easements allowed by this section are treated as streets for purposes of development, in that they must satisfy the requirements of the Department of Public Works and Transportation street section standards, but they still may be private. US 1 will be improved to State Highway Administration standards. While ultimately a University of Maryland decision, the streets are currently planned to include two travel lanes with parking opposite the propose building. Sidewalks and street amenities are proposed on-site, rather than in the rights-of-way. Rights-of-way widths are:

Hotel Drive North	53.67'
Greenhouse Road	53.67'
Hotel Drive South	50.67'

The roads will remain in the control of the University of Maryland and are, therefore, not appropriate for inclusion in the detailed site plan. One of the purposes of including abutting streets in the site plan is to ensure that the street sections include the recommended amenities. However, because the streets will be in University control, the site has been designed with sidewalk areas—on the Property—along all streets that will include street trees and bike racks that are shown on the site plan. Along US 1, seating and other amenities are also shown on the site plan.

VIII. CONCLUSION

Section 27-285(b)(1) sets forth the following required finding for site plans:

“The Planning Board may approve a Detailed Site Plan if it finds that the plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make these findings, the Planning Board may disapprove the Plan.”

Given the foregoing discussion, the proposed development of the Hotel at University of Maryland represents a reasonable alternative for satisfying the Central US 1 Corridor Sector Plan development standards and design guidelines, and should therefore be approved.

Dewberry Consultants, LLC & Del Balzo Development Services, LLC

By: 

Meredith Byer, RLA
Joseph Del Balzo, AICP



VICINITY MAP
SCALE: 1"=2000'
Vicinity Map © ADC - Kappa Map Group LLC/GIS
Integrated Solutions LLC 2014

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THE HOTEL AT UNIVERSITY OF MARYLAND
CASE NUMBER - DSP-14022
PRINCE GEORGE'S COUNTY
MARYLAND
TAX MAP 33, GRID D3
WSSC 2007 SHEET 208NE04
PARCEL 140



PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS
WERE PREPARED OR APPROVED BY ME, AND THAT
I AM A DULY LICENSED PROFESSIONAL ENGINEER
UNDER THE LAWS OF THE STATE OF MARYLAND.
LICENSE NO. 18095
EXPIRATION DATE: 12/21/16

SCALE 1" = 60'
0' 60' 120' 180'

No.	DATE	BY	Description
1	9/30/14	MB	Address Issue Comments
2	11/12/14	MB	Address Comments
3	01/20/15	MB	Address USGS Comments

REVISIONS

DRAWN BY: KS
APPROVED BY: JH
CHECKED BY: MB
DATE: 9/15/2014

TITLE
DETAILED SITE PLAN
(DSP)
COVER SHEET
PROJECT NO. 50662327

DEVELOPMENT TYPE SUMMARY

PROPOSED USE	AREA	FAR
	SQUARE FEET	
LODGING	348,000.00	2.43
RETAIL	57,000	0.43
TOTAL*	405,000.00	2.83

*AREA DOES NOT INCLUDE 33,000 SF IN BASEMENT FOR SERVICE AND STORAGE

SITE DATA

BUILDING FORM - CHARACTER AREA SA: WALKABLE NODES

BUILDING CONFIGURATION	REQUIRED	PROVIDED
PRINCIPAL BUILDING HEIGHT	6 STORIES MAX., 20' MIN.	10 STORIES, 30' MAX.
FRONTAGE BUILDOUT	80% MIN. AT BTL 278.93' MIN.	80% 278.67' OF BUILDING ALONG 348.67' OF BTL FRONTAGE
LOT COVERAGE	80% MAX. 111,341 SF MAX.	76% 106,436 SF OF LOT COVERAGE
SETBACKS - BUILDING		
FRONT BTL PRINCIPAL	0 FT. MIN., 10 FT. MAX.	US 1: 24' - 37"
FRONT BTL SECONDARY	0 FT. MIN., 12 FT. MAX.	Hotel Drive North: 14' MIN., 20' MAX. Hotel Drive South: 9' MIN., 73' MAX. Greenhouse Road: 11' MIN., 14' MAX.
SIDE SETBACK	0 FT. MIN., 24 FT. MAX.	N/A
REAR SETBACK	10 FT. MIN.	N/A

*NOTE: Front BTL subject to change based on finalization & SHA dedication. Approval should be tied to building relationship to centerline as shown on plan.

PARKING DATA

PARKING - WALKABLE NODE

LODGING PARKING REQUIREMENT	1 ASSIGNED PARKING SPACE FOR EVERY 2 BEDROOMS
# OF BEDROOMS (MAX)	300
# OF PARKING SPACES REQUIRED	150 SPACES

RETAIL REQUIREMENT	3 ASSIGNED PARKING SPACES PER 1,000 SF OF NET RETAIL SPACE
NET RETAIL SF	57,000
# OF PARKING SPACES REQUIRED	171 SPACES

CONFERENCE CENTER	1 ASSIGNED PARKING SPACES PER 8 PERSONS OF LEGAL OCCUPANCY
OCCUPANCY	4,280
# OF PARKING SPACES REQUIRED	535 SPACES

TOTAL REQUIREMENT	TOTAL REQUIRED (LODGING + RETAIL)	# OF PARKING SPACES
		856 SPACES
SHARED PARKING FACTOR	1.3 FACTOR	
TOTAL SHARED SPACES		659 SPACES

PARKING PROVIDED: 902 SPACES	TOTAL SPACES	ACCESSIBLE SPACES (2% OF TOTAL)	ACCESSIBLE VAN SPACES (1 per 4)
REQUIRED		17 SPACES	5 SPACES
TOTAL PARKING PROVIDED	902 SPACES	17 SPACES	5 SPACES
SURFACE PARKING	4 SPACES	1 SPACES	1 SPACES
STRUCTURED PARKING	898 SPACES	16 SPACES	4 SPACES

* SEE ARCHITECTURE PLANS FOR PARKING LAYOUT

LOADING SPACE REQUIREMENT	REQUIRED	PROVIDED
HOTEL		
1 SPACE FOR 10,000-100,000 SF OF GFA AND 1 FOR EACH ADDITIONAL 100,000 SF OF GFA (OR FRACTION)	348,000 SF	4 SPACES
RETAIL (PER STORE) - BUT PROVIDING BASED ON TOTAL RETAIL GFA		
1 SPACE FOR 2,000-10,000 SF OF GFA AND 1 ADDITIONAL FOR 10,001 - 100,000 SF OF GFA	57,000 SF	2 SPACES
TOTAL	6 SPACES	3 SPACES*

* REQUEST REQUIREMENT REDUCTION DUE TO SHARED USE

BICYCLE PARKING REQUIREMENT	1 BIKE SPACE / EVERY 3 VEHICULAR SPACES PROVIDED WITHIN THE PUBLIC OR PRIVATE FRONTAGE OR PARKING GARAGES
BASED ON (SHARED) PARKING TOTAL FOR HOTEL & RETAIL ONLY: 659 SPACES	
BICYCLE SPACES REQUIRED: 220 SPACES	
BICYCLE SPACES PROVIDED: 130* (70 garage, 60 on street)	

* REQUEST REDUCTION TO BICYCLE PARKING REQUIREMENT
* SEE LANDSCAPE SHEET C-2 FOR LOCATION OF ON STREET BIKE RACKS AND SHEET G0.01 FOR SPACES WITHIN GARAGE
NOTE: Occupancy shown in charts is an estimate. Final occupancy to be determined at time of building permit.

CERTIFICATE OF COMPLIANCE

I CERTIFY THAT THIS PLAN HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF SUBTITLE 32, DIVISION 2 OF THE CODE OF PRINCE GEORGE'S COUNTY, MARYLAND, AND THAT I OR MY STAFF HAVE INSPECTED THIS SITE AND THAT DRAINAGE FLOWS FROM UPHILL PROPERTIES ONTO THIS SITE, AND FROM THIS SITE ONTO DOWNHILL PROPERTIES, HAVE BEEN ADDRESSED IN SUBSTANTIAL ACCORDANCE WITH APPLICABLE CODES.

REGISTERED ENGINEER _____ DATE _____

THIS BLOCK IS FOR OFFICIAL USE ONLY

OR label certifies that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.

M-NCPPC APPROVAL

PROJECT NAME: The Hotel at University of Maryland
PROJECT NUMBER: DSP-14022

For Conditions of Approval see Site Plan Cover Sheet, or Approval Sheet Revision numbers must be included in the Project Number

SHEET INDEX

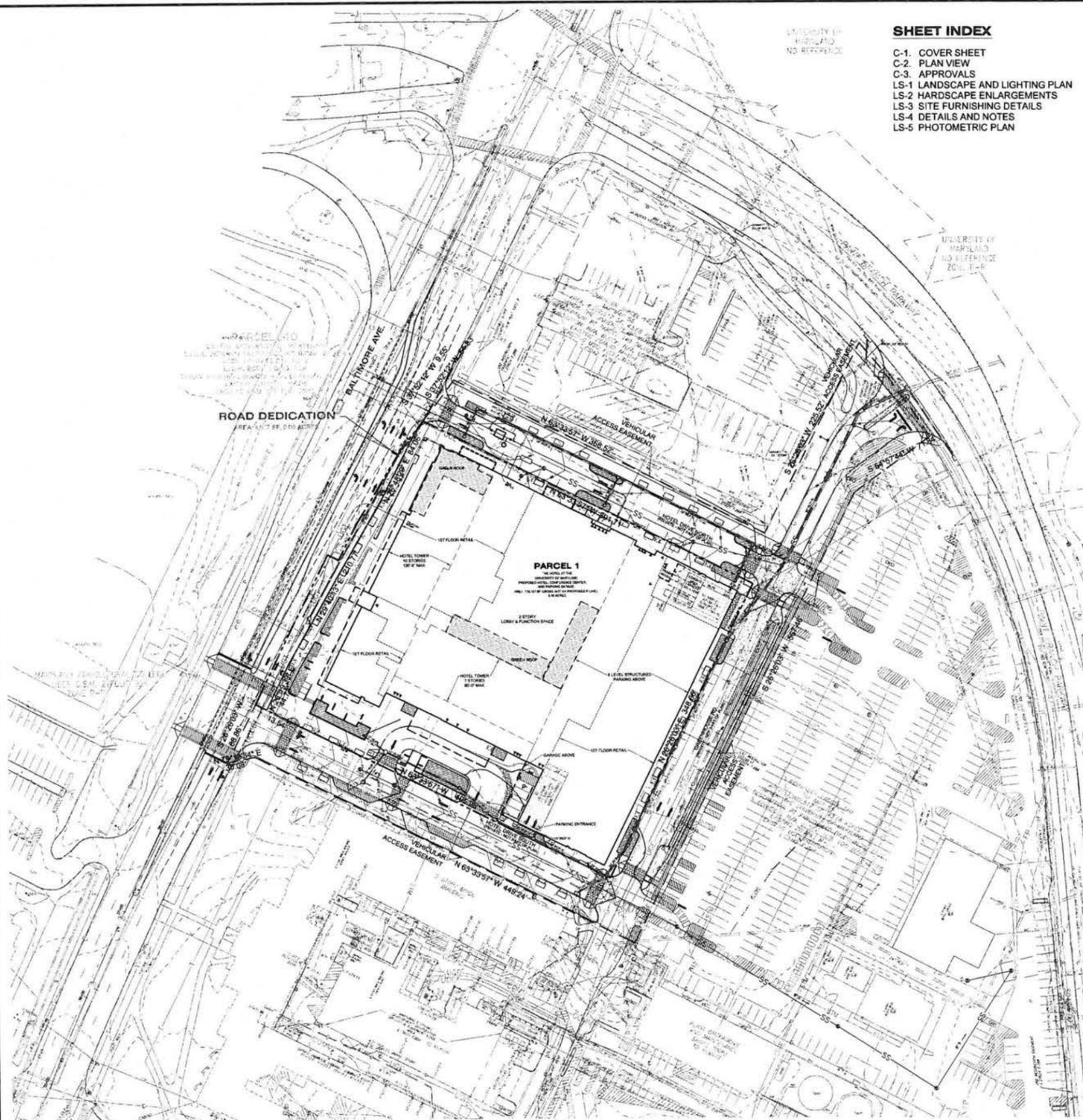
- C-1. COVER SHEET
- C-2. PLAN VIEW
- C-3. APPROVALS
- LS-1 LANDSCAPE AND LIGHTING PLAN
- LS-2 HARDSCAPE ENLARGEMENTS
- LS-3 SITE FURNISHING DETAILS
- LS-4 DETAILS AND NOTES
- LS-5 PHOTOMETRIC PLAN

SITE INVENTORY

GROSS TRACT AREA	143,203 SF	3.29 AC
EXISTING 100-YEAR FLOODPLAIN	0 SF	0.00 AC
NET TRACT AREA	139,176 SF	3.20 AC
EXISTING WOODLAND IN THE FLOODPLAIN	0 SF	0 AC
EXISTING WOODLAND IN NET TRACT AREA	0 SF	0 AC
EXISTING PMA	0 SF	0 AC
REGULATED STREAMS (LINEAR FEET OF CENTERLINE)	0 SF	0 AC

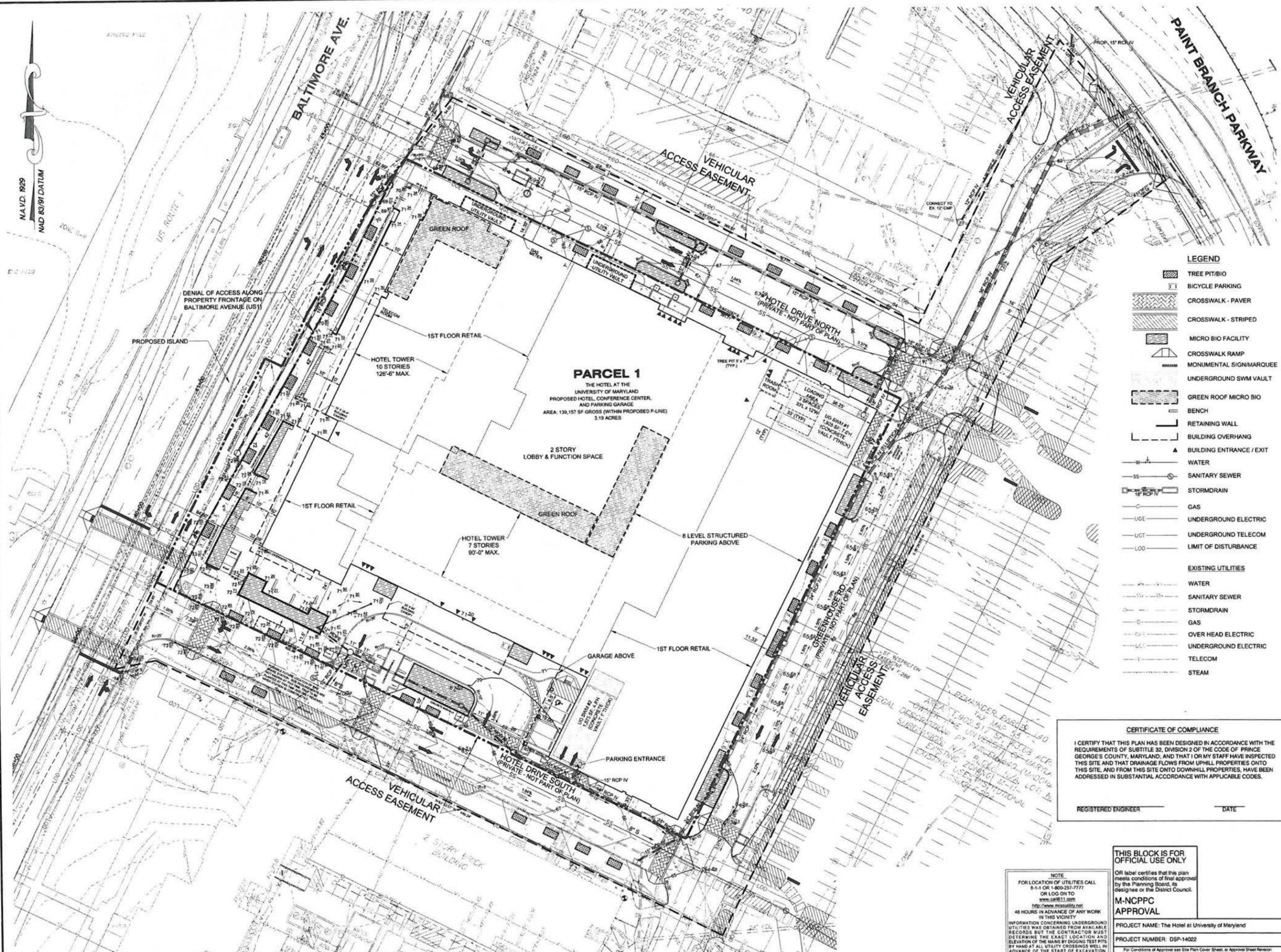
AMENDMENTS REQUESTED TO CENTRAL US1 CORRIDOR DEVELOPMENT DISTRICT STANDARDS:

- BUILDING FORM CHARACTER AREA SA WALKABLE NODE - BUILD-TO-LINE FOR PRIMARY AND SECONDARY FRONTAGE
 - BUILDING FORM CHARACTER AREA SA WALKABLE NODE - BUILDING HEIGHT
 - BUILDING FORM MASSING - EXPRESSION LINE
 - BUILDING FORM PARKING - VEHICULAR AND BICYCLE SPACES
 - BUILDING FORM PARKING ACCESS - ACCESS AND CIRCULAR DRIVES
 - BUILDING FORM STRUCTURED PARKING - LINER BUILDING AND SETBACK
 - ARCHITECTURAL ELEMENTS/SIGNAGE - FREE STANDING SIGN
 - ARCHITECTURAL ELEMENTS/SIGNAGE - AREA OF TRANSPARENT WINDOWS
 - ARCHITECTURAL ELEMENTS/SIGNAGE - MAXIMUM AREA OF ANY SINGLE SIGN
 - ARCHITECTURAL ELEMENTS/SIGNAGE - EXTERNALLY LIT SIGNAGE
 - STREETSCAPE ASSEMBLY (P. 263) TOTAL CURB WIDTH
 - ARCHITECTURAL ELEMENTS/FACADES AND STOREFRONTS - DOOR LOCATIONS
 - STREETS AND OPEN SPACES - STREET TREE SPACING
- ZONING ORDINANCE DEPARTURE REQUEST**
- DEPARTURE FROM NUMBER OF LOADING SPACES PROVIDED



THE HOTEL AT UNIVERSITY OF MARYLAND
CASE NUMBER - DSP-14022
 PRINCE GEORGE'S COUNTY
 MARYLAND

TAX MAP 33, GRID D3
 WSSC 200' SHEET 208NE04
 PARCEL 140



- LEGEND**
- [Symbol] TREE PIT/BIO
 - [Symbol] BICYCLE PARKING
 - [Symbol] CROSSWALK - PAVER
 - [Symbol] CROSSWALK - STRIPED
 - [Symbol] MICRO BIO FACILITY
 - [Symbol] CROSSWALK RAMP
 - [Symbol] MONUMENTAL SIGN/MARQUEE
 - [Symbol] UNDERGROUND SWM VAULT
 - [Symbol] GREEN ROOF MICRO BIO
 - [Symbol] BENCH
 - [Symbol] RETAINING WALL
 - [Symbol] BUILDING OVERHANG
 - [Symbol] BUILDING ENTRANCE / EXIT
 - [Symbol] WATER
 - [Symbol] SANITARY SEWER
 - [Symbol] STORMDRAIN
 - [Symbol] GAS
 - [Symbol] UNDERGROUND ELECTRIC
 - [Symbol] UNDERGROUND TELECOM
 - [Symbol] LIMIT OF DISTURBANCE
- EXISTING UTILITIES**
- [Symbol] WATER
 - [Symbol] SANITARY SEWER
 - [Symbol] STORMDRAIN
 - [Symbol] GAS
 - [Symbol] OVER HEAD ELECTRIC
 - [Symbol] UNDERGROUND ELECTRIC
 - [Symbol] TELECOM
 - [Symbol] STEAM

CERTIFICATE OF COMPLIANCE

I CERTIFY THAT THIS PLAN HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF SUBTITLE 32, DIVISION 2 OF THE CODE OF PRINCE GEORGE'S COUNTY, MARYLAND, AND THAT I OR MY STAFF HAVE INSPECTED THIS SITE AND THAT DRAINAGE FLOWS FROM UPHILL PROPERTIES ONTO THIS SITE, AND FROM THIS SITE ONTO DOWNHILL PROPERTIES, HAVE BEEN ADDRESSED IN SUBSTANTIAL ACCORDANCE WITH APPLICABLE CODES.

REGISTERED ENGINEER _____ DATE _____

SEAL

PROFESSIONAL CERTIFICATION
 I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
 LICENSE NO. 18695
 EXPIRATION DATE: 12/21/16

SCALE 1" = 30'

No.	DATE	By	Description
1	9/30/14	MB	Address Inset Comments
2	11/12/14	MB	Address Comments
3	01/20/15	MB	Address 1200 Comments

REVISIONS

DRAWN BY: KS
 APPROVED BY: JH
 CHECKED BY: MB
 DATE: 9/15/2014

TITLE
DETAILED SITE PLAN (DSP)
PLAN VIEW

PROJECT NO. 50062327

NOTE
 FOR LOCATION OF UTILITIES CALL 8-1-1 OR 1-800-357-7777 OR LOG ON TO www.gisweb.com
 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY
 INFORMATION CONCERNING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS BUT THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF THE MAINS BY DIGGING TEST PITS BY HAND AT ALL UTILITY CROSSINGS WELL IN ADVANCE OF THE START OF EXCAVATION.

THIS BLOCK IS FOR OFFICIAL USE ONLY

OR label certifies that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.

M-NCPPC APPROVAL

PROJECT NAME: The Hotel at University of Maryland
 PROJECT NUMBER: DSP-14022
 For Conditions of Approval see Site Plan Cover Sheet, or Approval Sheet Revision numbers must be included in the Project Number



- LEGEND**
- BIORETENTION PLANTER/TREEPIT
 - SHADE TREE
 - OFFSITE SHADE TREE
 - MINOR SHADE TREE
 - ORNAMENTAL TREE
 - OFFSITE ORNAMENTAL TREE
 - OFFSITE TREEPIT
 - STRIPED CROSSWALK
 - STAMPED CROSSWALK
 - PLANTER AND/OR RETAINING WALL
 - CROSSWALK RAMP
 - SHRUB
 - BIKE RACK (SEE DETAIL)
 - STONE BENCH (SEE DETAIL)
 - BENCH
 - TRASH RECEPTACLE
 - EX. STREET LIGHT
 - STREET LIGHT (SEE DETAIL)

NOTE: PLANTING WITHIN BIO-RETENTION AREAS TO BE SPECIFIED ON FINAL SWM PLAN

NAVD 1929
NAD 83/91 DATUM

APPLICANT / DEVELOPER
SOUTHERN MANAGEMENT CORPORATION, INC.
1950 OLD GALLOW'S ROAD SITE 600 VIENNA, VA 22182

CONTACT
MEREDITH BYER
PH: (301) 337-2857
FX: (301) 731-0188

THE HOTEL AT UNIVERSITY OF MARYLAND
CASE NUMBER 4-14009
PRINCE GEORGE'S COUNTY MARYLAND

TAX MAP 33, GRID D3
WSSC 200' SHEET 209NE04
PARCEL 140



Professional Certification: I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed landscape architect under the laws of the State of Maryland.

License No. 3108
Expiration Date: October 3, 2015

SCALE 1" = 30'

1	9/30/14	MB	Address Intake Comments
2	11/12/14	MB	Address Comments
3	01/20/15	MB	Address 12/01 Comments

No.	DATE	BY	DESCRIPTION
REVISIONS			

DRAWN BY: DV
APPROVED BY: MB
CHECKED BY: MB
DATE: 9/15/2014

TITLE
LANDSCAPE & LIGHTING PLAN

PROJECT NO. 50062327

LS-1

SHEET NO. 1 OF 5

NOTE
FOR LOCATION OF UTILITIES CALL 8-11 OR 1-800-257-7777 OR LOG ON TO www.ce@11.com
48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY

INFORMATION CONCERNING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS BUT THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF THE MAINS BY DIGGING TEST PITS BY HAND AT ALL UTILITY CROSSINGS WELL IN ADVANCE OF THE START OF EXCAVATION.

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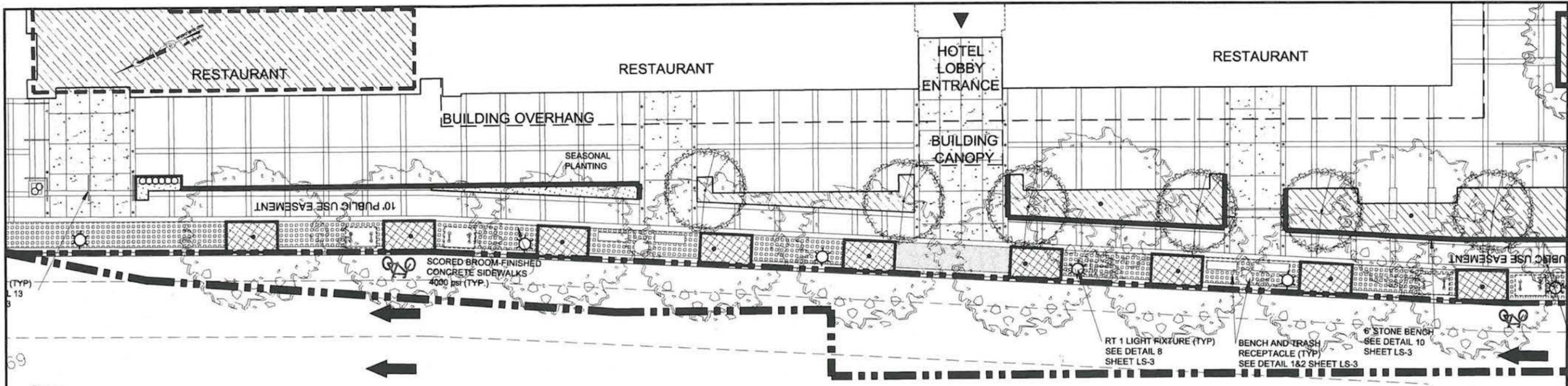
M-NCPPC APPROVAL

PROJECT NAME: The Hotel at University of Maryland

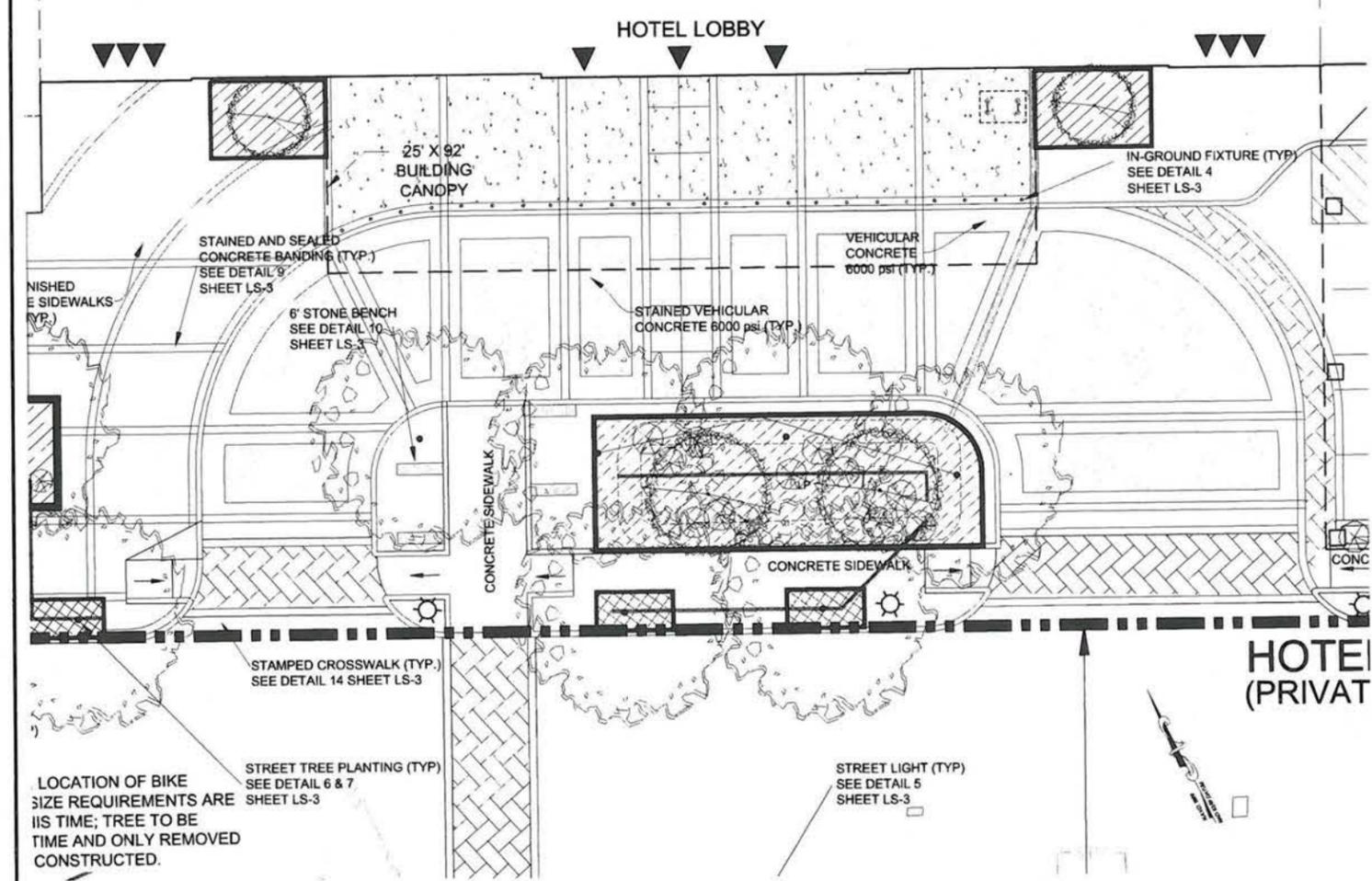
PROJECT NUMBER: DSP-14022

THE HOTEL AT UNIVERSITY OF MARYLAND
CASE NUMBER 4-1-14009
 PRINCE GEORGE'S COUNTY
 MARYLAND

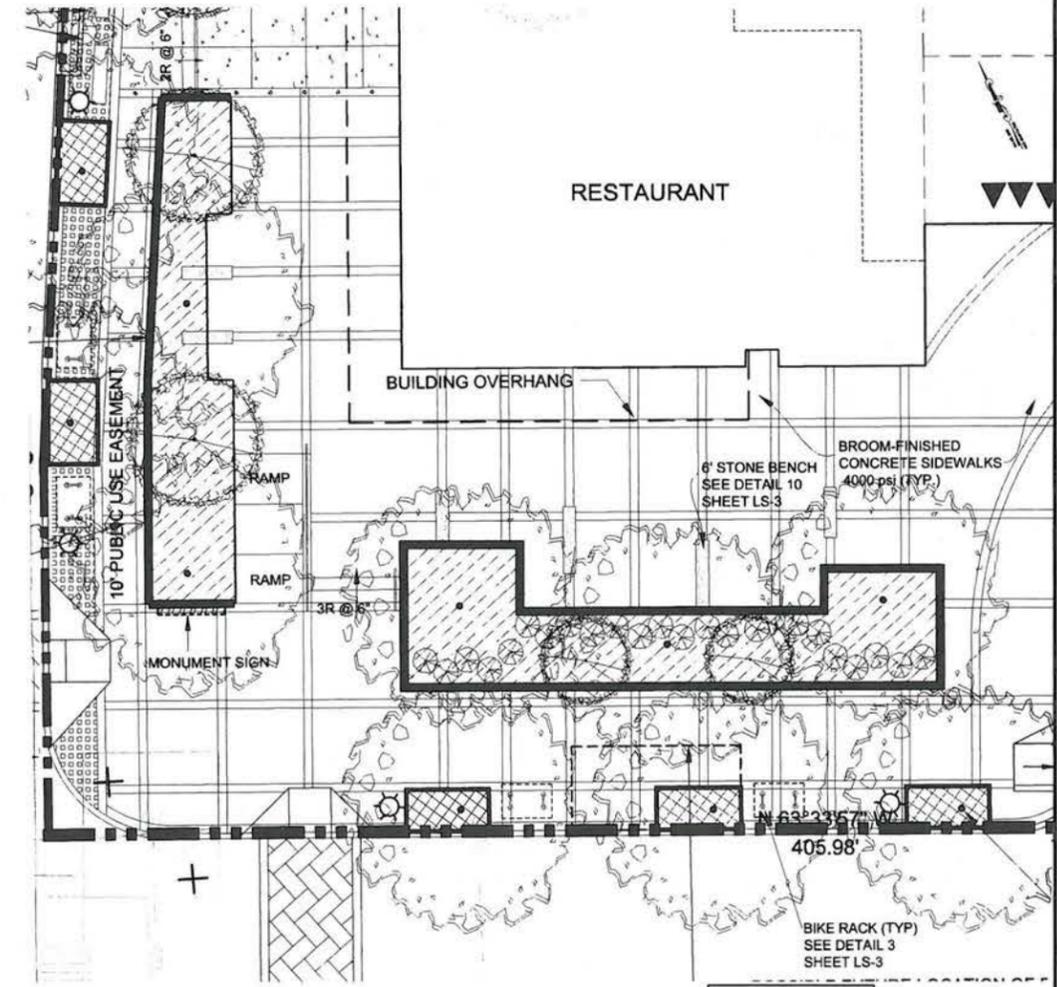
TAX MAP 33, GRID D3
 WSSC 200' SHEET 209NE4
 PARCEL 140



RT 1 FRONTAGE ENLARGEMENT
 1" = 10'-0"



FORE COURT ENLARGEMENT
 1" = 10'-0"



CAFE AREA ENLARGEMENT
 1" = 10'-0"

NOTE:
 FOR LOCATION OF UTILITIES CALL 8-1-1 OR 1-800-257-7777
 OR LOG ON TO www.811.com
 http://www.maryland.gov
 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY.
 INFORMATION CONCERNING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS BUT THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF THE MAINS BY DIGGING TEST PITS BY HAND AT ALL UTILITY CROSSINGS WELL IN ADVANCE OF THE START OF EXCAVATION.

OR local certifies that this plan meets conditions of final approval by the Planning Board, its successor or the District Council.

M-NCPPC APPROVAL

PROJECT NAME: The Hotel at University of Maryland
 PROJECT NUMBER: DSP-14022

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Professional Certification: I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed landscape architect under the laws of the State of Maryland.
 License No. 3108
 Expiration Date: October 3, 2015
 SCALE 1" = 10'

No.	DATE	BY	DESCRIPTION
1	9/30/14	MB	Address Intake Comments
2	11/12/14	MB	Address Comments
3	01/20/15	MB	Address 12/03 Comments

REVISIONS

DRAWN BY DV
 APPROVED BY MB
 CHECKED BY MB
 DATE 9/15/2014

TITLE
LANDSCAPE & LIGHTING PLAN
 HARDSCAPE ENLARGEMENTS
 PROJECT NO. 50062327



THE HOTEL

AT THE UNIVERSITY OF MARYLAND

Building Sign Options

AppleSigns

VISION · DESIGN · IMPACT

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Phone 410.987.7446 Fax 410.987.1580

www.applesigns.com

North Elevation

Apple Signs

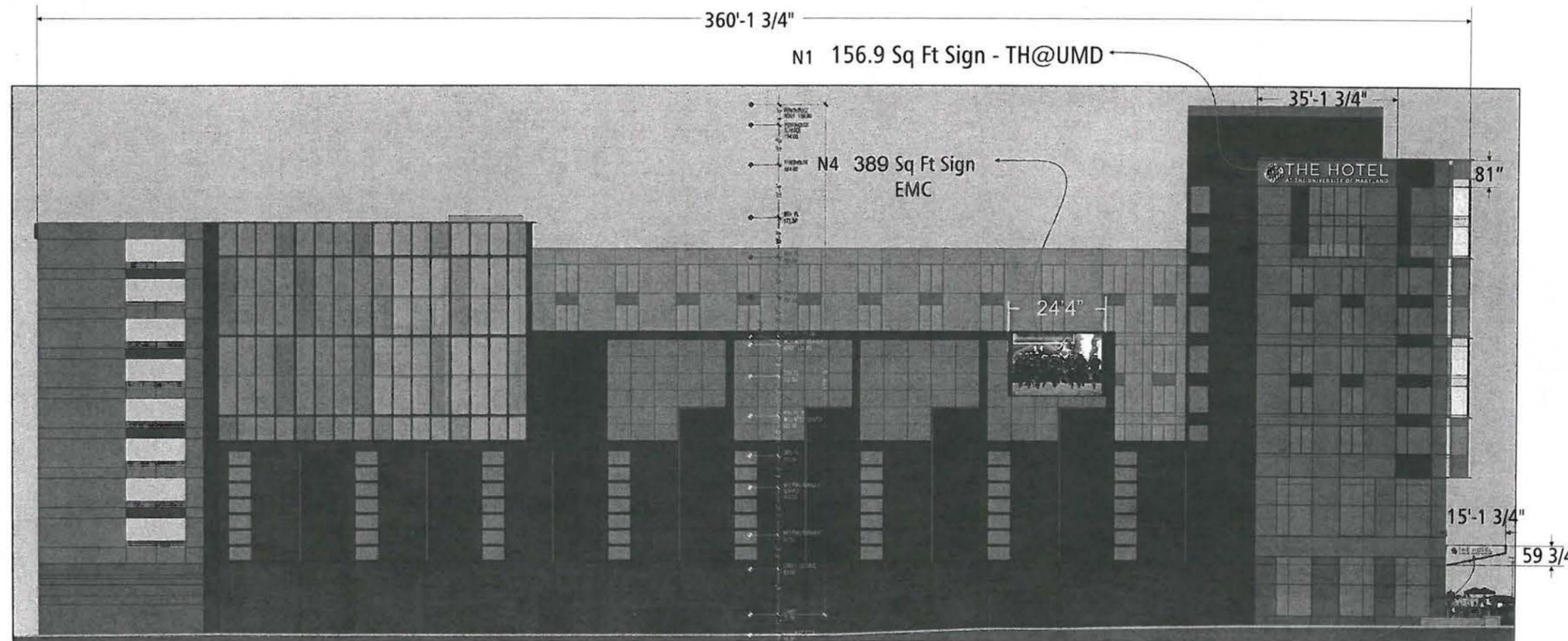
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 Phone 410.987.7446 Fax 410.987.1580
 Visit us at www.applesigns.com

CLIENT: Southern Management Corp.
 CONTACT:
 ADDRESS:
 The Hotel @ University of Maryland

PHONE
 EMAIL

REV. #	DATE M/D/Y	DESIGNER / TIME
FA	09/15/14	MFOSTER 19.00
R1	09/17/14	MFOSTER 00.25
R2	09/30/14	KHUANG 02.00
R3	09/30/14	KHUANG 02.00
R4	10/30/14	MFOSTER 06.00
R6	01/12/15	MFOSTER 01.00
R8	01/19/15	AG



North Elevation SCALE @ 1/32" = 1 Foot

N3 16.22 Sq Ft Sign -
 Canopy West / North Face

- N1 • Create 1 Channel Letter Sign
 "The Hotel at University of MD"
 Black Returns and Trim-Cap. RED LED Modules - White Acrylic Faces w/
 Red 2nd Surface Vinyl. Letters are White @ Daytime and Illuminate Red
 @ Dusk. Photocell Activation.
 All elements flush surface mounted to brick work w/
 Corrosion Resistant Hardware.
- N3 • Install One Sign to the North Face of the West Elevation Mounted
 Canopy. Fabrication, Sign Type & Install Method TBD & Coordinated
 w/ Canopy Details. Non-illuminated dimensional acrylic letters.
- N4 • Electronic Message Center 20mm full color 24'4" x 16'

• Printout colors are for reference only. All Electrical Components UL® Listed.

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**M-NCPPC
 APPROVAL**

PROJECT NAME: The Hotel at University of M

PROJECT NUMBER: DSP-14

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision numbers must be included in the Project Number

APPROVALS

CLIENT

Name _____
 Date / /
 APPROVED SKETCH# _____

SALES REP - PROJECT MGR

Name _____
 Date / /
 APPROVED SKETCH# _____

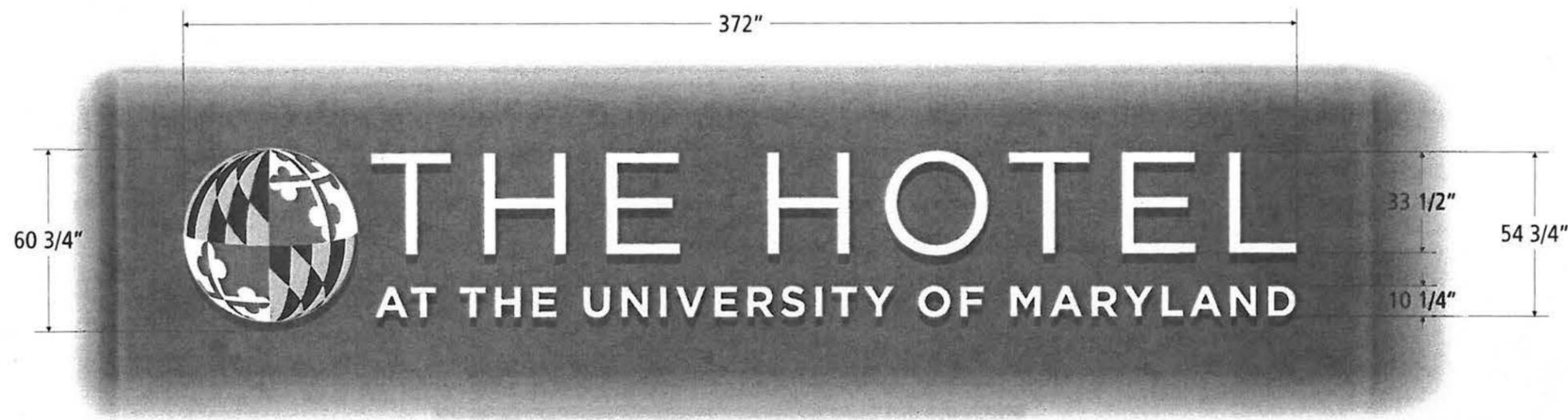
PRODUCTION

Name _____
 Date / /
 APPROVED SKETCH# _____

INSTALLATION

Name _____
 Date / /
 APPROVED SKETCH# _____

North Elevation / Sign Enlargements



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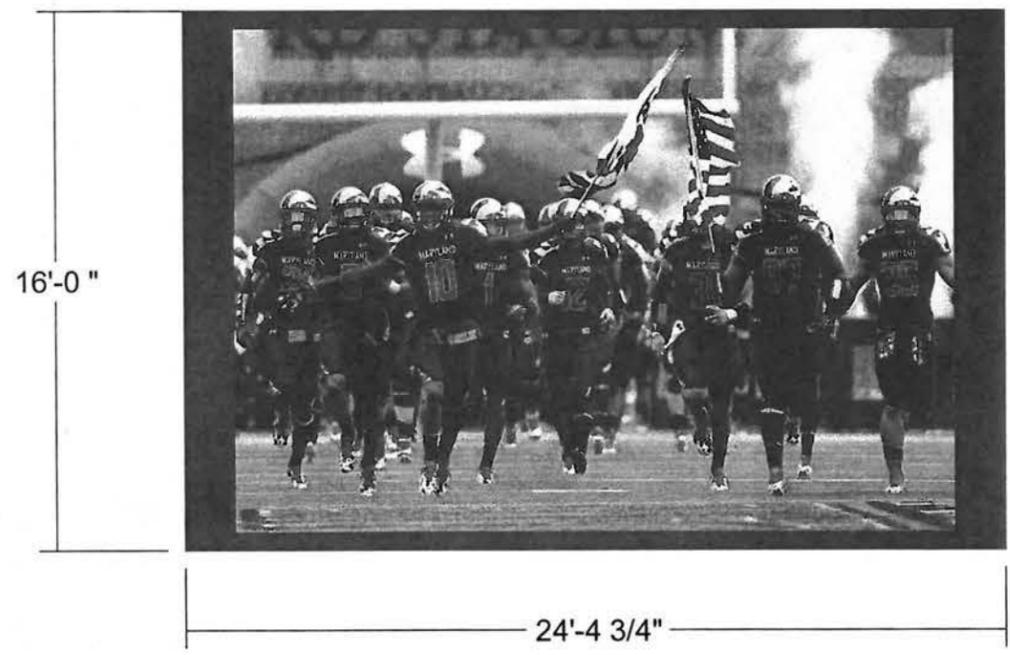
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Phone 410.987.7446 Fax 410.987.1580
Visit us at www.applesigns.com

CLIENT: Southern Management Corp.
CONTACT:
ADDRESS:
The Hotel @ University of Maryland

PHONE
EMAIL

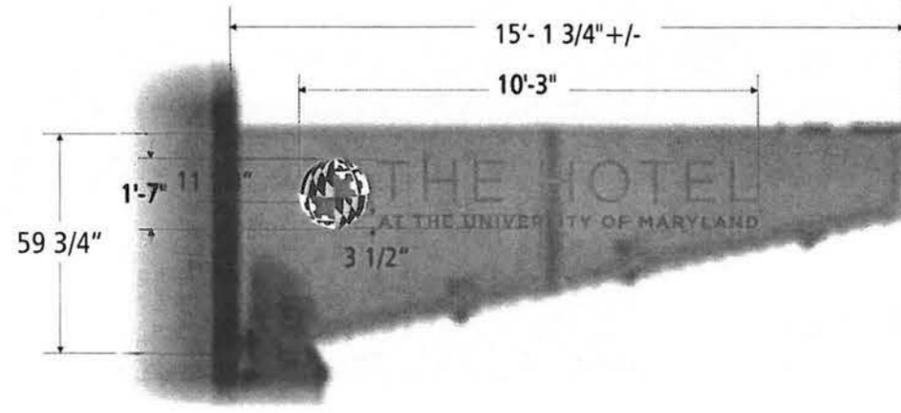
REV. #	DATE M/D/Y	DESIGNER / TIME
FA	09/15/14	MFOSTER 19.00
R1	09/17/14	MFOSTER 00.25
R2	09/30/14	KHUANG 02.00
R3	09/30/14	KHUANG 02.00
R4	10/30/14	MFOSTER 06.00
R6	01/12/15	MFOSTER 01.00
R8	01/19/15	AG

N1 - Opt2 SCALE @ 1/4" = 1 Foot 156.9 Sq Ft Sign - TH@UMD



N4 - Opt2 SCALE @ 3/16" = 1 Foot 390 Sq Ft Sign - Electronic Message Center

16'x24' - Phoenix51 20mm 240x368 SF
Electronic Message Center



N3 - Opt2 SCALE @ 1/4" = 1 Foot 16.22 Sq Ft Sign - Canopy West / North Face

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PROJECT NAME: The Hotel at University of M
PROJECT NUMBER: DSP-14
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APPROVALS

CLIENT
Name _____
Date / /
APPROVED SKETCH# _____

SALES REP - PROJECT MGR
Name _____
Date / /
APPROVED SKETCH# _____

PRODUCTION
Name _____
Date / /
APPROVED SKETCH# _____

INSTALLATION
Name _____
Date / /
APPROVED SKETCH# _____

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East Elevation

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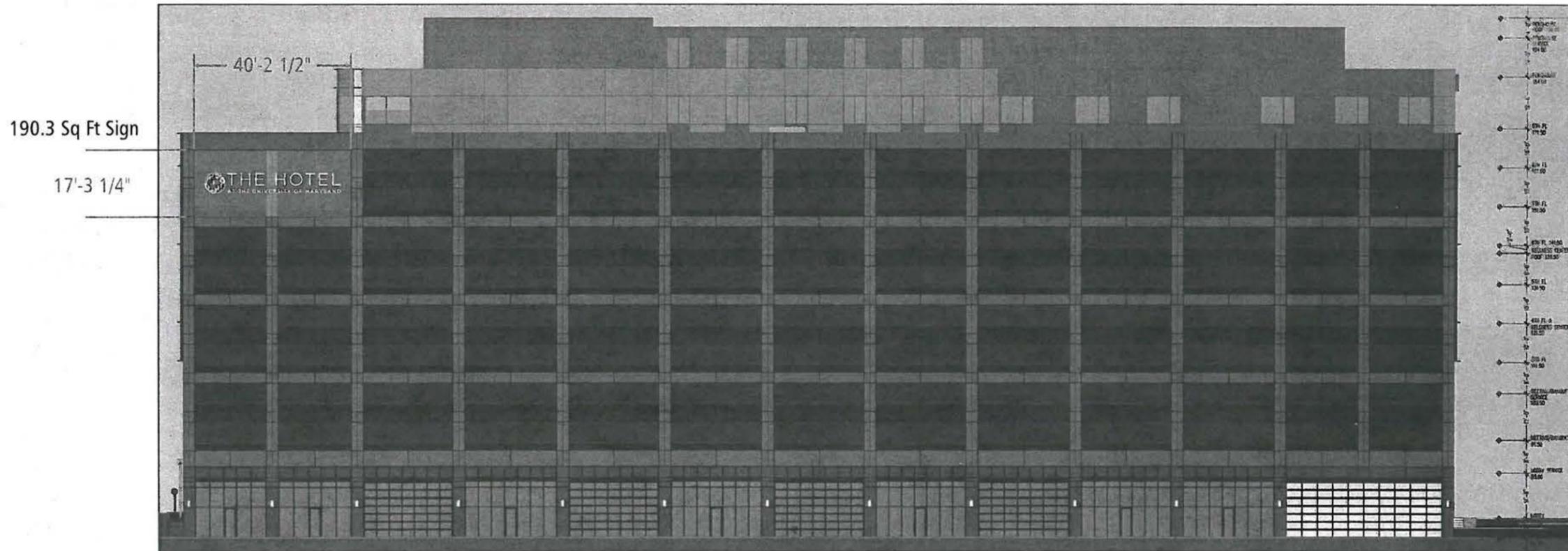
ADDRESS:

The Hotel @ University of Maryland

PHONE

EMAIL

REV. #	DATE M/D/Y	DESIGNER / TIME
FA	09/15/14	MFOSTER 19.00
R1	09/17/14	MFOSTER 00.25
R2	09/30/14	KHUANG 02.00
R3	09/30/14	KHUANG 02.00
R4	10/30/14	MFOSTER 06.00
R6	01/12/15	MFOSTER 01 00
R8	01/19/15	AG



190.3 Sq Ft Sign

17'-3 1/4"



East

SCALE @ 1/32" = 1 Foot

- E1 • Create 1 Channel Letter Sign
 "The Hotel at University of MD"
 Black Returns and Trim-Cap. RED LED Modules - White Acrylic Faces w/
 Red 2nd Surface Vinyl. Letters are White @ Daytime and Illuminate Red
 @ Dusk. Photocell Activation.
 All elements flush surface mounted to Alum. meshed panel
 Corrosion Resistant Hardware.

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**M-NCPPC
 APPROVAL**

PROJECT NAME: The Hotel at University of M

PROJECT NUMBER: DSP-14

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision
 numbers must be included in the Project Number

• Printout colors are for reference only. All Electrical Components UL® Listed.

APPROVALS

CLIENT

Name _____
 Date / /
 APPROVED SKETCH# _____

SALES REP - PROJECT MGR

Name _____
 Date / /
 APPROVED SKETCH# _____

PRODUCTION

Name _____
 Date / /
 APPROVED SKETCH# _____

INSTALLATION

Name _____
 Date / /
 APPROVED SKETCH# _____

West Elevation Sign Enlargements

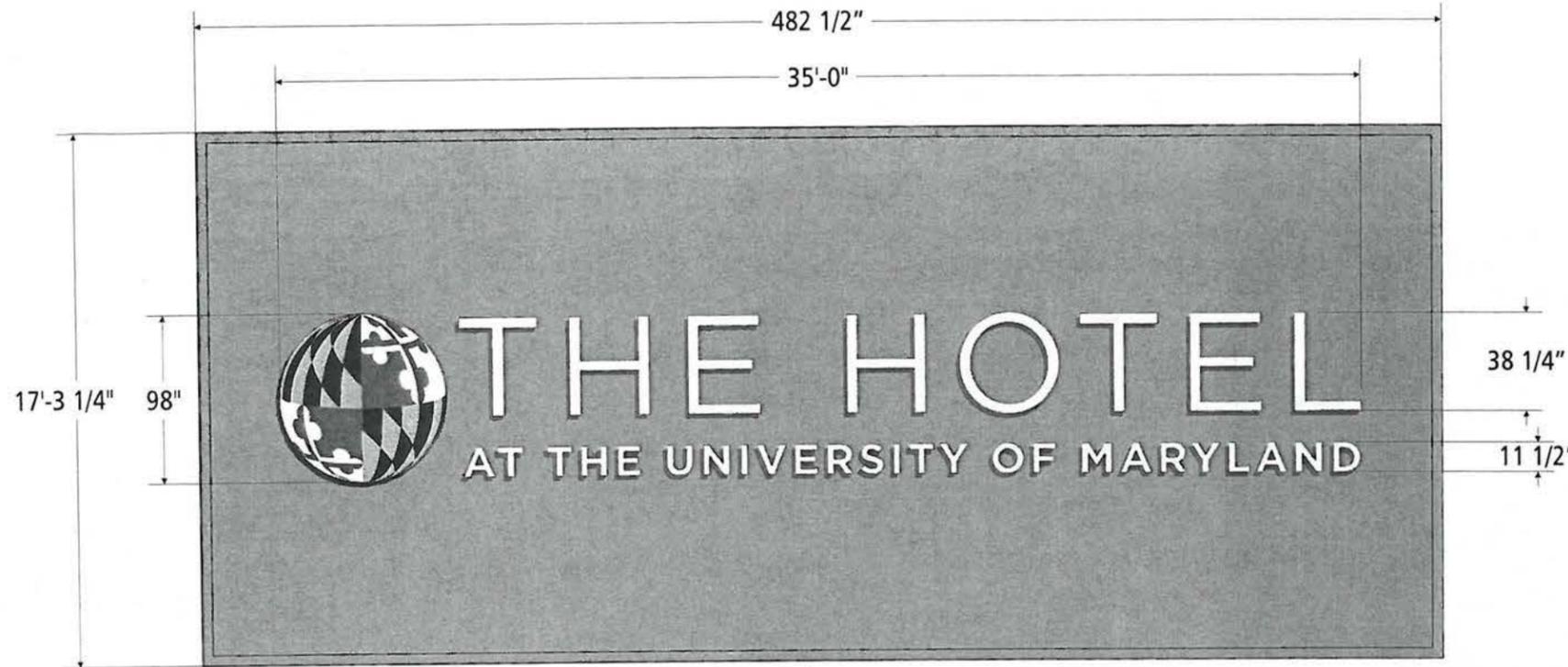
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REV. #	DATE M/D/Y	DESIGNER / TIME
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R4	10/30/14	MFOSTER 06.00
R6	01/12/15	MFOSTER 01.00
R8	01/19/15	AG

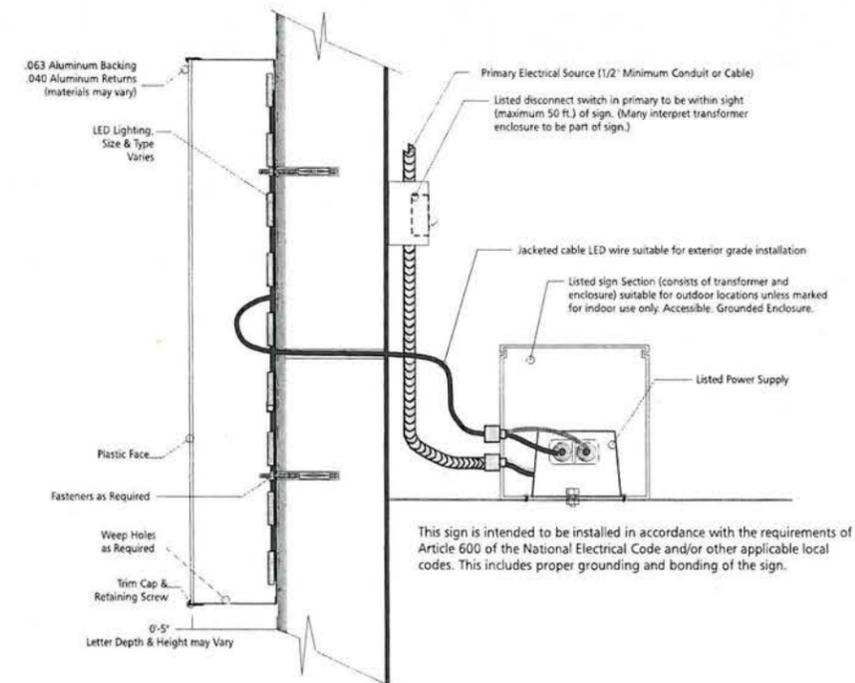


E1 - Hotel Sign SCALE @ 3/16" = 1 Foot

- Add 1 Sign to East Elevation

E1 "The Hotel at University of MD"
Black Returns and Trim-Cap. RED LED Modules - White Acrylic Faces w/
Red 2nd Surface Vinyl. Letters are White @ Daytime and Illuminate Red
@ Dusk. Photocell Activation.
All elements flush surface mounted Alum. meshed panel,
Corrosion Resistant Hardware.

- Printout colors are for reference only. All Electrical Components UL® Listed.



Typical LED Channel Letters - Mount Flush

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M-NCPPC APPROVAL

PROJECT NAME: The Hotel at University of M
PROJECT NUMBER: DSP-14
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision numbers must be included in the Project Number

APPROVALS

CLIENT
Name _____
Date M / D / Y _____
APPROVED SKETCH# _____

SALES REP - PROJECT MGR
Name _____
Date M / D / Y _____
APPROVED SKETCH# _____

PRODUCTION
Name _____
Date M / D / Y _____
APPROVED SKETCH# _____

INSTALLATION
Name _____
Date M / D / Y _____
APPROVED SKETCH# _____

West Elevation

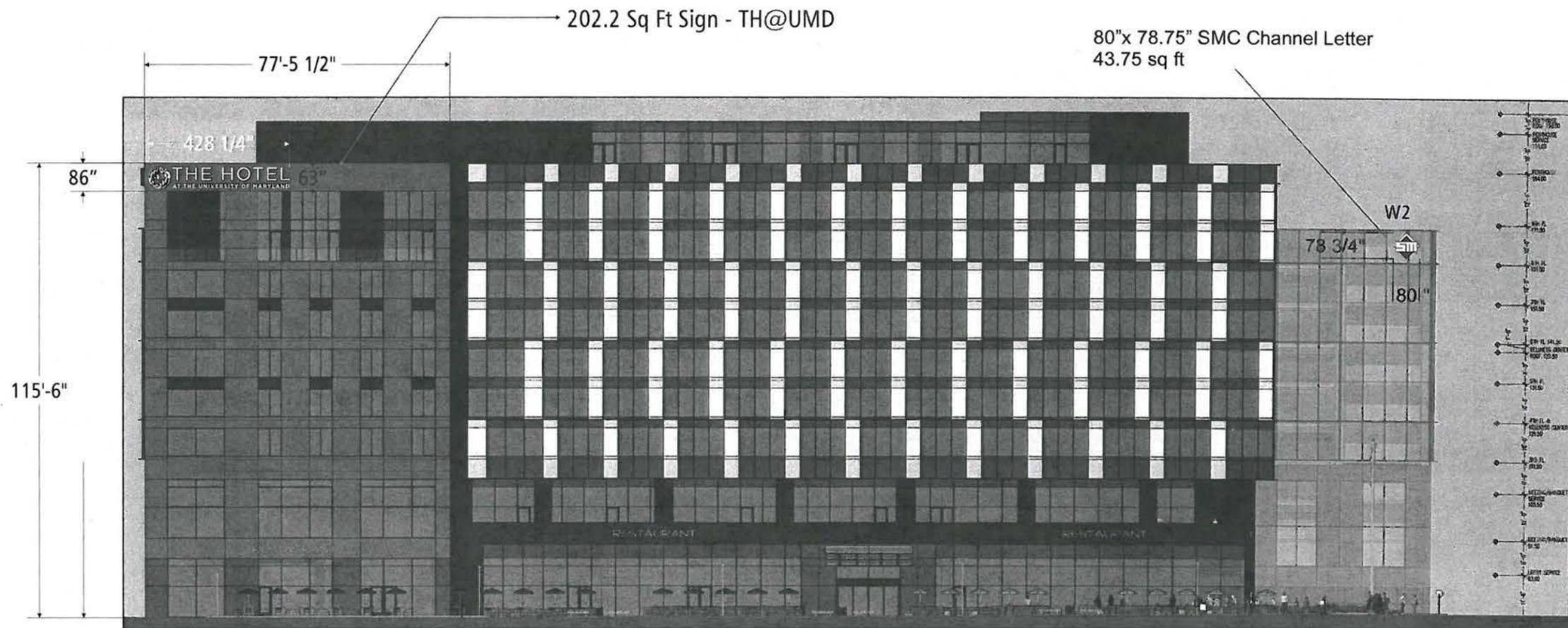
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EMAIL

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R3	09/30/14	KHUANG 02.00
R4	10/30/14	MFOSTER 06.00
R6	01/12/15	MFOSTER 01.00
R8	01/19/15	AG



West Elevation SCALE @ 1/32" = 1 Foot

- Add 2 Signs to North Elevation
- Sign W1 Mounts to Extend Existing Wall, Approx. 8'-4" Above Current Wall Height. (Existing Wall is 6' Tall +/-)
- W1 • Create 1 Channel Letter Sign
"The Hotel at University of MD"
Black Returns and Trim-Cap. RED LED Modules - White Acrylic Faces w/ Red 2nd Surface Vinyl. Letters are White @ Daytime and Illuminate Red @ Dusk. Photocell Activation.
White LED's in Logo Cabinet w/ UM Red and Yellow Trans Vinyl Graphic.
White Acrylic Face w/ Black Returns and Trim-Cap.
All elements flush surface mounted to brick work w/ Corrosion Resistant Hardware.
- W2 • Create 1 Channel Letter "SMC Diamond Logo"
White LED's w/ Black and PMS 300c Blue
Translucent Vinyl on Face. Black Returns and Trim-Cap,
White Acrylic Face.
- Printout colors are for reference only. All Electrical Components UL® Listed.

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M-NCPPC APPROVAL

PROJECT NAME: The Hotel at University of M
PROJECT NUMBER: DSP-14
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision numbers must be included in the Project Number

APPROVALS

CLIENT
Name _____
Date M / D / Y _____
APPROVED SKETCH# _____

SALES REP - PROJECT MGR
Name _____
Date M / D / Y _____
APPROVED SKETCH# _____

PRODUCTION
Name _____
Date M / D / Y _____
APPROVED SKETCH# _____

INSTALLATION
Name _____
Date M / D / Y _____
APPROVED SKETCH# _____

West Elevation Sign Enlargements

Apple Signs

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CLIENT: Southern Management Corp.

CONTACT:

ADDRESS:

The Hotel @ University of Maryland

PHONE

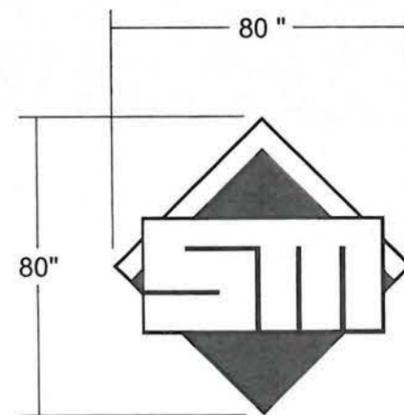
EMAIL

REV. #	DATE M/D/Y	DESIGNER / TIME
FA	09/15/14	MFOSTER 19.00
R1	09/17/14	MFOSTER 00.25
R2	09/30/14	KHUANG 02.00
R3	09/30/14	KHUANG 02.00
R4	10/30/14	MFOSTER 06.00
R6	01/12/15	MFOSTER 01.00
R8	01/19/15	AG

W1 - Opt2 - Hotel Sign SCALE @ 1/8" = 1 Foot



202 2 Sq Ft Sign TH@UMD



W2- SMC Logo SCALE @ 1/4" = 1 Foot

W2 Create 1 Channel Letter "SMC Diamond Logo"
 White LED's w/ Black and PMS 300c Blue
 Translucent Vinyl on Face. Black Returns and Trim-Cap,
 White Acrylic Face.

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M-NCPPC APPROVAL

• Printout colors are for reference only.
 All Electrical Components UL® Listed.

PROJECT NAME: The Hotel at University of M
 PROJECT NUMBER: DSP-14
 For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision numbers must be included in the Project Number

APPROVALS	
CLIENT	
Name	
Date	M / D / Y
APPROVED SKETCH#	
SALES REP - PROJECT MGR	
Name	
Date	M / D / Y
APPROVED SKETCH#	
PRODUCTION	
Name	
Date	M / D / Y
APPROVED SKETCH#	
INSTALLATION	
Name	
Date	M / D / Y
APPROVED SKETCH#	

South Elevation

AppleSigns
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CLIENT: Southern Management Corp.

CONTACT:

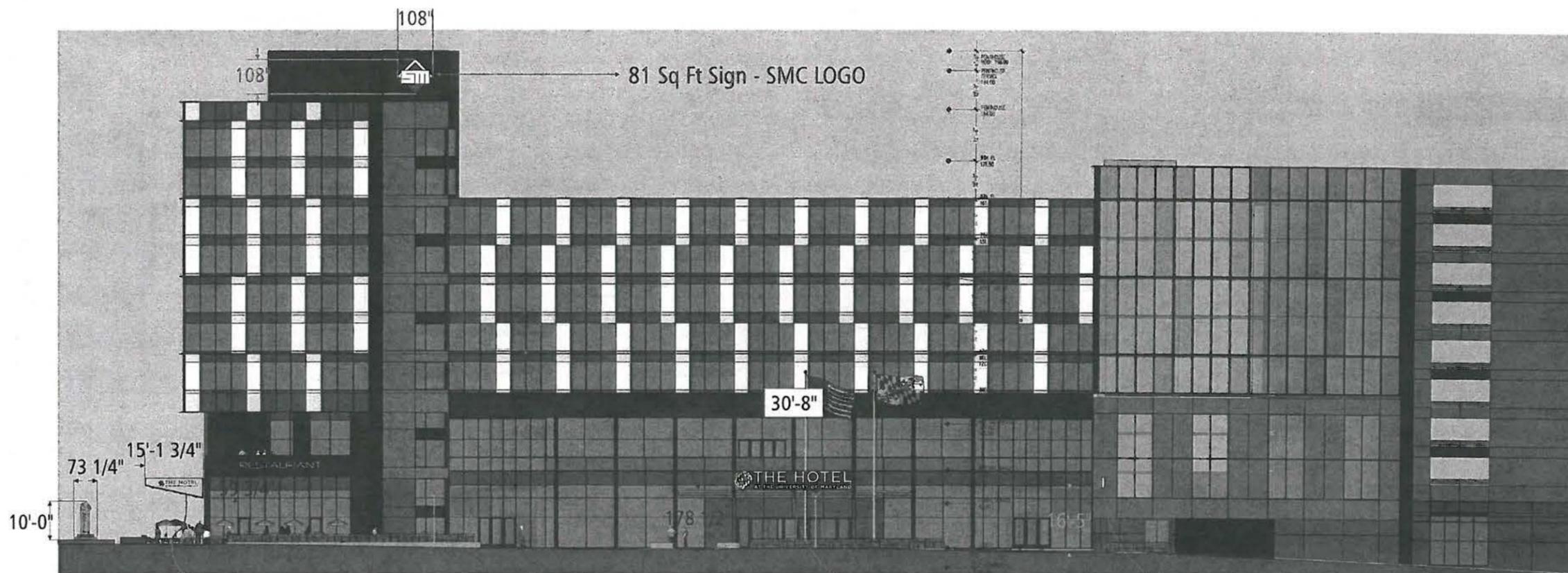
ADDRESS:

The Hotel @ University of Maryland

PHONE

EMAIL

REV. #	DATE M/D/Y	DESIGNER / TIME
FA	09/15/14	MFOSTER 19.00
R1	09/17/14	MFOSTER 00.25
R2	09/30/14	KHUANG 02.00
R3	09/30/14	KHUANG 02.00
R4	10/30/14	MFOSTER 06.00
R6	01/12/15	MFOSTER 01.00
R8	01/19/15	AG



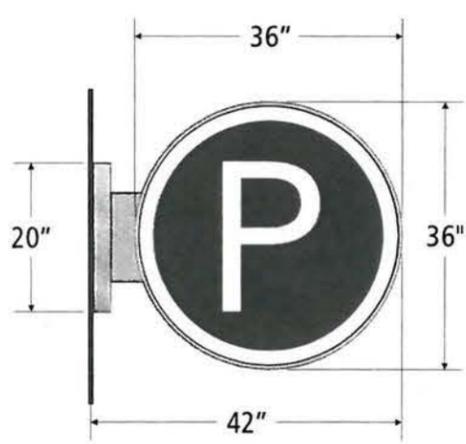
South Elevation SCALE @ 1/32" = 1 Foot

16.22 Sq Ft Sign Canopy West / South Face

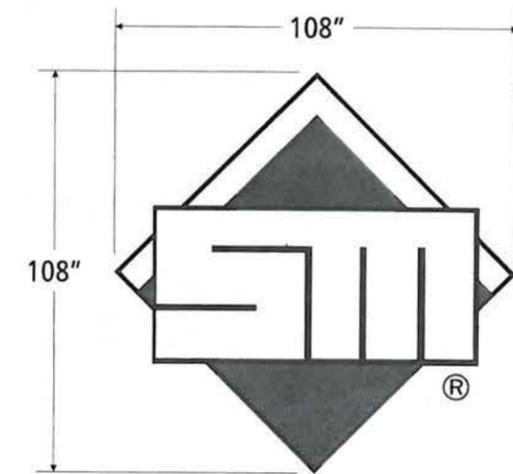
150.77 Sq Ft Sign TH@UofMD

10.5 Sq Ft Sign - Parking "p"

- Add 5 Signs to South Elevation Option 1
- S1 • Create 1 Channel Letter Sign Mounted to Canopy Top Front Edge. "The Hotel at University of MD" w/ Logo
- S2 • Install One Sign to the South Face of the West Elevation Mounted Canopy.
- S3 • Create 1 Channel Letter "SMC Diamond Logo"
- S4 • Create 1 D/F blade sign, parking "P"
- Printout colors are for reference only. All Electrical Components UL® Listed.



S4 - BLADE SIGN SCALE @ 1/2" = 1 Foot



S3 - SMC Logo SCALE @ 1/4" = 1 Foot

S4 Create 1 Channel Letter parking "P" White LED's w/ Blue Translucent Vinyl on Face. Silver Returns and Trim-Cap, White Acrylic Face.

S3 Create 1 Channel Letter "SMC Diamond Logo" White LED's w/ Black and PMS 300c Blue Translucent Vinyl on Face. Black Returns and Trim-Cap, White Acrylic Face.

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M-NCPPC APPROVAL

PROJECT NAME: The Hotel at University of M
PROJECT NUMBER: DSP-14
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision numbers must be included in the Project Number

APPROVALS

CLIENT
Name _____
Date M / D / Y _____
APPROVED SKETCH# _____

SALES REP - PROJECT MGR
Name _____
Date M / D / Y _____
APPROVED SKETCH# _____

PRODUCTION
Name _____
Date M / D / Y _____
APPROVED SKETCH# _____

INSTALLATION
Name _____
Date M / D / Y _____
APPROVED SKETCH# _____

South Elevation Sign Enlargements

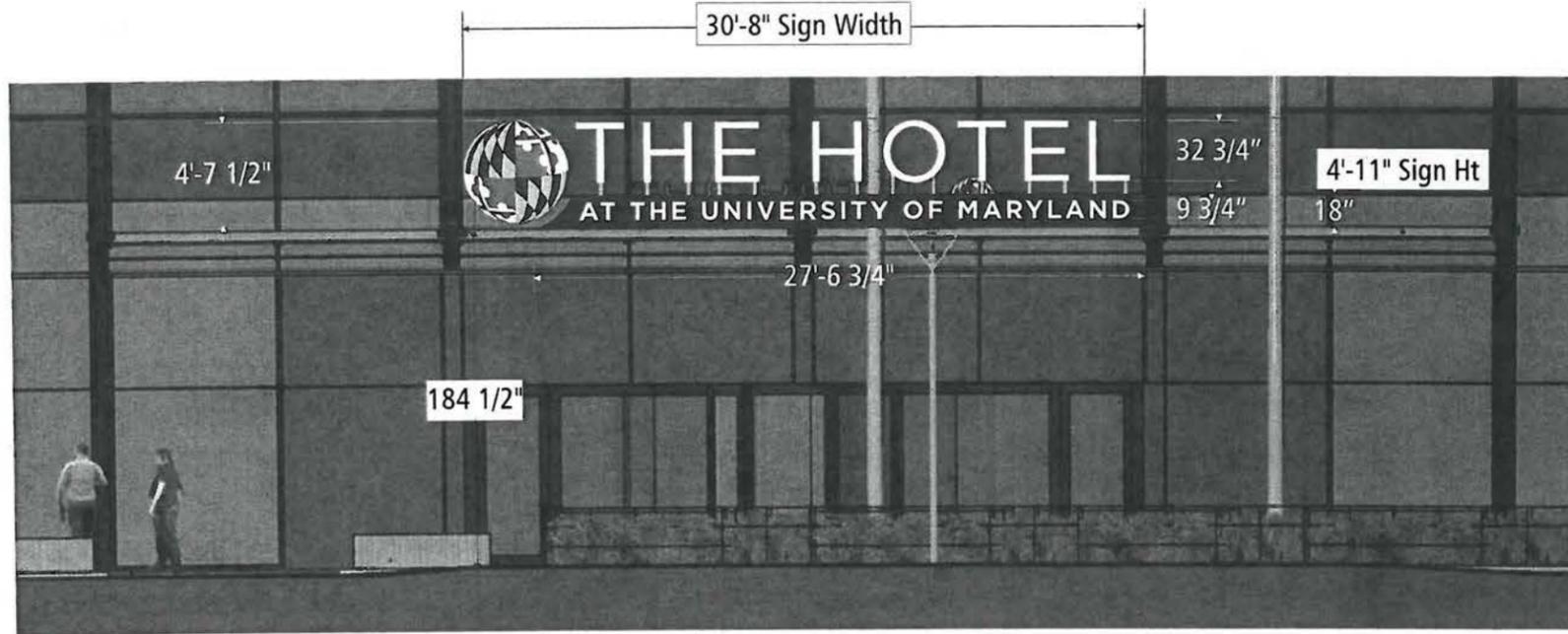
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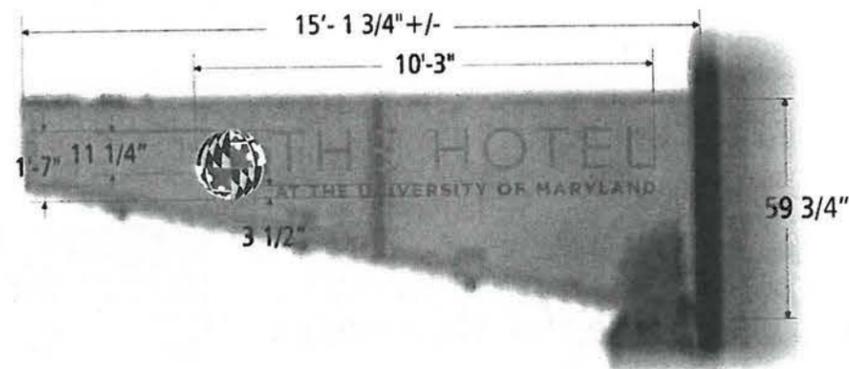
REV. #	DATE M/D/Y	DESIGNER / TIME
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R4	10/30/14	MFOSTER 06.00
R6	01/12/15	MFOSTER 01.00
R8	01/19/15	AG



S1 - Opt1 SCALE @ 1/8" = 1 Foot 150.77 Sq Ft Sign - TH@UofMD

- Add 2 Signs to South Elevation Option 1
- S1 • Create 1 Channel Letter Sign Mounted to Canopy Top Front Edge. "The Hotel at University of MD" w/ Logo" Black Returns and Trim-Cap. RED LED Modules - White Acrylic Faces. Photocell Activation. Logo Face with Yellow & Red Trans Vinyl Graphics. White Acrylic Face w/ Black Returns and Trim-Cap.

16.22 Sq Ft Sign - Canopy West / South Face



- S2 • Install One Sign to the South Face of the West Elevation

S2 - Opt1 SCALE @ 1/4" = 1 Foot

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M-NCPPC APPROVAL

PROJECT NAME: The Hotel at University of M
PROJECT NUMBER: DSP-14
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision numbers must be included in the Project Number

• Printout colors are for reference only.
All Electrical Components UL® Listed.

APPROVALS	
CLIENT	
Name	_____
Date	M / D / Y
APPROVED SKETCH#	_____
SALES REP - PROJECT MGR	
Name	_____
Date	M / D / Y
APPROVED SKETCH#	_____
PRODUCTION	
Name	_____
Date	M / D / Y
APPROVED SKETCH#	_____
INSTALLATION	
Name	_____
Date	M / D / Y
APPROVED SKETCH#	_____

Retail Channel Letter Example

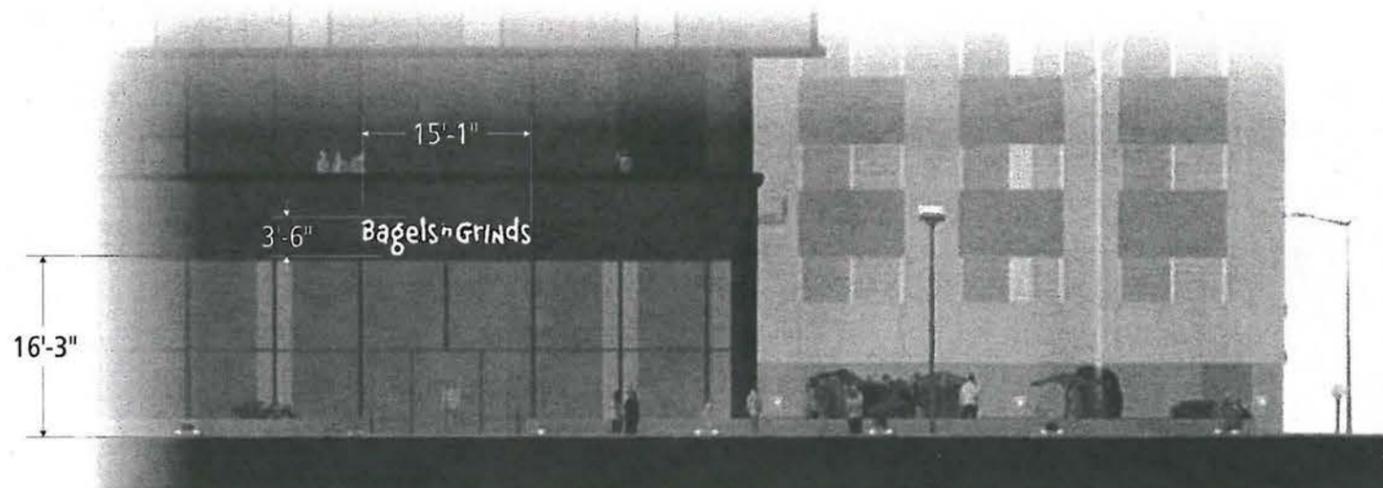
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R6	01/12/15	MFOSTER 01.00
R8	01/19/15	AG

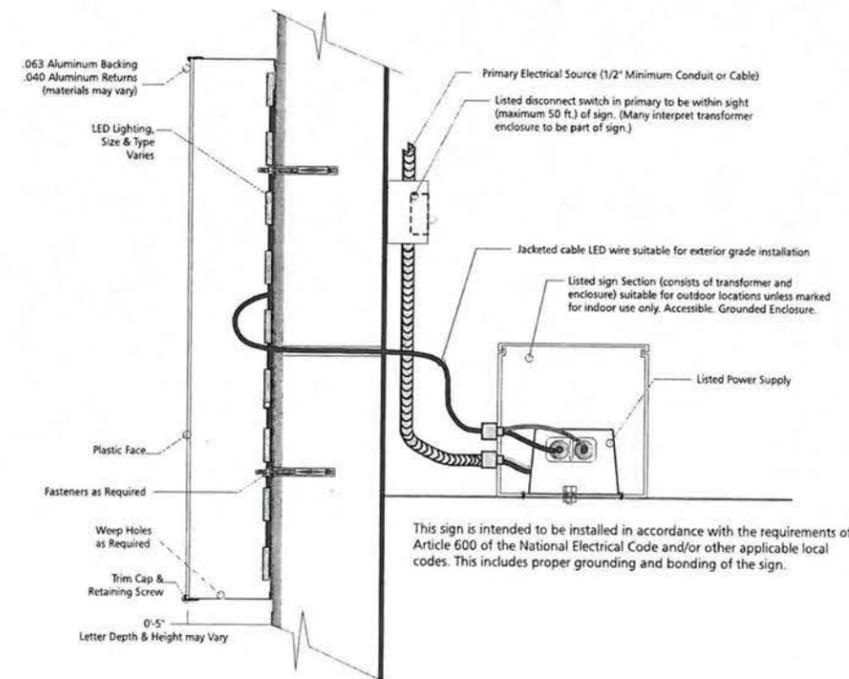


West Elevation - Retail Sign Detail SCALE @ 1/16" = 1 Foot

- Create Face Lit Surface Mounted Channel Letter Sign for Retail Tenants
- R1 • Create Custom Channel Letter Signs
4" Deep Channel Letters
3/16" Acrylic Faces and 1" Trim-Cap
White LED's Illumination w/ 12 Volt Transformers.

Logo's to be developed into Channel Letters Upon Receipt of Location and Tenant Logo Requirements.
Individual Sketches provided for Client Approval.

- Printout colors are for reference only. All Electrical Components UL® Listed.



Typical LED Channel Letters - Mount Flush



Retail Sign Detail - Example Only Not for Production SCALE @ 1/2" = 1 Foot

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M-NCPPC APPROVAL

PROJECT NAME: The Hotel at University of M

PROJECT NUMBER: DSP-14

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision numbers must be included in the Project Number

APPROVALS

CLIENT

Name _____
Date / /
APPROVED SKETCH# _____

SALES REP - PROJECT MGR

Name _____
Date / /
APPROVED SKETCH# _____

PRODUCTION

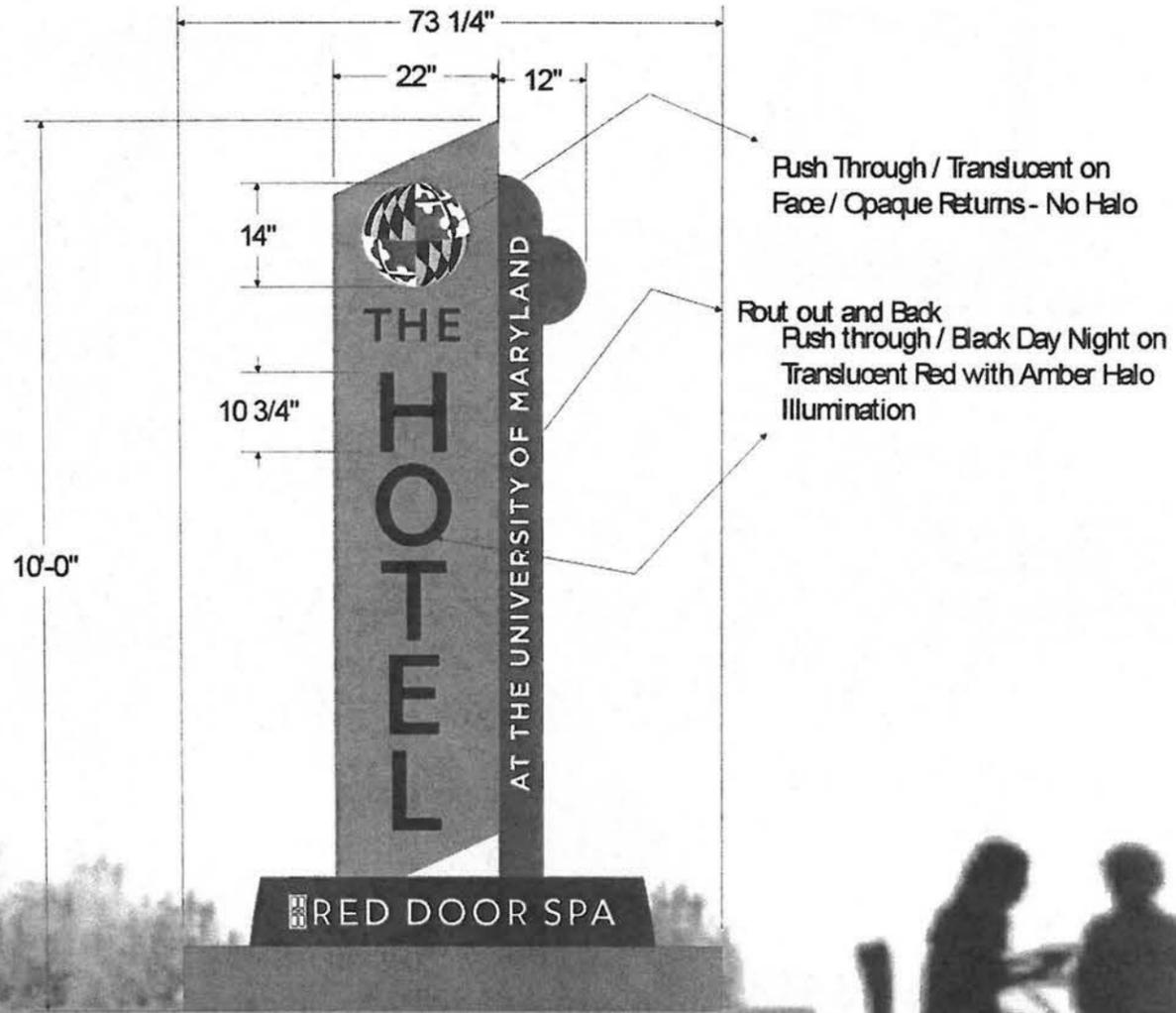
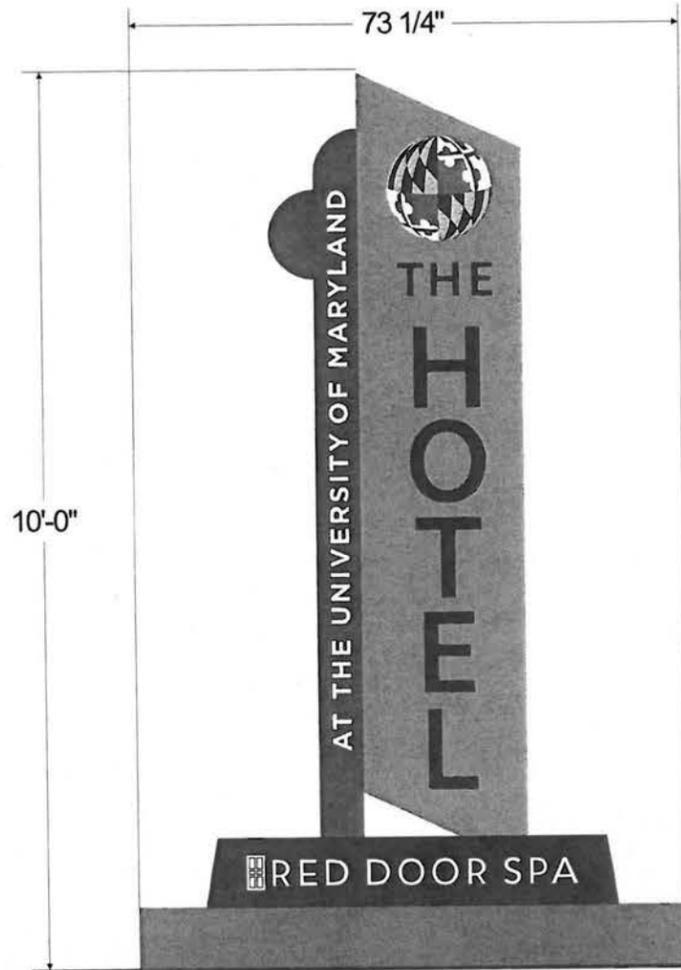
Name _____
Date / /
APPROVED SKETCH# _____

INSTALLATION

Name _____
Date / /
APPROVED SKETCH# _____

Monument Sign SCALE @ 1/2" = 1'-0"

- CREATE ONE D/S MONUMENT SIGN M1 (FOR SOUTH WEST CORNER OF BLDG)
- PRINTOUT COLORS ARE FOR REFERENCE ONLY ALL ELECTRICAL COMPONENTS UL® LISTED.



Monument Sign

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R3	09/30/14	KHUANG 02.00
R4	10/30/14	MFOSTER 06.00
R5	01/12/15	MFOSTER 01.00
R6	01/13/15	MFOSTER 00.75
R8	01/19/15	AG

APPROVALS

CLIENT

Name _____
Date / /
APPROVED SKETCH # _____

SALES REP - PROJECT MGR

Name _____
Date / /
APPROVED SKETCH # _____

PRODUCTION

Name _____
Date / /
APPROVED SKETCH # _____

INSTALLATION

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Date / /
APPROVED SKETCH # _____

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M-NCPPC APPROVAL

PROJECT NAME: The Hotel at University of M

PROJECT NUMBER: DSP-14

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision numbers must be included in the Project Number

Monument Sign

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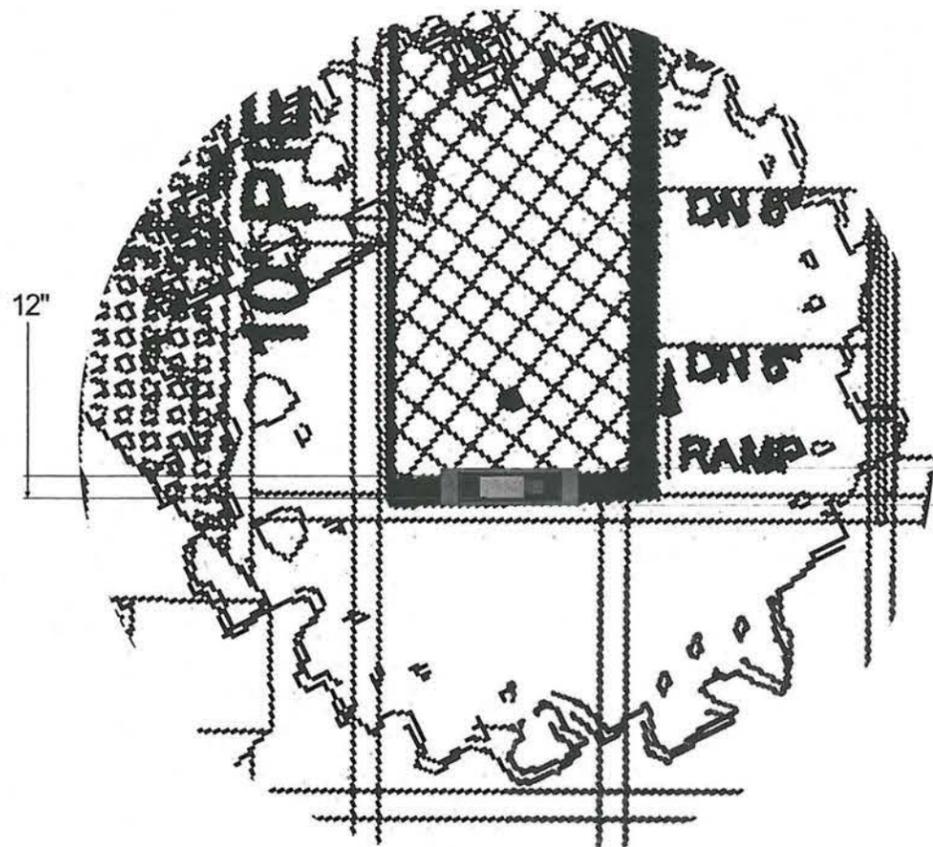
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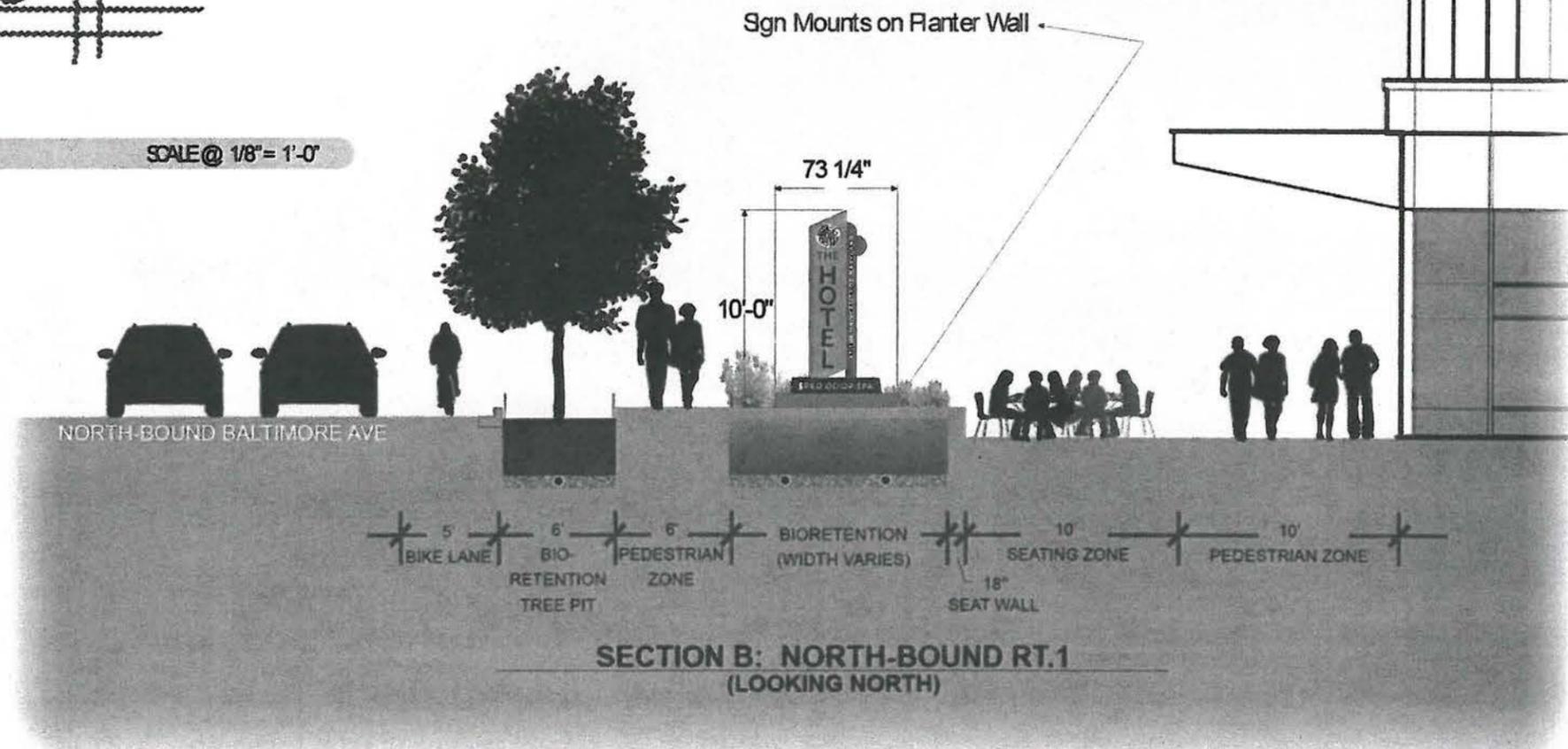
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R2	09/30/14	KHUIANG 02.00
R3	09/30/14	KHUIANG 02.00
R4	10/30/14	MFOSTER 06.00
R5	01/12/15	MFOSTER 01.00
R6	01/13/15	MFOSTER 00.75
R8	01/19/15	AG



20" Planter Wall & Sign Base 8' Width

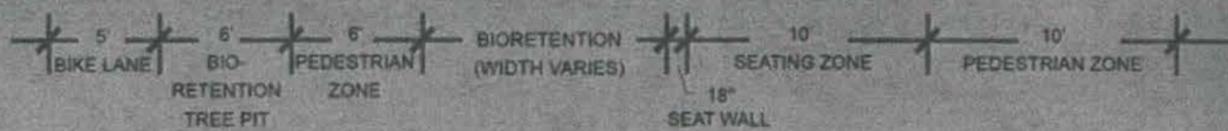
12"

Monument Sign SCALE@ 1/8" = 1'-0"



Sign Mounts on Planter Wall

NORTH-BOUND BALTIMORE AVE



SECTION B: NORTH-BOUND RT.1 (LOOKING NORTH)

Monument Sign SCALE@ 1/8" = 1'-0"

APPROVALS

CLIENT

Name _____
 Date / /
 APPROVED SKETCH# _____

SALES REP - PROJECT MGR

Name _____
 Date / /
 APPROVED SKETCH# _____

PRODUCTION

Name _____
 Date / /
 APPROVED SKETCH# _____

INSTALLATION

Name _____
 Date / /
 APPROVED SKETCH# _____

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Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 2601 Meacham Boulevard
 Fort Worth, TX 76193

Prior Study No.
 2014-AEA-5261-OE

Issued Date: 03/04/2015

Robert Greenberg
 Robert Greenberg
 7913
 Macarthur Blvd
 Cabin John, MD 20818

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ** (CORRECTION)**

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

Structure:	Building THE HOTEL AT UMD (NW - MAIN TOWER)
Location:	College Park, MD
Latitude:	38-59-15.21N NAD 83
Longitude:	76-56-07.87W
Heights:	72 feet site elevation (SE) 126 feet above ground level (AGL) 198 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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

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

See attachment for additional condition(s) or information.

Any height exceeding 126 feet above ground level (198 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 09/04/2016 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before April 03, 2015. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager, Airspace Regulations & ATC Procedures Group, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on April 13, 2015 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Airspace Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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

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

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Steve Phillips, at (816) 329-2523. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AEA-807-OE.

Signature Control No: 243529437-244753028

(DNH)

Sheri Edgett-Baron

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2015-AEA-807-OE

Abbreviations:

AEA, Eastern Region
AGL, Above Ground Level
AMSL, Above Mean Sea Level
ASN, Aeronautical Study Number
CFR, Code of Federal Regulations
ICA, Initial Climb Area
IFR, Instrument Flight Rules
OE, Obstruction Evaluation
RWY, Runway
TERPS, Terminal Instrument Procedures
VFR, Visual Flight Rules

The proposed structure is a hotel complex consisting of three (3) structures. It would be located approximately 2,877 - 3,231 feet northwest of the RWY 15 threshold for the College Park Airport (CGS), College Park, MD. The proposed corner points for each of the 3 structures were studied separately. Although all the corner points exceed the notice criteria of 14 CFR Part 77, only six (6) exceed the obstruction standards. The ASNs with coordinates, AGL heights, and AMSL heights for the 6 points are as follows:

ASN 2015-AEA-807-OE

38-59-15.21N, 76-56-07.87W, 126 feet AGL, 198 feet AMSL

ASN 2015-AEA-808-OE

38-59-14.89N, 76-56-07.06W, 126 feet AGL, 198 feet AMSL

ASN 2015-AEA-811-OE

38-59-13.34N, 76-56-08.09W, 90 feet AGL, 162 feet AMSL

ASN 2015-AEA-812-OE

38-59-12.61N, 76-56-06.21W, 90 feet AGL, 162 feet AMSL

ASN 2015-AEA-815-OE

38-59-14.17N, 76-56-05.21W, 95 feet AGL, 167 feet AMSL

ASN 2015-AEA-816-OE

38-59-13.63N, 76-56-03.81W, 95 feet AGL, 167 feet AMSL

These are identified as exceeding the obstruction standards of 14 CFR Part 77 as follows as applied to CGS:

ASN 2015-AEA-807-OE

Section 77.17(a)(3): A height that increases a minimum instrument flight altitude within a terminal area (TERPS criteria). It would penetrate the RWY 33 40:1 departure surface in the ICA by 71 feet.

ASN 2015-AEA-808-OE

Section 77.17(a)(3): A height that increases a minimum instrument flight altitude within a terminal area (TERPS criteria). It would penetrate the RWY 33 40:1 departure surface in the ICA by 73 feet.

ASN 2015-AEA-811-OE

Section 77.17(a)(3): A height that increases a minimum instrument flight altitude within a terminal area (TERPS criteria). It would penetrate the RWY 33 40:1 departure surface in the ICA by 38 feet.

ASN 2015-AEA-812-OE

Section 77.17(a)(3): A height that increases a minimum instrument flight altitude within a terminal area (TERPS criteria). It would penetrate the RWY 33 40:1 departure surface in the ICA by 42 feet.

ASN 2015-AEA-815-OE

Section 77.17(a)(3): A height that increases a minimum instrument flight altitude within a terminal area (TERPS criteria). It would penetrate the RWY 33 40:1 departure surface in the ICA by 46 feet.

ASN 2015-AEA-816-OE

Section 77.17(a)(3): A height that increases a minimum instrument flight altitude within a terminal area (TERPS criteria). It would penetrate the RWY 33 40:1 departure surface in the ICA by 49 feet.

The proposals were not circularized to the public for comments, as current FAA policy exempts from circularization those proposals which penetrate the 40:1 departure surface and do not raise minima. The penetration to the departure surface in the ICA will require a note in the TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES AND DIVERSE VECTOR AREA (RADAR VECTORS).

Aeronautical study disclosed that the proposed structure would not have a significant adverse effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

Study for possible VFR effect disclosed that the proposal would have no effect on any existing or proposed arrival or departure VFR operations or procedures. It would not conflict with airspace required to conduct normal VFR traffic pattern operations at CGS or any other known public use or military airports. At 90, 95, and 126 feet AGL, the proposed construction would not have a substantial adverse effect on VFR en route flight operations.

The proposed structures would be appropriately obstruction marked/lighted to make it more conspicuous to airmen should circumnavigation be necessary.

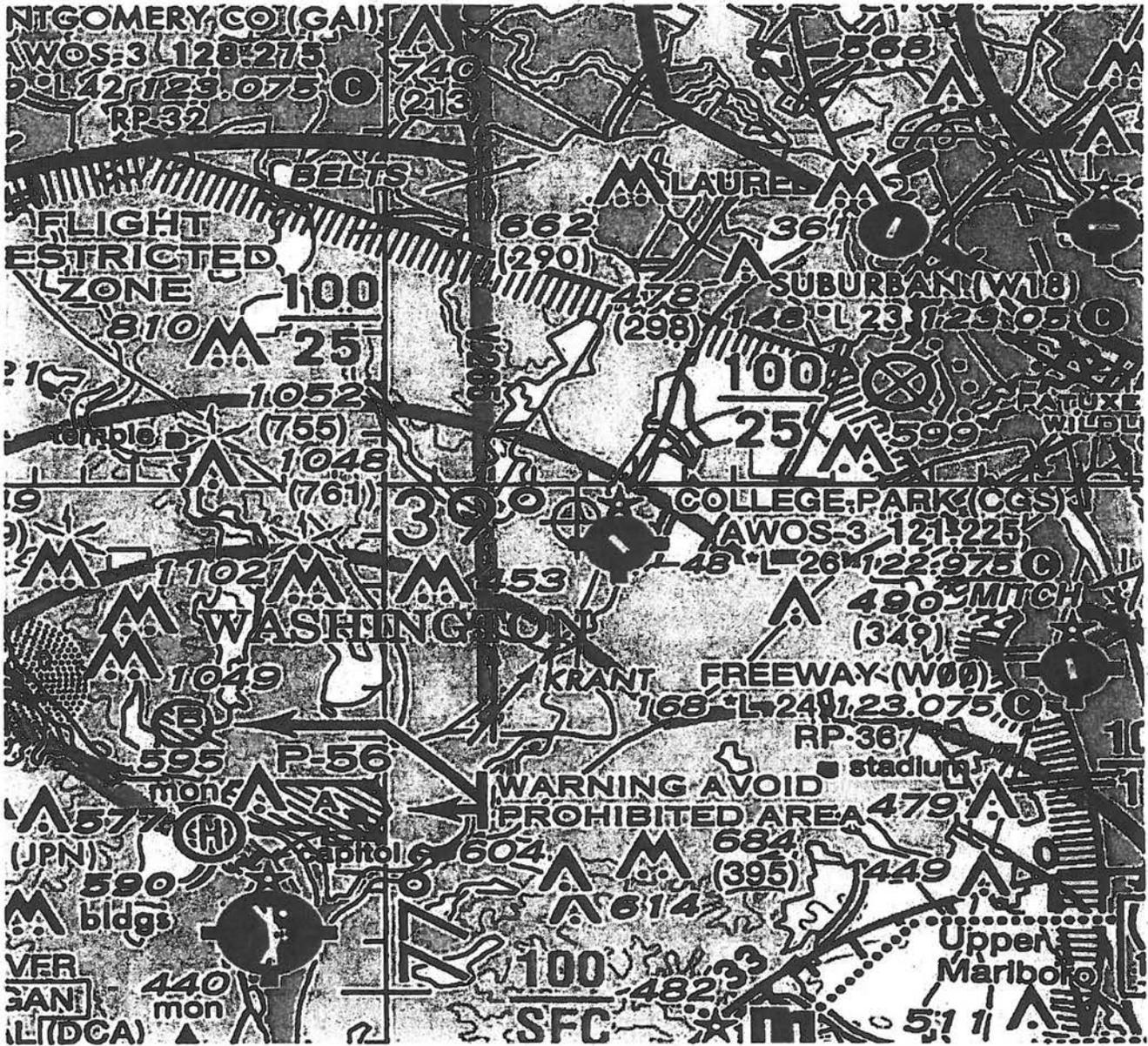
The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airport or navigational facilities, nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth within this determination are met.

TOPO Map for ASN 2015-AEA-807-OE



Sectional Map for ASN 2015-AEA-807-OE





UNIVERSITY OF
MARYLAND

DIVISION OF ADMINISTRATION & FINANCE

Office of the Vice President

2119 Main Administration Bldg
College Park, Maryland 20742
301.405.1105 TEL
www.vpaf.umd.edu

March 10, 2015

Ms. Elizabeth Hewlett, Chairwoman
Prince George's County Planning Board
Maryland-National Capital Park & Planning Commission
14741 Governor Oden Bowie Drive
County Administration Building
Upper Marlboro, Maryland 20772

Re: DSP 14022: The Hotel at University of Maryland

Dear Chairman Hewlett:

The University of Maryland, College Park is pleased to provide this letter to supplement the attached December 3, 2014, letter supporting Planning Board approval of The Hotel at the University of Maryland.

The subject DSP – a planned Four Diamond rated hotel – is designed to be profoundly engaging at all levels: from the two story urban facade of the retail and restaurant storefront along Baltimore Avenue, to the innovative work space lining the opposite interior street and the event space and grand terrace overlooking the campus from the penthouse level. With 300 proposed rooms, hotel amenities will include ballrooms, restaurants, café, bar, penthouse lounge, swimming pool, spa and fitness center.

Strategically situated opposite the ceremonial gate of the campus and a short walk to the College Park downtown, the Hotel at UMD will stimulate a revitalization of the surrounding district and the City's commercial core – an area within which our communities intersect and our future is largely influenced. The University remains enthusiastic in its support and all that it will mean for the future of College Park. A development of this caliber will be a significant catalyst as both a landmark project and a promise of further private investment directed to our communities, vastly improving the local economy with jobs, spending and taxes.

We appreciate your earlier support for the Preliminary Plan and consideration of our enclosed comments. I will be present at the hearing on March 26 to respond to any questions of the University.

Sincerely,

A handwritten signature in cursive script, appearing to read "Carlo Colella".

Carlo Colella
Vice President for Administration & Finance

E. Hewlett
March 9, 2015
Page 2

Enclosure

cc: Mayor Andrew M. Fellows
Councilmember Dannielle Glaros
Assistant Deputy CAO Bradley W. Frome
President Wallace D. Loh



UNIVERSITY OF MARYLAND

DIVISION OF ADMINISTRATION & FINANCE

Office of the Vice President

2119 Main Administration Building
College Park, Maryland 20742
301.405.1105 TEl
www.vpaf.umd.edu

December 3, 2014

Ms. Elizabeth Hewlett, Chairman
Prince George's County Planning Board
Maryland-National Capital Park & Planning Commission
14741 Governor Oden Bowie Drive
County Administration Building
Upper Marlboro, Maryland 20772

Re: The Hotel at University of Maryland: Preliminary Plan 4-14009; DSP 14022

Dear Chairman Hewlett:

The University of Maryland, College Park strongly supports Planning Board approval of The Hotel at the University of Maryland. The University owns the approximately three acres of land upon which the hotel will be built. We will sell this land to the University's institutionally related foundation which, in turn, will ground lease it to The Hotel at UMCP, LLC, an affiliate of Southern Management Corporation. Our developer, Mr. David Hillman, acting through his affiliate, will then build a hotel and conference center far superior to anything else in northern Prince George's County.

The hotel is required to obtain and maintain a AAA Four-Diamond rating. Nationwide, only five percent of the 29,000 hotels rated by AAA obtain a Four Diamond rating. For illustration purposes, other AAA Four Diamond hotels in Maryland include the Four Seasons Hotel and the Hyatt Regency Hotel in Baltimore, the Hyatt Regency Chesapeake Bay Golf Resort in Cambridge and the Gaylord National Resort & Convention Center at National Harbor. The amenities in this College Park hotel will include ballrooms, café, restaurant, bar, penthouse lounge, swimming pool, spa and fitness center. This hotel will be something special.

The University envisions this hotel and conference center as a place its departments and faculty can sponsor conferences. Our faculty and staff can take advantage of its quality dining and entertainment opportunities. Parents and visitors to campus can stay at a quality facility located right at the University's main gate. Yet we see this hotel and conference center as something much bigger than a University amenity. The restaurant will provide the high quality tablecloth dining the College Park community desires and deserves. Visitors to the facility, and to the City, will frequent and benefit other local businesses. We hope that this high quality project will be a catalyst for similar high quality projects both in the University's Innovation District and in the City of College Park.

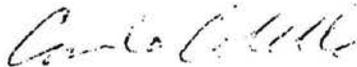
The University enthusiastically supports the hotel as proposed and currently designed. The project was extensively reviewed by the University's Architecture and Landscape

E. Hewlett
December 3, 2014
Page 2

Review Board which accepted the building architectural design and commended the design team for taking a very positive leap forward with the design.

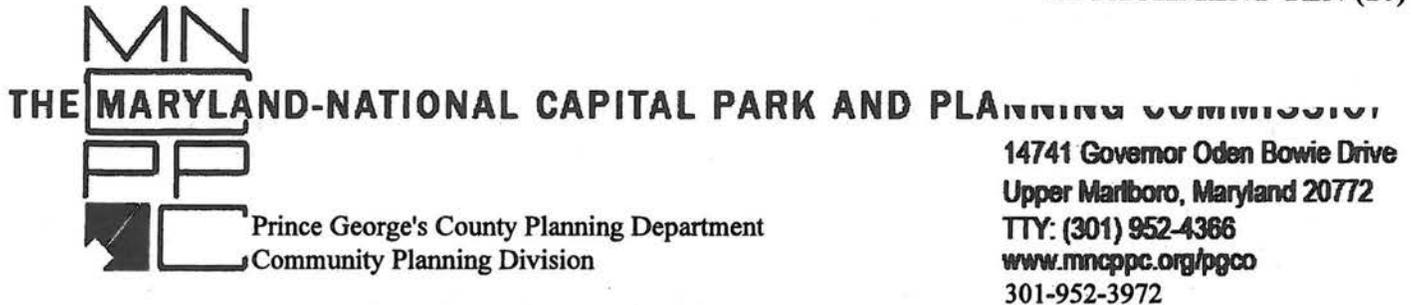
We eagerly await the development of this important new amenity to College Park and Prince George's County.

Sincerely,



Carlo Colella
Vice President for Administration & Finance

cc: Mayor Andrew M. Fellows
Councilmember Dannielle Glaros
Assistant Deputy CAO Bradley W. Frome
President Wallace D. Loh



March 2, 2015

MEMORANDUM

TO: Jill Kosack, Senior Planner, Development Review Division
VIA: Teri Bond, Planning Supervisor, Community Planning Division
FROM: Chad Williams, LEED AP BD+C, Acting Master Planner, Countywide Planning Division
SUBJECT: DSP-14022, The Hotel at University of Maryland

DETERMINATIONS

Findings of conformance to the master plan or general plan are not required for this application.

The applicant should be encouraged to refine the design of the proposed parking structure, particularly along Greenhouse Road. Additionally, the proposed increase to the amount of required parking is not supported by staff as it is contrary to the sector plan's intent to reduce parking requirements.

The proposed amendment regarding internal box panel signage is contrary to the intent of the signage development district standards; furthermore, it appears a very large electronic messaging sign is proposed and depicted in such a manner to suggest it may serve not only as signage but potentially for projection of real-time video imagery. Staff does not support the internal box panel signs or the electronic messaging sign as they are contrary to the overall design intent and regulations on signage contained in the Central US 1 Corridor sector plan and development district standards.

The applicant needs to justify the requested amendments to the build-to lines required by the development district standards, particularly the large setback along Hotel Drive South. Additionally, there are two proposed perpendicularly-mounted signs along the US 1 frontage that are not discussed and which require amendments to the development district standards.

The applicant should provide a more refined set of plan drawings and architectural renderings that include appropriate line weights and shading of colors to better reflect the proposed form and massing of the building.

The proposed development is located under the traffic pattern for a small general aviation airport (College Park Airport) and is subject to Aviation Policy Area regulations in Sections 27-548.32 through 27-548.48 of the Zoning Ordinance. In particular, the applicant should be made aware of height and

purchaser notification requirements contained in these regulations, and will need to demonstrate compliance with FAR Part 77 (Federal Aviation Regulations regarding notification of new construction in proximity to airports) since the height of the building exceeds 50 feet.

BACKGROUND

Location: East side of Baltimore Avenue (US 1) approximately 200 feet south of its intersection with Paint Branch Parkway

Size: 3.29 acres

Existing Uses: Vacated and demolished service buildings associated with the University of Maryland

Proposal: Development of a 300-room hotel with an integrated conference center, structured parking containing 902 spaces, and approximately 57,000 square feet of retail

GENERAL PLAN, MASTER PLAN, AND SMA

This application requires conformance with the applicable General or Master Plan. NO

General Plan: 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."

Master/Sector Plan: 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment

Planning Area/

Community: PA 66/University of Maryland Walkable Node

Land Use: The site is located in the University of Maryland Walkable Node (see Map 8 on page 60 of the 2010 Approved Central US 1 Corridor Sector Plan).

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.

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 vertical mixing of uses. Development within a walkable node should generally be between two and six stories in height.

The approved land use south map on page 60 of the 2010 Approved Central US 1 Corridor Sector Plan recommends mixed use residential land uses on the subject property.

- Environmental:** Refer to the Environmental Planning Section referral for comments on the environmental element of the Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment and the 2005 Countywide Green Infrastructure Plan.
- Historic Resources:** Rossborough Inn (66-035-02) is approximately 400 feet southwest of the site across US 1.
- Transportation:** The site fronts Baltimore Avenue (US 1), which is a major collector (MC-200) within a right-of-way of 88 to 112 feet per the 2010 Central US 1 Corridor Sector Plan and Sectional Map Amendment.
- Public Facilities:** The site is approximately 1,000 feet south of the College Park Volunteer Fire Station.
- Parks & Trails:** The 2010 Central US 1 Corridor Sector Plan and Sectional Map Amendment recommends dedicated bicycle facilities, with bicycle lanes as a possible interim solution and cycle tracks as the preferred long-term facility, along Baltimore Avenue (US 1).
- Aviation/ILUC:** The subject site is located within Aviation Policy Area 6 but is not located within the JLUS Interim Land Use Control area. See below for discussion on the Aviation Policy Area.
- SMA/Zoning:** The 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment retained the property in the M-U-I Zone. The Development District Overlay Zone (DDOZ), which requires site plan review, was retained on the full site.

PLANNING ISSUES

Land Use and Plan Conformance

The Plan Prince George's 2035 general plan 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 Plan 2035 and is consistent with the general plan.

The 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment recommends mixed use residential land uses for the site (see Map 8 on page 60). Staff notes the Prince George's

County Zoning Ordinance classifies hotels as a residential land use; therefore, this application is consistent with the sector plan's land use recommendations.

Amendments to the Development Standards

The applicant requests a number of amendments to the development standards of the Central US 1 Corridor Development District. Discussion on several key standards and associated amendments follows.

1. Building Form | Walkable Nodes Character Area - The applicant requests an amendment to the building height maximum in the Walkable Node Character Area from 6 stories to 10 stories to accommodate the proposed tower fronting US 1, a 7-story tower flanking Hotel Drive South, and the 9-story parking structure along Greenhouse Road. The submitted justification statement seeking the amendment indicates the 10-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 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 also 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 2035 general plan. Constrained space on the project site is also cited in support of the amendment. Finally, the applicant states the height is "necessary to create a 4-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 in keeping with the intent of the 2010 Central US 1 Corridor 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 Walkable Node (University) Character area. This location was envisioned for a 4 to 10 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 East Campus, and staff concurs that 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 sum, the request for additional height for the proposed hotel is generally consistent with the overall intent of the Central US 1 Corridor Sector Plan.

With regard to the build-to lines, the submitted materials suggest a 12 foot minimum build-to line along Hotel Drive South as the requirement from the development district standards. This is inaccurate--12 feet would be the maximum allowed build-to line from the property line. The applicant proposes a range from 9 to 73 feet for the build-to line along this street. While page 10 of the applicant's statement of justification indicates a request for a modification to the build-to line requirements of the development district, no justification as to why this amendment is necessary has been included in the review package provided to staff. The applicant still needs to justify the increase from 12 to 73 feet. Additional modifications are indicated by footnotes for all other proposed build-to lines (none to the same extent as along Hotel Drive South), but similarly none of these proposed modifications are explained or justified.

2. Building Form | Massing - The building form requirements of the Central US 1 Corridor development district requires 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. 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; staff supports 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." (See Central US 1 Corridor Sector Plan and Sectional Map Amendment, 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, staff does not see a significant natural lighting issue at play with the proposed hotel. Therefore, staff supports this amendment request with the understanding that this issue may play a more direct role in future development phases of the East Campus project.

3. Building Form | Parking - The applicant seeks an amendment from the parking requirements of the development district to increase the required parking number from 856 spaces to 902 proposed parking spaces. 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 exactly 657 spaces), and a theoretical exercise where the proposed hotel program could require over 1,500 parking spaces if it were built elsewhere. The prior design for this proposed development included a potential reduction in the number of parking spaces to 806, which staff supported in the initial Community Planning Division referral of November 2014.

Staff does not support the requested amendment to increase the amount of parking and to add a 9th level to the integrated parking structure. While staff appreciates the number requested by the applicant will be dedicated to public parking purposes, the overall intent of the sector plan and development district standards are to strongly support parking reductions and shared parking. It is not clear that adding an additional level of parking to the proposal results in future parking reductions for other potential development in the East Campus area. Furthermore, an additional level of the same architectural form and detailing added to an already problematic design (see below) is at odds with the plan's vision, goals, and development district standards.

4. Building Form | Structured Parking - The applicant requests amendments pertaining to the physical design of the incorporated parking structure, specifically for the 50 foot setback from the property lines along streets and the requirement for a two story liner building between the structure and the street. The sector plan discusses the purpose of these standards as they pertain to the proposed hotel in the University of Maryland Walkable Node discussion on pages 85-86. The overall intent regarding parking structure orientation, placement, and design is to foster architecturally attractive streets and public spaces, enhance pedestrian comfort, and provide street-oriented architecture to make streets interesting and safe.

The proposed design of the parking structure does not fully implement this aspirational vision. Greenhouse Road will one day be the central spine of the fully realized East Campus development project and as such will be a significant placemaking feature prominently faced with new buildings. These new buildings may be left facing eight stories of monolithic and traditional parking structure design incorporating large open slots and easily visible automobiles. Further, the applicant's statement of justification seems predicated on addressing pedestrian comfort only at the ground level on the west side of Greenhouse Road immediately adjacent to the one-story liner building and future retail uses at the

base of the parking structure. It makes no accommodations for pedestrians approaching the hotel from a distance, or for future pedestrians on the east side of Greenhouse Road and to the north and south of the site.

The applicant should be encouraged to refine the parking structure design to provide a more attractive east-facing facade that is better positioned to front future development projects internal to the East Campus community.

5. Architectural Elements | Signage - The applicant requests several amendments to the signage regulations. These include a request for a single freestanding monument sign on US 1, an amendment addressing internally lit signs, an amendment for an electronic messaging sign, and an amendment to the sign area for a perpendicular directional sign.

Staff notes that new proposed perpendicular signage has been added to the design of the building in the form of 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.

Staff supports the amendment request for the perpendicular direction sign for the parking structure, finding the sign generally meets the intent of the development district standard not to exceed nine square feet for such signs. The proposed sign is nine square feet in size, with a mounting fixture contributing additional square footage. The presence of the mounting fixture does not detract from the purpose and intent of the standard. Staff also supports the requested amendment for the proposed monument sign at the southwest corner of the project site.

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 number two on page 254 of the sector plan, and 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). Signage within a shopfront may be neon lit."

The standard is quite clear in that backlit and internally lit signs are prohibited unless they are in the form of individual channel letter signs.

The proposed corporate logo panelized box lighting fixtures are contrary to the intent of the development district standard and contribute to a tradition of signs along the US 1 corridor that are not as attractive or architecturally appropriate as they could be. Staff does not support an amendment for these corporate logo box signs; however, staff does support internal lighting for the proposed channel letter signs.

Staff notes a proposed electronic messaging sign in the revised architectural renderings along the northern facade. This sign appears to be discussed on page 23 of the revised statement of justification as an "internal message board." The renderings of this sign depict a photograph of a football game that indicates the sign may in fact be able to serve as a real-time video board or "Jumbotron" type device in spite of the applicant's assertion the the "digital sign panel image will change no frequently than at five (5) second intervals." This sign is wholly contrary to the intent and requirements of the development district signage standards, and is not supported by staff.

Additional Comments

The revised set of site plan drawings and the colored architectural renderings are exceedingly difficult to interpret since they lack the clarity of line weight changes and lightening of rendered colors typically used to denote building form and massing changes. As a result, it is very difficult to visualize the form and mass of the proposed hotel structure from the submitted set of drawings. The applicant should submit a very clear and distinct set of drawings and renderings that more traditionally reflect line weight and other visual indicators to denote form and massing changes prior to any potential certification of plan drawings.

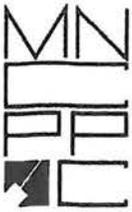
Aviation Policy Area

This application is located under the traffic pattern for a small general aviation airport (College Park Airport). This area is subject to Aviation Policy Area regulations adopted by 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 Aviation Policy Area (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 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 notification of construction activities within proximity to airports.

The application should also be referred to the Maryland Aviation Administration for information and comment:

Ashish J. Solanki, Director
Office of Regional Aviation Assistance
Maryland Aviation Administration
PO Box 8766
BWI Airport, MD 21240-0766

cc: Ivy A. Lewis, AICP, Division Chief, Community Planning Division
Long-Range Agenda Notebook



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation, Prince George's County
6600 Kenilworth Avenue Riverdale, Maryland 20737

Phone: (301) 699-2547

TTY : (301) 699-2544

FAX: (301) 277-9041

MEMORANDUM

March 3, 2015

TO: Fern Piret, Planning Director
Planning Department

FROM: Ronnie Gathers, Director
Department of Parks and Recreation

SUBJECT: DSP-14022, the Hotel at University of Maryland

This memorandum supersedes all previous correspondence from Department of Parks and Recreation related to this case. Staff of the Department of Parks and Recreation (DPR) has reviewed submitted Detailed Site Plan DSP-14022. Our review considered the recommendations of the approved 2010 Central US 1 Corridor Sector Plan, and Sectional Map Amendment, County Council Bill No. CB-51-2002, General Aviation Airport and Aviation Area Policy Area (APA), current zoning regulations and existing conditions in the vicinity of the proposed development.

FINDINGS

The project area consists of 3.29 acres of land zoned Mixed Use Infill (M-U-I) with a Development District Overlay Zone (D-D-O-Z) in place, and is in Aviation Policy Area-6 (APA-6). The property is located within the southeast quadrant of the intersection of US-1 (Baltimore Avenue) and Paint Branch Parkway. The applicant is proposing to construct a 10-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 9-level parking structure over first floor retail for a total of 902-space parking spaces on the site.

Proximity to College Park Airport

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 designated Aviation Policy Area-6. M-NCPPC operates and maintains the public College Park Airport both as an operating airport and as an historic site. The College Park Airport is listed in the National Register of Historic Places (National Register Historic Site 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.

RECOMMENDATION

The Department of Parks and Recreation 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, the Department recommends to the Planning Board that approval of the above-referenced DSP-14022 shall be subject to the following conditions:

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

c: Jill Kosack
Darin Conforti
Lawrence E. Quarrick
Raymond B. Palfrey
Helen Asan
Jason Bartlett

March 3, 2015

REVISED MEMORANDUM

TO: Jill Kosack, Urban Design Review Section, Development Review Division
FROM: Faramarz B. Mokhtari, Transportation Planning Section, Countywide Planning Division
VIA: Tom Masog, Transportation Planning Section, Countywide Planning Division
SUBJECT: DSP-14022 - Detailed Site Plan for Hotel at University of Maryland

The Transportation Planning Section has reviewed the detailed site plan referenced above. The subject property consists of approximately 3.25 acres in the M-U-I Zone. The subject property is part of a larger parcel (Parcel 40) approximately 43.4 acres of M-U-I Zone and is currently owned by the University of Maryland. The subject site is located along east side of the US 1 and is bounded by the proposed Hotel Drive North to the north, Hotel Drive South to the south and Greenhouse Road to the east. These three planned streets are not part of the detailed site plan submittal. Although the subject site has frontage on US 1, no direct access to US 1 from the subject site will be permitted by the State Highway Administration (SHA). This is due to the fact that the University has already obtained conceptual approval for the planned two Hotel Drive access points. As a result, the submitted plan proposes the use of private street rights-of way easements, pursuant to Section 24-128 (b) (9) of the Subdivision Regulations, for the provision of a circular driveway to and from the Hotel Drive South. Both the proposed driveway and the access easement (the Hotel Drive South) are proposed to be constructed per the requirements of the Department of Public Works and Transportation (DPW&T) street section standards.

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

The subject property is located within the Employment Area and Innovation Corridor along US 1 of the *Approved Plan Prince George's 2035 (Plan 2035)*. The subject site is also within the Character Area 5a, The University of Maryland Walkable Node (WNU) of the *Approved 2010 Central US 1 Corridor Sector Plan and Sectional Map Amendment (US 1 Plan)*. The proposed detailed site plan must show conformance to the goals, policies of both plans as well as satisfy the US 1 Plan relevant development standards.

The required parking for the proposed development of 300-room hotel with conference center, and 57,000 GSF of commercial retail space using the approved US 1 Plan Parking Standards is 856 spaces. Instead of using the optional shared parking calculations suggested by the US 1 Plan which would result in reduction of required parking spaces to 657 spaces, the applicant is requesting amendment to modify the US 1 parking standards and to increase the required parking by additional 56 spaces, or provision of 902 parking spaces. Staff does not support this increase in parking, since the proposed increase in parking supply above the limits required by US 1 Plan, is **contrary to the stated transportation vision of reducing dependency on single-occupancy automobiles, lower traffic congestion, foster a safer**

pedestrian environment, and increase transit usage.

As noted above, the submitted plan is proposing the use of private streets rights-of way easements, pursuant to Section 24-128 (b) (9) of the Subdivision Regulations, for the provision of access to proposed development. Since these streets are proposed to be constructed in accordance to DPW&T standards, and open to the public but maintained privately. Staff has no objections to the proposed arrangement, provided assurances are provided that these private streets with public use easement are designed per County and/or SHA standards and are fully bonded and permitted for construction prior to issuance of any building permit on 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 approved US 1 plan, and the adopted *2012 Transportation Review Guidelines, Part 1, (Guidelines)*.

Detailed Site Plan Review and 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 development of a 276-room hotel with approximately 50,000 GSF of commercial space including retail, restaurants, and meeting and conference facilities, which are less than the comparable levels shown on the submitted detailed site plan. This study was referred to SHA and 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 trips in AM, and 17 trips in PM) than the staff 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 CLV / LOS	Total Traffic W/Hotel Drive South Intersection CLV / LOS
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 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 US 1 plan.

The submitted traffic impact study and the additional supplemental analysis submitted on 11/18/2014 also

include evaluation of the proposed intersection of Greenhouse Drive with Paint Branch Drive as an interim limited intersection (requested by DPWT) and 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 right-in/right and left out limited intersection, or 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 the proposed Hotel Drive South and The proposed Greenhouse Drive with Paint Branch Parkway.

In response to staff initial referral memo dated November 25, 2014, the applicant's traffic consultant provided staff with additional analysis for the necessary increase, as proposed at that time (295- room hotel and 57,000 GSF of retail use) that fully supported staff 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 US 1 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 Staff Conclusions

Based on the preceding findings, the Transportation Planning Section supports the requested amendments to (a) use of private streets rights-of way easements, pursuant to Section 24-128 (b) (9) of the Subdivision Regulations, and (b) reduce the required number of parking spaces by 48 spaces, and concludes that existing transportation facilities will be adequate, as required by the 2010 US 1 plan, to serve the proposed development of the site as shown on the submitted detailed site plan, if the approval is conditioned on the following:

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

2. Prior to the issuance of any building permits within the subject property the following improvements shall (1) have full financial assurance, (2) have been permitted for construction by the SHA for part (a), and the County for (b), and (3) have an agreed-upon timetable for construction with the SHA and/or the County:

- (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 cross walks and stop bars for the proposed intersections of US 1 with Hotel Drive South per the SHA Standards.

- (b) The provision of a right-in and right-out only intersection at Paint Branch Parkway and the proposed Greenhouse Drive which physically prohibits any left turning traffic to and from Greenhouse Drive onto Paint Branch Parkway per County standards, unless otherwise modified by the County and/or SHA. Alternatively the applicant shall provide a complete signalized intersection as well as additional geometric improvements deemed appropriate by SHA and the County only if the proposed signal can be fully linked and coordinated with the existing traffic signal at the intersection of US 1 and Paint Branch Parkway.

AGREEMENT

THIS AGREEMENT ("Agreement"), is made this ____ day of _____, 2015 by and between The Hotel at UMCP, LLC ("Developer"), a Maryland limited liability company, UMCPF Property III, LLC, ("Foundation") a Maryland limited liability company and the CITY OF COLLEGE PARK, MARYLAND (the "City") a municipal corporation of the State of Maryland.

WHEREAS, Foundation is the contract purchaser of certain real property consisting of 3.29 (3.068?) acres more or less (hereinafter "the Property") located in Prince George's County, Maryland, on the east side of Route 1, Baltimore Avenue, at its intersection with Paint Branch Parkway, Tax Map **, in the 21st District, being Block **, lots ***, recorded among the land records of Prince George's County, Maryland at liber ** folio *** and shown as Parcel 1 on the plat attached as Exhibit A; and

WHEREAS, the Developer has entered into a long term lease ("Lease") with the Foundation for the Property, and has proposed the construction of a hotel, including retail, a conference center and a parking garage ("Hotel"), on the Property ("the Project"); and

WHEREAS, the Foundation and Developer have asked the City to recommend approval of Preliminary Plan of Subdivision PPS4-14009 ("PPS") and Detailed Site Plan No. DSP 14022 ("DSP"), for the Project to the Prince George's County Planning Board ("Planning Board") and the District Council for Prince George's County, Maryland; and

WHEREAS, the City has agreed to make said recommendations upon certain conditions, which shall be executed by the Developer and Foundation in the form of this Agreement.

NOW, THEREFORE, in consideration of the aforesaid recommendations by the City, the Foundation and Developer hereby declare and agree on behalf of themselves, their successors and assigns, as follows:

1. The recitals set forth above as well as the foregoing "NOW, THEREFORE," are incorporated herein as operative provisions of the Agreement.

2. Developer and Foundation shall maintain, in a manner reasonably acceptable to the City, all pedestrian light fixtures installed in the US Route 1, Baltimore Avenue, right-of-way and in any City right of way pursuant to the DSP and/or this Agreement. Maintenance and operation shall include but not be limited to electric utility charges, replacement of light bulbs, and repair and replacement of the pedestrian street lights within a reasonable period of time, pursuant to a maintenance schedule established with the City. The City may invoice Developer and Foundation on a quarterly basis for electricity costs in the event Developer and Foundation it is not feasible to be invoiced for the costs of electricity directly by the utility company. Invoices shall be payable to the City within thirty (30) days of receipt. In the event that any such invoice is not timely paid, in addition to any other remedy available at law, any outstanding amount shall be a lien upon the Property to be collected in the same manner as City taxes are collected. Developer and Foundation shall indemnify and save harmless the City, its officers, employees and agents, from all suits, actions and damages or costs of every kind and description, including reasonable attorneys' fees, arising directly or indirectly out of the maintenance of the pedestrian light fixtures, caused by the negligent act or omission, intentional wrongful acts, intentional misconduct or failure to perform with respect obligations under this paragraph on the part of Developer and Foundation, their agents, servants, employees and subcontractors.

3. If a bikeshare program is operational, prior to use and occupancy permit, the Developer and Foundation shall pay the total sum of \$45,000 to the City for the installation and operation of an 11 dock/6 bike-share station on the subject property at a site designated by the Developer and Owner. Developer and Owner agree to provide any required access and entry to the City, its agents, servants, contractors and employees for the purpose of installation and maintenance of the bike-share station and to execute those documents necessary for this purpose. The City shall indemnify and save harmless the Developer and Owner, and their officers, employees and agents, from all suits, actions and damages or costs of every kind and description, including reasonable attorneys' fees, arising directly or indirectly out of the installation and maintenance of the bike share station, caused by the negligent act or omission, intentional wrongful acts, intentional misconduct or failure to perform with respect obligations under this paragraph on the part of City, its agents, servants, employees and contractors.

4. The Developer shall designate the City of College Park Planning Director as a team member in the USGBC's LEED Online system. The City's team member will have privileges to review the project status and monitor the progress of all documents submitted by the project team

5. Each party hereto represents to the other that it has taken all necessary action to authorize the execution of this Agreement and that the person signing for each party is fully authorized to do so.

6. Notices: All notices and other communications under this Agreement shall be in writing and shall be deemed to have been duly given: (I) immediately upon receipt if hand-delivered in accordance with the notice provisions of this Agreement; (ii) on the day after delivery to a nationally recognized overnight courier service, or (iii) on the fifth day after

mailing, if mailed to the party to whom such notice is to be given, by registered or certified U.S. mail, return receipt requested, and, in all cases, if prepaid and properly addressed as follows:

To Developer:

To Owner:

To City:

City Manager
4500 Knox Road
College Park, Maryland 20740

With a copy to:
Suellen M. Ferguson, Esq.
Council, Baradel, Kosmerl & Nolan, P.A.
125 West Street
4th Floor
Annapolis, Maryland 21401

7. These obligations are subject to and contingent upon final approval of the aforesaid PPS and DSP (with such approval being beyond appeal).

8. This Agreement shall be effective immediately as to the Developer and the Foundation and shall be binding on their heirs, successors and assigns subject to the terms and conditions hereof.

9. The City shall have the right to enforce, by any proceeding at law or in equity, including injunction, all restrictions, terms, conditions, covenants and agreements imposed upon the Property, and/or the Owner pursuant to the provisions of this Agreement. The parties agree that if Owner should breach the terms of this Agreement, the City would not have an adequate remedy at law and would be entitled to bring an action in equity for specific performance of the terms of this Agreement. In the event the City is required to enforce this Agreement and the Developer or Owner is determined to have violated any provision of this Declaration, Owner will reimburse the City for

all reasonable costs of the proceeding including reasonable attorneys' fees. Should the Developer or Owner prevail in any action brought by the City to enforce a provision of this Agreement, the City shall reimburse said party for all reasonable costs of the proceeding including reasonable attorneys' fees.

10. This Agreement may not be amended or modified except in a writing executed by all parties hereto, and no waiver of any provision or consent hereunder shall be effective unless executed in writing by the waiving or consenting party.

11. This Agreement and the rights and obligations of the parties shall be governed by and construed in accordance with the laws of the State of Maryland, excepting its conflict of law provisions. The provisions of this Agreement shall be deemed severable, so that if any provision hereof is declared invalid or violative of any federal, state or local law or regulation, all other provisions of this Agreement shall continue in full force and effect.

12. In the event that any provision of this Agreement is in direct conflict with any provision mandated by any government agency with jurisdiction, to the extent that the provision in this Agreement is by necessity precluded, then that provision shall be null and void, provided, however, that the remainder of this Agreement shall remain in full force and effect.

13. The City shall generally support the approval of the PPS and DSP as long as it is found by the City to be in substantial conformance with the development plans for the Property previously shown to and endorsed by the City. The City retains the right throughout the development process to comment on, object to, recommend conditions and/or appeal issues not previously addressed and issues that have not yet arisen due to the current stage of development plans, provided that it will not unreasonably withhold consent and its comments will be consistent with previous agreements. The City further acknowledges that a conformance finding is not to be unreasonably withheld.

IN WITNESS WHEREOF, the parties have caused these presents to be executed and delivered.

WITNESS/ATTEST:

Title: _____

WITNESS/ATTEST:

Title: _____

WITNESS/ATTEST:

CITY OF COLLEGE PARK

Janeen S. Miller, City Clerk

By: _____
Joseph L. Nagro, City Manager

Approved as to form and legal sufficiency:

Suellen M. Ferguson, City Attorney

4

Renewal of Employee Health, Dental, Workers Compensation and General Liability Insurance

MEMO

To: Mayor and Council
Through: Joseph L. Nagro, City Manager
From: Jill R. Clements, Human Resources Director 
Date: March 13, 2015
Subject: Award of Insurance Contracts: Health, Dental, Workers Compensation and General Liability

ISSUE

The contracts for FY2016 insurance coverage for health insurance, dental insurance, workers' compensation, and general liability are submitted for approval and award. We are not recommending any changes to our insurance products or our insurance carriers for FY2016.

SUMMARY

The City used a broker to research the options for health and dental insurance products. The options for these products have been evaluated and compared to assure that the City is purchasing products that are acceptable to the City and its employees at competitive prices.

In addition, we recommend renewal of the workers' compensation and general liability insurances with our current carriers.

Health Insurance

Our health insurance has been self-insured through the Maryland Local Government Health Cooperative sponsored by the Local Government Insurance Trust (LGIT) since April, 2012. Effective July 1, 2015, our premiums will increase by 3.3%, or approximately \$33,000 at our current number of participants. The budgeted amount will be \$865,070.

One of the features of the self-insurance cooperative is the opportunity to get a refund if our claims experience is better than estimated. In FY2014, the City did not experience the claims that were predicted and, as provided by the MLGHC agreement, we received a rebate of \$102,995 in February, 2015. We recommend that we utilize the rebate in two ways. The first is to give all covered employees a one-pay period "amnesty" on their premium contribution. The cost would be approximately \$8,500. The second recommendation is to set aside the remainder, approximately \$94,500, to start a fund to pay for bad claim years or "run-off" claims in case we should decide to leave the MLGHC in the future. Run-off claims are those that are incurred but not paid as of the

date we leave the cooperative. If we were to leave the MLGHC, the City would be responsible to pay run-off claims. That could be as much as three months worth of claims that would need to be paid. Right now, we see no reason to leave the MLGHC, but we have a responsibility to be prepared, if the situation should change.

Dental Insurance

The City recommends keeping DentaQuest and MetLife dental plans for FY 2016. Premiums for MetLife will increase by 5.4%, premiums for DentaQuest will stay the same. Total budget for the current number of subscribers will be \$45,519.

Workers Compensation

Chesapeake Employers Insurance Company (formerly known as Injured Workers Insurance Fund or IWIF) provides the City’s workers’ compensation insurance. Our premiums will be approximately \$156,025 next fiscal year at our current level of payroll. This is a \$9,000 increase from last year. Our claims experience during the past year has been good, not excellent, and our experience modification factor increased this year.

Liability Insurance

The City’s liability insurance is carried by the Local Government Insurance Trust (LGIT), of which the City is a charter member. This insurance covers the City-wide general liability, public officials’ liability, auto, property, parking garage, boiler and machinery, personal injury protection, flood and earth movement and uninsured motorists’ protection. In addition, the City purchases coverage from other insurance companies affiliated with LGIT for pollution legal liability, crime bond, Metro underpass, and fuel storage tanks. Our plan year for LGIT coverage runs July 1 through June 30. Final premium rates are not available until May, but LGIT has advised us to budget approximately \$152,062 for FY16. This is an increase of 2.0% from last fiscal year.

RECOMMENDATION

We recommend the following contracts be approved and awarded for FY2016:

<u>Description</u>	<u>Vendors</u>	<u>FY2016 Budgeted City Cost</u> (at current enrollment and salary levels)
Health Insurance	Cigna	\$ 865,070
Dental insurance	MetLife, DentaQuest	45,519
Workers compensation	Chesapeake Employers	156,025
Liability insurance	LGIT and affiliates	<u>152,062</u>
Total		\$ 1,218,676

5

Refinancing
SunTrust Bank
parking garage
bond

(Nothing for Packet)

6

Legislative Update (Nothing for Packet)

7

Appointments to Boards and Committees

City of College Park
Board and Committee Appointments

Shaded rows indicate a vacancy or reappointment opportunity.
The date following the appointee's name is the initial date of appointment.

Advisory Planning Commission			
Appointee	Represents	Appointed by	Term Expires
Larry Bleau 7/9/02	District 1	Mayor	12/15
Rosemarie Green Colby 04/10/12	District 2	Mayor	04/15
Christopher Gill 09/24/13	District 1	Mayor	09/16
James E. McFadden 2/14/99	District 3	Mayor	04/16
VACANT		Mayor	
VACANT		Mayor	
Mary Cook 8/10/10	District 4	Mayor	11/17
<p>City Code Chapter 15 Article IV: The APC shall be composed of 7 members appointed by the Mayor with the approval of Council, shall seek to give priority to the appointment of residents of the City and assure that there shall be representation from each of the City's four Council districts. Vacancies shall be filled by the Mayor with the approval of the Council for the unexpired portion of the term. Terms are three years. The Chairperson is elected by the majority of the Commission. Members are compensated. Liaison: Planning.</p>			

Aging-In-Place Task Force			
Appointee	Position Filled:	Resides In:	Term Expires
Cory Sanders 07/15/14	Resident (1)	District 1	Upon completion and submission of final report to the City Council.
David Keer 08/12/14	Resident (2)	District 1	
Darlene Nowlin 10/14/14	Resident (3)	District 4	
Chuck Ireton 10/14/14	Resident (4)	District 2	
Lisa Ealley 01/27/15	Resident (5)	District 1	
Judy Blumenthal 01/27/15	Resident (6)	District 1	
Dave Dorsch	Resident (7)	District 3	
	Resident (8)		
Denise C. Mitchell	Councilmember (1)	District 4	
Patrick L. Wojahn 11/25/14	Councilmember (2)	District 1	
P. J. Brennan 11/25/14	Councilmember (3)	District 2	
Fazlul Kabir 11/25/14	Councilmember (4)	District 1	
<p>Established April 2014 by Resolution 14-R-07. Council positions expanded from 2 to 4 by Resolution 14-R-34 October 2014. Final report of strategies and recommendations to Council anticipated January 2015. Composition: 8 City residents (with the goal of having two from each Council District) and 4 City Council representatives, for a total of 12. Quorum = 5. Task Force shall elect Chairperson from membership. Not a compensated committee. Liaison: Director of Youth, Family and Seniors Services.</p>			

Airport Authority			
Appointee	Resides in	Appointed by	Term Expires
James Garvin 11/9/04	District 3	M&C	07/14
Jack Robson 5/11/04	District 3	M&C	03/17
Anna Sandberg 2/26/85	District 3	M&C	03/16
Gabriel Iriarte 1/10/06	District 3	M&C	04/16
Christopher Dullnig 6/12/07	District 2	M&C	01/17
VACANT		M&C	
VACANT		M&C	

City Code Chapter 11 Article II: 7 members, must be residents and qualified voters of the City, appointed by Mayor and City Council, *term to be decided by appointing body*. Vacancies shall be filled by M&C for an unexpired portion of a term. Authority shall elect Chairperson from membership. Not a compensated committee. Liaison: City Clerk's Office.

Animal Welfare Committee			
Appointee	Resides in	Appointed by	Term Expires
Cindy Vernasco 9/11/07	District 2	M&C	02/17
Dave Turley 3/23/10	District 1	M&C	03/16
Christiane Williams 5/11/10	District 1	M&C	05/15
Patti Brothers 6/8/10	Non resident	M&C	02/17
Taimi Anderson 6/8/10	Non resident	M&C	02/18
Harriet McNamee 7/13/10	District 1	M&C	02/17
Suzie Bellamy 9/28/10	District 4	M&C	04/17
Christine Nagle 03/13/12	District 1	M&C	03/15
Betty Gales 06/17/14	District 1	M&C	06/17

10-R-20: Up to fifteen members appointed by the Mayor and Council for three-year terms. Not a compensated committee. Liaison: Public Services.

Board of Election Supervisors			
Appointee	Represents	Appointed by	Term Expires
John Robson (Chief) 5/24/94	Mayoral appt	M&C	03/17
Terry Wertz 2/11/97	District 1	M&C	03/17
Mary Katherine Theis 02/24/15	District 2	M&C	03/17
Janet Evander 07/16/13	District 3	M&C	03/17
Maria Mackie 08/12/14	District 4	M&C	03/17

City Charter C4-3: The Mayor and Council shall, not later than the first regular meeting in March of each year in which there is a general election, appoint and fix the compensation for five qualified voters as Supervisors of Elections, one of whom shall be appointed from the qualified voters of each of the four election districts and one of whom shall be appointed by the Mayor with the consent of the Council. The Mayor and Council shall designate one of the five Supervisors of Elections as the Chief of Elections. This is a compensated committee; compensation is based on a fiscal year. Per Council action (item 11-G-66) effective in March, 2013: In an election year all of the Board receives compensation. In a non-election year only the Chief Election Supervisor will be compensated. Liaison: City Clerk's office.

Cable Television Commission			
Appointee	Resides in	Appointed by	Term Expires
Jane Hopkins 06/14/11	District 1	Mayor	09/17
Blaine Davis 5/24/94	District 1	Mayor	12/15
James Sauer 9/9/08	District 3	Mayor	10/16
Tricia Homer 3/12/13	District 1	Mayor	03/16
Normand Bernache 09/23/14	District 4	Mayor	09/17
City Code Chapter 15 Article III: Composed of four Commissioners plus a voting Chairperson, appointed by the Mayor with the approval of the Council, three year terms. This is a compensated committee. Liaison: City Manager's Office.			

College Park City-University Partnership			
Appointee	Represents	Appointed by	Term Expires
Carlo Colella	Class A Director	UMD President	06/30/18
Edward Maginnis	Class A Director	UMD President	06/30/18
Michael King	Class A Director	UMD President	06/30/16
Brian Darmody	Class A Director	UMD President	06/30/17
Andrew Fellows	Class B Director	M&C	06/30/17
Maxine Gross	Class B Director	M&C	06/30/18
Senator James Rosapepe	Class B Director	M&C	06/30/16
Stephen Brayman	Class B Director	M&C	06/30/17
David Iannucci (07/15/14)	Class C Director	City and University	06/30/17
Dr. Richard Wagner	Class C Director	City and University	06/30/16
The CPCUP is a 501(c)(3) corporation whose mission is to promote and support commercial revitalization, economic development and quality housing opportunities consistent with the interests of the City of College Park and the University of Maryland. The CPCUP is not a City committee but the City makes appointments to the Partnership. Class B Directors are appointed by the Mayor and City Council; Class C Directors are jointly appointed by the Mayor and City Council and the President of the University of Maryland.			

Citizens Corps Council			
Appointee	Represents	Appointed by	Term Expires
Spiro Dimakas		M&C	10/17
Yonaton Kobrias 10/14/14		M&C	10/17
VACANT	Neighborhood Watch	M&C	
Dan Blasberg 3/27/12		M&C	03/18
David L. Milligan (Chair) 12/11/07		M&C	02/17
Resolution 05-R-15. Membership shall be composed as follows: A Citizen Corps Coordinator for each neighborhood shall be nominated and appointed by the Mayor and Council and serve as a potential member of the CPCCC for the term of their respective office in the neighborhood group. Mayor and Council shall nominate and appoint 5 to 7 residents to serve as community coordinators and to serve on the CPCCC. At least one member of the CPCCC shall be the Neighborhood Watch			

Coordinator, and at least one member shall represent each of the other Citizen Corps programs such as CERT, Fire Corps, Volunteers In Police Service, etc. Each member of the CPCCC shall serve for a term of 3 years, and may be reappointed for an unlimited number of terms. The Mayor, with the approval of the City Council, shall appoint the Chair and Co-Chair of the CPCCC from among the members of the committee. The Director of Public Services shall serve as an ex officio member. Not a compensated committee. Liaison: Public Services.

Committee For A Better Environment			
Appointee	Resides in	Appointed by	Term Expires
Janis Oppelt 8/8/06	District 1	M&C	09/15
Suchitra Balachandran 10/9/07	District 4	M&C	01/17
Donna Weene 9/8/09	District 1	M&C	12/15
Gemma Evans 1/25/11	District 1	M&C	01/17
Kennis Termini 01/14/14	District 1	M&C	01/17
Matt Dernoga 12/09/14	District 1	M&C	12/17
Phillip Aronson 01/13/15	District 1	M&C	01/18
City Code Chapter 15 Article VIII: No more than 25 members, appointed by the Mayor and Council, three year terms, members shall elect the chair. Not a compensated committee. Liaison: Planning.			

Education Advisory Committee			
Appointee	Represents	Appointed by	Term Expires
Brian Bertges 06/18/13	District 1	M&C	06/15
Cory Sanders 09/24/13	District 1	M&C	09/15
Charlene Mahoney	District 2	M&C	02/17
Maia Sheppard 07/15/14	District 2	M&C	07/16
VACANT	District 3	M&C	
Melissa Day 9/15/10	District 3	M&C	03/17
Carolyn Bernache 2/9/10	District 4	M&C	12/16
Doris Ellis 9/28/10	District 4	M&C	12/16
Tricia Homer	District 1	M&C	04/16
Peggy Wilson 6/8/10	UMCP	UMCP	05/16
Resolutions 97-R-17, 99-R-4 and 10-R-13: At least 9 members who shall be appointed by the Mayor and Council: at least two from each Council District and one nominated by the University of Maryland. Two year terms. The Committee shall appoint the Chair and Vice-Chair of the Committee from among the members of the Committee. Not a compensated committee. Liaison: Youth and Family Services.			

Ethics Commission			
Appointee	Represents	Appointed by	Term Expires
Edward Maginnis 09/13/11	District 1	Mayor	08/15
VACANT	District 2	Mayor	
James Sauer 12/09/14	District 3	Mayor	12/16
Gail Kushner 09/13/11	District 4	Mayor	01/16
Robert Thurston 9/13/05	At Large	Mayor	02/16
Alan C. Bradford 1/23/96	At-Large	Mayor	07/15
Frank Rose 05/08/12	At-Large	Mayor	05/14
City Code Chapter 38 Article II: Composed of seven members appointed by the Mayor and approved by the Council. Of the seven members, one shall be appointed from each of the City's four election districts and three from the City at large. 2 year terms. Commission members shall elect one member as Chair for a renewable one-year term. Commission members sign an Oath of Office. Not a compensated committee. Liaison: City Clerk's office.			

Farmers Market Committee			
Appointee	Represents	Appointed by	Term Expires
Margaret Kane 05/08/12	District 1	M&C	05/15
Robert Boone 07/10/12	District 1	M&C	07/15
Leo Shapiro 07/10/12	District 3	M&C	07/15
Julie Forker 07/10/12	District 3	M&C	07/15
Kimberly Schumann 09/11/12	District 1	M&C	09/15
VACANT			
VACANT		M&C	
VACANT	Student	M&C	
Established April 10, 2012 by 12-R-07. Up to 7 members. Quorum = 3. Three year terms. Not a compensated committee. Liaison: Planning Department. Agreement reached during July 3, 2012 Worksession to fill the seven positions as outlined above. Effective September 11, 2012 by 12-R-17: Membership increased to 8.			

Housing Authority of the City of College Park			
Bob Catlin 05/13/14		Mayor	05/01/19
Betty Rodenhausen 04/09/13		Mayor	05/01/18
John Moore 9/10/96		Mayor	05/01/19
Thelma Lomax 7/10/90		Mayor	05/01/15
Carl Patterson 12/11/12	Attick Towers resident	Mayor	05/01/16
The College Park Housing Authority was established in City Code Chapter 11 Article I, but it operates independently under Article 44A Title I of the Annotated Code of Maryland. The Housing Authority administers low income housing at Attick Towers. The Mayor appoints five commissioners to the Authority; each serves a five year term; appointments expire May 1. Mayor administers oath of office. One member is a resident of Attick Towers. The Authority selects a chairman from among its commissioners. The Housing Authority is funded through HUD and rent collection, administers their own budget, and has their own employees. The City supplements some of their services.			

Neighborhood Quality of Life Committee			
Name:	Represents:	Appointed By:	Term Ends:
Mayor and City Council of the City of College Park			Term in office
Chief David Mitchell	UMD DPS (UMD Police)	University	02/16
Dr. Andrea Goodwin	UMD Administration – Rep 1	University	02/16
Marsha Guenzler-Stevens (Stamp Student Union)	UMD Administration – Rep 2	University	04/16
Matthew Supple (Fraternity-Sorority Life)	UMD Administration – Rep 3	University	04/16
Gloria Aparicio- Blackwell (Office of Community Engagement)	UMD Administration – Rep 4	University	04/16
Karyn Keating-Volke	City Resident 1	City Council	02/17
Aaron Springer	City Resident 2	City Council	10/15
Bonnie McClellan	City Resident 3	City Council	04/16
Christine Nagle	City Resident 4	City Council	04/16
Richard Morrison	City Resident 5	City Council	04/16
Douglas Shontz	City Resident 6	City Council	05/16
Cole Holocker	UMD Student 1	City Council	11/16
Catherine McGrath	UMD Student 2	City Council	11/16
Chris Frye	UMD Student 3	IFC	03/16
VACANT	UMD Student 4		
VACANT	UMD Student 5	Nat'l Pan-Hell. Council, Inc. / United Greek Council	
VACANT	Graduate Student	GSG Representative	
Todd Waters	Student Co-Operative Housing	City Council	03/16
Maj. Dan Weishaar	PG County Police Dept.	PG County Police	
Bob Ryan	Director of Public Services	City Council	10/15
Jeannie Ripley	Manager of Code Enforcement	City Council	
Lisa Miller	Rental Property Owner	City Council	02/16
Richard Biffel	Rental Property Owner	City Council	02/16
Paul Carlson	Rental Property Owner	City Council	03/16
Established by Resolution 13-R-20 adopted September 24, 2013 to replace the Neighborhood Stabilization and Quality of Life Workgroup. Amended October 8, 2013 (13-R-20.Amended). Amended February 11, 2014 (14-R-03). Amended July 15, 2014 to change the name (14-R-23). City Liaison: City Manager's Office. Two year terms. Main Committee to meet four times per year. This is not a compensated committee.			

Neighborhood Watch Steering Committee			
	Resident of:	Appointed By:	Term Expires:
Robert Boone 04/12/11	District 1	M&C	04/15
Aaron Springer 02/14/12	District 3	M&C	05/16
Nick Brennan	District 2	M&C	04/16

Created on April 12, 2011 by Resolution 11-R-06 as a three-person Steering Committee whose members shall be residents. Coordinators of individual NW programs in the City shall be ex-officio members. Terms are for two years. Annually, the members of the Steering Committee shall appoint a Chairperson to serve for a one-year term. Meetings shall be held on a quarterly basis. This Resolution dissolved the Neighborhood Watch Coordinators Committee that was established by 97-R-15. This is not a compensated committee. Liaison: Public Services.

Noise Control Board			
Appointee	Represents	Appointed by	Term Expires
Mark Shroder 11/23/10	District 1	Council, for District 1	01/19
Harry Pitt, Jr. 9/26/95	District 2	Council, for District 2	03/16
Alan Stillwell 6/10/97	District 3	Council, for District 3	09/16
Suzie Bellamy	District 4	Council, for District 4	12/16
Adele Ellis 04/24/12	Mayoral Appt	Mayor	04/16
Bobbie P. Solomon 3/14/95	Alternate	Council - At large	05/18
Larry Wenzel 3/9/99	Alternate	Council - At large	02/18

City Code Chapter 138-3: The Noise Control Board shall consist of five members, four of whom shall be appointed by the Council members, one from each of the four election districts, and one of whom shall be appointed by the Mayor. In addition, there shall be two alternate members appointed at large by the City Council. The members of the Noise Control Board shall select from among themselves a Chairperson. Four year terms. This is a compensated committee. Liaison: Public Services.

Recreation Board			
Appointee	Represents	Appointed by	Term Expires
Eric Grims 08/12/14	District 1	M&C	08/17
Sarah Araghi 7/14/09	District 1	M&C	07/15
Alan C. Bradford 1/23/96	District 2*	M&C	02/17
VACANT	District 2	M&C	
Adele Ellis 9/13/88	District 3	M&C	02/17
VACANT	District 3	M&C	
Barbara Pianowski 3/23/10	District 4	M&C	05/17
Judith Oarr 05/14/13	District 4	M&C	05/16
Bettina McCloud 1/11/11	Mayoral	Mayor	02/17
Solennie Privett	Mayoral	Mayor	04/16

City Code Chapter 15 Article II: 10 members: two from each Council district appointed by the Mayor and Council and two members nominated by the Mayor and confirmed by the Mayor and Council. The Chairperson will be chosen from among and by the district appointees. 3 year terms. Not a compensated committee. Liaison: Public Services.

*Although Mr. Bradford lives in what is now considered District 1, his residence was part of District 2 when he was appointed. The designation of his residence was changed to District 1 during the last redistricting. He is still considered an appointment from District 2.

** Effective April 2012: Jay Gilchrist, Director of UMD Campus Recreation Services, changed his status from Rec Board member (Mayoral Appointment) to UM liaison to the Rec Board, similar to the M-NCPPC representative.

Sustainable Maryland Certified Green Team		
Appointee	Represents	Term Expires
Denise Mitchell 04/10/12	City Elected Official	04/14
Patrick Wojahn 04/10/12	City Elected Official	04/14
VACANT	City Staff	
Loree Talley 05/08/12	City Staff	05/14
VACANT	CBE Representative	
VACANT	A City School	
Annie Rice	UMD Student	10/16
VACANT	UMD Faculty or Staff	
VACANT	City Business Community	
Ben Bassett - Proteus Bicycles 09/25/12	City Business Community	09/14
Douglas Shontz	Resident	05/16
Christine Nagle 04/10/12	Resident	04/14
VACANT	Resident	
VACANT	Resident	
<p>Established March 13, 2012 by Resolution 12-R-06. Up to 14 people with the following representation: 2 elected officials from the City of College Park, 2 City staff, 1 representative from the CBE, 1 representative of a City school, 1 student representative from the University of Maryland, 1 faculty or staff representative from the University of Maryland, 2 representatives of the City business community, up to 4 City residents. Two year terms. Not a compensated committee. A quorum shall be 6 people. The SMCMT shall select a Chair and a Co-Chair from among the membership on an annual basis. The SMCMT should meet at least bi-monthly. The liaison shall be the Planning Department.</p>		

Tree and Landscape Board			
Member	Represents	Appointed by	Term Expires
VACANT	Citizen	M&C	
John Krouse	Citizen	M&C	10/16
VACANT	Citizen	M&C	
Mark Wimer 7/12/05	Citizen	M&C	10/16
Joseph M. Smith 09/23/14	Citizen	M&C	09/16
Janis Oppelt	CBE Chair Liaison		
John Lea-Cox 1/13/98	City Forester	M&C	12/14
Steve Beavers	Planning Director		
Brenda Alexander	Public Works Director		
<p>City Code Chapter 179-5: The Board shall have 9 voting members: 5 citizens appointed by M&C, plus the CBE Chair or designee, the City Forester or designee, the Planning Director or designee and the Public Works Director or designee. Two year terms. Members choose their own officers. Not a compensated committee. Liaison: City Clerk's office.</p>			

Veterans Memorial Improvement Committee			
Appointee	Represents	Appointed by	Term Expires
Deloris Cass 11/7/01		M&C	12/15
Joseph Ruth 11/7/01	VFW	M&C	12/15
Blaine Davis 10/28/03	American Legion	M&C	12/15
Rita Zito 11/7/01		M&C	02/15
Doris Davis 10/28/03		M&C	12/15
Mary Cook 3/23/10		M&C	11/17
Arthur Eaton		M&C	11/16
Seth Gomoljak 11/6/14		M&C	11/17
VACANT			
Resolution 01-G-57: Board comprised of 9 to 13 members including at least one member from American Legion College Park Post 217 and one member from Veterans of Foreign Wars Phillips-Kleiner Post 5627. Appointed by Mayor and Council. Three year terms. Chair shall be elected each year by the members of the Committee. Not a compensated committee. Liaison: Public Works.			

Information Report:

1.

Legislative Report – Len Lucchi

Information Report:

2.

Quarterly FY '15 Action Plan Update – Bill Gardiner

City of College Park Strategic Plan 2010 – 2015
FY 2015 Action Plan Adopted May 27, 2014
THIRD QUARTER FY15 UPDATE

This action plan aligns with the Strategic Plan adopted by City Council August 10, 2010. As an annual road map for strategic plan implementation, this action plan intentionally focuses on a relatively manageable and strategic set of actions for approximately one fiscal year. Most of the steps included in this plan are assumed to have a finite scope (ideally within 1 year) and are strategically oriented towards change and improvement in College Park. Before the end of FY 2015, City Council and City Staff will develop a new five-year strategic plan and the first year action plan. Most steps in this action plan are in addition to ongoing daily operations and recurring annual activities in the City.

Resource needs indicate those resources required beyond existing staff and staff time.

To date, City Council and City Staff annually have reviewed and updated the action plan in conjunction with the budget development process. Action steps not completed in one year have carried forward into to the next year. The FY 2015 Action Plan should bring most items to a close as it is the final year of this strategic planning period.

Following is a list of organization and initiative abbreviations that may appear throughout the action plan. The organizations represent some of the many supporting partners of the City identified in the strategic plan.

ATHA – Anacostia Trails Heritage Area
CBE – Committee for a Better Environment
COG – Metropolitan Washington Council of Governments
COPS – Community Oriented Police Services
CPAE – College Park Arts Exchange
CPNW – College Park Neighborhood Watch
CPCUP – College Park City-University Partnership
DCPMA – Downtown College Park Management Authority
DPIE – PGC Department of Permitting, Inspections, and Enforcement
DOT – Department of Transportation
EAC – Education Advisory Committee
EPA – Environmental Protection Agency
ESL – English as a Second Language
HUD – Department of Housing & Urban Development
MHAA – Maryland Heritage Areas Authority
M-NCPPC – Maryland-National Capital Park & Planning Commission
NSQLWG – Neighborhood Stabilization and Quality of Life Workgroup
PG DPW&T- Prince George's County Department of Public Works & Transportation

PGPD - Prince George's County Police Department
PGPOA Prince George's Property Owners Association
SHA – State Highway Administration
SRTSP – Safe Routes to School Program
TMA – Transportation Management Authority
UMD – University of Maryland
UMPD – University of Maryland Police Department
WMATA – Washington Metro Area Transit Authority

YSB – Youth Services Bureau

TBD – To Be Determined

Goal I: Consistent high quality and cost-effective public services that contribute to a safe and welcoming City for all.

Objective 1: Improve public safety and reduce crime by utilizing contract police officers, collaborating with other police agencies, and encouraging community participation.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3 rd Quarter Updates)
a. Consider expanding security cameras to additional streets in the Lakeland and Berwyn areas, and conduct an analysis of priority areas for possible future expansion of the system.	City Council, Public Services	Q1	Q4		<p>1. Council approved purchase of three additional cameras and two license plate readers on Baltimore Ave. Installation of this new camera equipment and PEPCO permits and connections are complete. UMD has ordered equipment to connect to UMD fiber. Camera expected to be in service April 1, 2015.</p> <p>2. In June 2014 City applied for funding to pay for cameras in the Lakeland and Berwyn areas. Installation expected to be complete by end of September 2014 pending final PEPCO permits and power connections. Contractor has equipment on site. Notice of award received from GOCCP for an additional \$125,000 grant. City staff and vendor have surveyed potential installation sites along Trolley Trail/ R.I. Ave, in Lakeland and Berwyn. Completion of this phase anticipated to be 30 June 2015. Draft contract extension with vendor is complete, and design has been completed.</p>
b. Review and implement, where applicable, B and C priority level recommendations and considerations, and explore D priority level recommendations related to public safety from the NSQLWG and from the	City Council, Neighborhood Stabilization Committee, Public Services	Q1	Q4		Code of Student Conduct has been expanded City-wide (and everywhere on or off-campus). C-MAST monthly meetings re-convened. NSQLWG has been re-established (as the Neighborhood Quality of Life Committee) with quarterly meetings beginning in April 2014. It has approximately 30 members, including the

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3 rd Quarter Updates)
CPCUP Public Safety Workgroup.					Mayor and Council. Seven sub-committees have been created to address specific recommendations in the report. A fall forum was held November 6, 2014. Public Services staff are participating on all relevant sub-committees.
c. Assess effectiveness of City contract police program and assess possibility of City community liaison officer within contract police program.	City Council, City Manager, Public Services	Q3	Q4	Possibly outside consultant, depending on the level of analysis desired.	PGPD, UMPD, MSP, M-NCPPC, WMATA, and City Contract police statistics were provided to Council in Sept. 2014. Director of Public Services and Contract officers work with the PGPD COPS community liaison officers to address community concerns and participate in community and civic association meetings. No funding for a police services consultant study was included by Council in the 2015 budget.

Action Plan Notes:

Goal I: Consistent high quality and cost-effective public services that contribute to a safe and welcoming City for all.

Objective 2: Improve local schools that serve City of College Park residents through collaboration with strategic partners including the Prince George’s County Public Schools and the University of Maryland.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3rd Quarter Updates)
a. Continue to work to find a permanent home for the College Park Academy	CPCUP, City Council	FY 2013	Q4	College Park Academy executive director, UMD	CPA has expressed its preference for the Terrapin Trader site. UMD has expressed interest in facilitating the relocation of the school to that property. Not clear how a CPA performance assessment would be done. After analyzing the total costs of the Terrapin Trader site, CPA is apparently now focused on the Al Huda school site. During a presentation in September, the CPA Executive Director indicated that he believed the school would stay at its current location for two more years.
b. Request annual report from CPA at the completion of the school year.	CPCUP, City Council	FY15	Q2	College Park Academy Executive Director	CPA Executive Director gave a presentation to Council on September 2 nd regarding the first year of the program.
c. Measure success through outcomes achieved as a result of school grants.	EAC, City Council	Q1	Q4		Grants awarded to 9 schools in FY13. As of April 1, 2014, all 9 final reports have been filed. Six grants were awarded in Nov. 2014, and three grants were awarded in Jan. 2015.

Action Plan Notes:

Goal I: Consistent high quality and cost-effective public services that contribute to a safe and welcoming City for all.

Objective 3: Expand recreational, social and cultural activities for city residents.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3rd Quarter Updates)
a. Implement micro-grant program which would incentivize and support neighborhoods in organizing block parties.	Public Services, City Council	Q1	Q4	Rec Board	The Micro-grant program was funded in the FY2015 budget for \$5,000. Grants are limited to \$500 per event. An online application and approval process has been established. Four grants have been awarded as of January 14, 2015. Two additional grants are being considered.

Action Plan Notes:

Goal I: Consistent high quality and cost-effective public services that contribute to a safe and welcoming City for all.

Objective 4: Strengthen well-being of residents that seek assistance through youth, family and seniors program.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3rd Quarter Updates)
a. Expand public information about available senior programs and recreation activities to seniors in homes throughout the city.	Seniors staff	Ongoing	Ongoing		Information provided in annual Resident Information Guide and via mailings to seniors who have requested information.
b. Review findings of Aging in Place Task Force and determine which recommendations to pursue.	City Council	Q2	Q4	Aging in Place examples in nearby communities (Greenbelt, Hyattsville, etc.)	Two District 1 members have been appointed to the task force. Council positions expanded from two to four in Oct. 2014. Four residents and four council members have been appointed. Two additional residents have been appointed and the task force has met.

Action Plan Notes:

Goal I: Consistent high quality and cost-effective public services that contribute to a safe and welcoming City for all.

Objective 5: Improve customer / constituent service to better serve College Park residents.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3 rd Quarter Updates)
<p>a. Provide ongoing staff training in resident relations / constituent services and customer service, including implementation of a 24-hour response standard and tracking of resident requests and calls for service using Comcate or other appropriate systems.</p>	<p>Public Services, DPW, other departments as required</p>	<p>Ongoing</p>	<p>Ongoing</p>	<p>Human Resources Additional funding if this exceeds the training budget.</p>	<p>A 24-hour response expectation is part of the performance goals for relevant staff; may need to review with department directors how it is being evaluated, and ensure that staff have the training and tools to meet the expectation. DPW and DPS staff receive requests via email, phone, and Comcate, and respond within 24 hours. A 24-hour response expectation is part of the performance goals for Public Services staff. The Comcate system is used as a performance measure. Staff have been trained to use this system. Technical problems with the Comcate system are being addressed by Public Services and Information Technology staff in order to provide more accurate and timely statistical reports.</p>
<p>b. Coordinate with the County Department of Permitting, Inspections, and Enforcement (DPIE) to streamline the County and City permitting processes.</p>	<p>City Council, Planning Dept., Public Services</p>	<p>Q1</p>	<p>Q3</p>		<p>Public Services, Finance, IT, and Administration staff are identifying possible changes that would streamline City permit applications, billing, payments, and inspections for residential occupancy permits. An analysis of current use of the Sungard software system was completed in November 2014. The joint departmental staff team is reviewing the Sungard analysis and recommendations. IT and Finance are evaluating upgrade and training / reconfiguration proposals and identifying sources of funding.</p> <p>DPIE presented to City Council an overview of its improvements and plans, and requested the City provide information regarding its permit requirements and related regulations so a new process would be easier for applicants and the City. DPIE will be invited to report to</p>

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3 rd Quarter Updates)
					Council on its permit process streamlining efforts and possible integration of City permit application processes. Staff will schedule a meeting with DPIE staff by January June 2015 to consider possible integration of City permit application processes.
c. Develop a plan to allow online payments for all permit fees.	Public Services	Q1	Q3		This is one of the issues being considered by the staff work group on permit process redesign. An on-site two day review of City IT support systems has been completed scheduled with Sunguard (HTE) consultants in November 2014. The staff team also is reviewing potential software for online permit applications and payments.
d. Select the location for a new City Hall.	City Council, City Manager's Office, Planning	Q1	Q3		Staff has presented information to Council during two worksessions, and have scheduled it for a future worksession and a public forum. In Nov. 2014 Council voted to build a new City Hall on the City's Knox Road parcel, and to explore collaboration with the UMD on joint development that includes the Rt. 1 frontage recently acquired by the University Foundation. City staff have begun meeting with UMD and are reviewing a contract for conceptual design services.

Action Plan Notes:

Goal II: Convenient transportation options that improve local travel and manage congestion.

Objective 1: Advocate for state and other resources to rebuild Route 1 to improve its safety, efficiency, and appearance.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3 rd Quarter Updates)
a. Lobby State Legislature, State Highway Administration, and County Council to allocate funding to rebuild	City Council	Ongoing	Ongoing		Design and right-of-way acquisition funding allocated for phase 1(College Avenue to MD 193); County, City, UMD, and SHA work group developing and

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3 rd Quarter Updates)
Route 1 and implement pedestrian safety improvements.					implementing pedestrian safety improvements. Issue will be a discussion item at Legislative Dinner. City also negotiating with SHA for sidewalk project along Rt. 1 in north College Park. Construction funding for Rt. 1 was not in the FY16 Transportation budget. The current design does not retain the 100' ROW originally planned.
b. Determine City participation for funding of undergrounding of utilities and TIGER application for Rt. 1 reconstruction.	City Council, Finance, Planning	FY14	Q2 FY15	County	City authorized payment for design work to underground utilities along one segment and to request SHA apply for TIGER funds. Issue will be a priority at the Legislative Dinner. At this time, SHA has not funded construction for the project, and it is not eligible for TIGER funding until construction funding has been budgeted. SHA has given notice to proceed for the consultant to design the underground utilities. 30% design drawings have been completed by the consultant.
c. Work with M-NCPPC and SHA to require Route 1 developers to implement street improvements with new development or, if not feasible, pay a fee-in-lieu.	City Council, Planning Dept.	Ongoing	Ongoing		This coordination occurs during the review of development applications and is accomplished to the extent practicable.
d. Evaluate a Tax Increment Financing (TIF) district strategy to help fund infrastructure improvements as part of a RISE Zone application with UMD.	City Council, Planning Dept.	Q2	Q4		The State will issue application forms for Qualifying Institutions in the fall 2014, and the RISE Zone applications will be available in the spring of 2015.
e. Develop a complete and green streets policy and create a proposed network of complete streets and bike trails for Council consideration. (A complete streets policy seeks to develop integrated, connected networks of streets that are safe and accessible for all people, regardless of age, ability, income, ethnicity, or chosen mode of travel).	City Council, Planning Dept.	Q1	Q2	Smart Growth America resources; TLC grant	Application for TLC funds has been submitted. COG selected the City's proposal of a "Complete and Green Streets Policy and Implementation Plan" for funding (approximately \$70,000) through the Transportation Land Use Connections Program. COG has invited several pre-approved consultants to submit their ideas to the City, and the City expects to receive them by October. Kittelson Associates was selected from COG's pre-approved consultant list to work with the City on this

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3 rd Quarter Updates)
					<p>plan. A public workshop will be held in Q2 and the final report is expected to be available by Q3 2015. The grant amount was \$30,000. The public workshop has been scheduled for April 8, 2015.</p>
<p>Advocate for implementation of SHA recommendations regarding building of sidewalks on Route 1 in north College Park;</p>	<p>City Council, Planning, Engineering</p>	<p>Q2</p>	<p>Q4</p>	<p>21st District Delegation, County, SHA</p>	<p>SHA is expected to provide a report in June 2014 on pedestrian safety along Route 1 in north College Park. SHA is in the process of designing sidewalks along both sides of US 1 from Cherokee Street to I-495. SHA presented the 30% construction drawings to the Mayor & Council on September 2, 2014, and requested that the City assist them with obtaining easements and taking over maintenance of a required retaining wall. SHA is awaiting Council support before proceeding. The City has formally partnered with SHA for the retaining wall item and assistance with procuring right-of-way easements.</p>

Action Plan Notes:

Goal II: Convenient transportation options that improve local travel and manage congestion.

Objective 2: Support development of transit options that increase convenience, accessibility, and mobility.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3rd Quarter Updates)
a. Implement Route 1, Rhode Island Ave., Campus Drive, and other bus corridor enhancements.	City Council	FY 2012	Ongoing	PG DPW&T, COG, WMATA	
b. Participate in Purple Line design and final engineering for alignment and stations.	Planning Dept., City Council	Ongoing	Ongoing	Include Community input	The City reviewed and commented on the EIS and staff continues to be a member of the MDOT Purple Line Team.
c. Continue funding and promoting use of Shuttle-UM pass for city residents and employees. Work with DOTS to get more reliable statistics.	City Council, City Manager's staff	Ongoing	Ongoing		Legislation enacted; City must advertise program to promote use. Program is promoted in the Municipal Scene, the website, and the character generator.
d. Continue to provide input and participate in the DOTS 10-year strategic plan process where possible. Encourage DOTS to work on collaboration between Shuttle-UM and other bus services.	City Council	FY 2012	Q4		DOTS recently announced that it will not provide parking for students living on campus (and in some cases, living near campus), with the phase-out beginning in 2016 and completed in 2017. 2,889 cars that currently park on campus will not be allowed by 2017.

Action Plan Notes:

Goal II: Convenient transportation options that improve local travel and manage congestion.

Objective 3: Develop and implement Transportation Demand Management (TDM) strategies [on Route 1].

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3 rd Quarter Updates)
a. Seek funding for infrastructure improvements including bike trails and amenities and sidewalk construction.	Planning Dept.	Ongoing	Ongoing	State funding	City will apply for SHA Bikeways program funding in June. Proposal by SHA for Rt. 1 pedestrian improvements north of Cherokee Street to be presented in July. The City and SHA are discussing an agreement that would have SHA pay for a retaining wall and the City maintain it. The sidewalk designs have been presented to Council. In early September, the City was awarded bikeways funding (\$79,000) to place sharrows and signs on 10 City streets. The proposed streets run primarily east-west, have signalized intersections with Route 1 and total more than 4 miles. Implementation will proceed after planned street repaving on several of these streets is completed in Q2. A new round of state funding is anticipated spring 2015.
b. Implement a City-University bike share program.	Planning	FY 2015	Q4	State grant, UMD	Funding received for Capital Bikeshare program, but implementation delayed in FY14 due to vendor financial problems and alternative bike sharing programs under consideration. The status and options will be discussed at the October 7 th worksession. The City and University are jointly preparing a bikeshare RFP to be released in the Spring of 2015. by the end of March 2015.

Action Plan Notes:

Goal II: Convenient transportation options that improve local travel and manage congestion.

Objective 4: Improve traffic, pedestrian, and bicycle safety.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3 rd Quarter Updates)
a. Explore options to provide safer access to major arteries from all City neighborhoods.	Planning Dept., City Engineer	Ongoing	Ongoing	SHA, County Council, PG DPW&T. Developer commitment of \$500,000 secured.	Engineering and feasibility study for Hollywood Road west of Baltimore Avenue is under consideration. Additionally, staff will invite SHA to discuss and present to the Mayor and Council current and future projects in the City. Mazza Grandmarc is drafting the feasibility study scope of work to be presented to City Council. This will be addressed as part of the Complete Streets Project.
b. Explore feasibility of building sidewalks on Hollywood Road in north College Park;	City Council, City Engineer	Q1	Q4		Staff met with both Council members and concerned residents on June 2 nd to further discuss implementing a plan for a sidewalk along Hollywood Road between Rhode Island Ave and US 1.

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3 rd Quarter Updates)
c. Explore feasibility of additional pedestrian safety measures on Rhode Island Ave. in north College Park, including additional rapid rectangular flashing beacons (RRFB's);	City Council, City Engineer	Q1	Q4		Staff is having an additional RRFB installed along Rhode Island Avenue at Hollywood Road in the Fall of 2014. The additional RRFB was installed in September 2014.

Action Plan Notes:

Goal III: Lead the College Park community in environmental conservation, protection, restoration, and energy efficiency.

Objective 1: Implement strategies to improve energy efficiency and reduce greenhouse gas emissions.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3 rd Quarter Updates)
<p>a. Implement the Sustainable Maryland Certified (SMC) Green Team action plan. Obtain bronze certification through SMC program and continue to pursue projects for higher-level certifications.</p>	<p>City Council, Green Team, CBE</p>	<p>FY 2011</p>	<p>Q4+</p>	<p>COG, Sustainable Maryland Certified; MEA</p>	<p>The City attained the Sustainable Maryland Certification and is implementing the three-year action plan. The Green Team is focusing on establishing a community garden, a major remaining item under the 3 year action plan. In August, a survey was conducted to gauge neighborhood interest in a garden and the results will be used to guide site selection. Potential sites have been identified in three neighborhoods. Implementation plans will be presented in February with an expected groundbreaking on at least one site by spring. Prior potential sites are not viable; staff now considering a City-owned site. A pilot garden site will be presented and implemented by Spring.</p>
<p>d. Receive a current sustainability report from CBE to determine next steps.</p>	<p>CBE, City Council</p>	<p>Q1</p>	<p>Q4</p>	<p>Green Team</p>	<p>CBE is not able to provide a sustainability report or community emissions analysis without significant resources. The City has included an updated emissions report as one of the possible projects for the UMD PALS program, and expects to receive a response in the fall. The City has three potential PALS projects for the spring semester: a city operations and citywide emissions inventory and best practices analysis; a solid waste best practices study; and an art and place-making project. The program will be discussed in February. Council approved an MOU with PALS for four courses. The final reports will be provided to the City in May or June.</p>

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3 rd Quarter Updates)
e. Establish a LEED-based sustainability standard for new development projects within the City jurisdiction.	City Council, CBE	FY 2011	Q4+		Most new development occurs along the Route 1 corridor which already has this standard because of the Sector Plan.
f. Promote greater use of carpooling and public transit by City staff.	City Council, HR, Green Team	FY 2011	Ongoing		Subsidy provided to staff who use metro to commute; not sure how to promote carpooling. The City can explore programs and recommendations from Commuter Connections, a regional network of transportation organizations coordinated by the Metropolitan Washington Council of Governments. Commuter Connections can provide information on commute options and also helps employers establish commuting benefits and assistance programs.
g. Encourage greater City staff participation in energy efficient practices.	Planning Dept, Human Resources, Public Works	Ongoing	Ongoing		Grant funding obtained for training two staff members. Training will occur at end of FY14 or early FY15. DPW will schedule a suitable date for the training. Internal program will be launched in early 2015 to promote energy usage awareness among employees and encourage all staff to adopt simple changes that will decrease our building's energy usage. Activities scheduled for March 23rd.
h. Pursue other grant resources to support activities addressing energy efficiency.	City staff	FY 2011	Ongoing		Staff will evaluate opportunities for MEA funding in FY15. The next MEA funding request in December should focus on meeting the City's on-site renewable energy goals. Staff submitted a grant application in December to fund proposed projects that will greatly reduce energy consumption in the public parking garage and increase renewable energy generation.
i. Continue to pursue legislation for a home energy loan program for residents to make energy efficiency improvements. If legislation passes, pursue development of the program.	City Staff	FY 2011	Ongoing		Staff are exploring eligibility and funding availability of State programs.

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3 rd Quarter Updates)
j. Develop City sustainability plan in collaboration with UMD PALS program	City Manager's Office, all departments	Q1	Q3	UMD, Sustainable MD office	The City has created an inter-departmental task force and submitted possible PALS courses to UMD. The proposed schedule for a sustainability plan will be discussed with Council on October 7 th . A staff work group has met twice a month since October to develop a draft City Operations Sustainability Plan. It will be presented to the City Manager in February. The draft plan will be provided to the City Manager in April.

Action Plan Notes:

Goal III: Lead the College Park community in environmental conservation, protection, restoration, and energy efficiency.

Objective 2: Develop strategies to effectively manage local water resources and storm water runoff.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3rd Quarter Updates)
a. Incorporate best practices for storm water management into all City projects to the extent feasible, and work with Environmental Finance Center to review City and County responsibilities regarding stormwater management and opportunities to utilize "Raincheck" funding to improve stormwater management in the City.	Planning Dept., Engineer, Public Works, CBE	Ongoing	Ongoing		City staff are pursuing several opportunities with the Environmental Finance Center and the Low Impact Development Center for pilot storm water projects. Application to the Chesapeake Bay Trust for a stormwater management project on Narragansett Parkway will be submitted in September. The City was notified that the project was awarded \$66,180. A list of city stormwater projects eligible for funding is being developed by the EFC.
b. Where appropriate, encourage reduction of impervious surfaces in public and private property.	City Council, Planning Dept.	Ongoing	Ongoing	M-NCPPC	Proposed new development of the City Hall and Calvert Road sites will present an opportunity to do this. CBE has held workshops for residents to learn about County's Raincheck program.
c. Work with the Prince George's Police and develop education materials to discourage illegal dumping and enforce anti-dumping laws in the City.	Public Works, Contract Police, Public Safety Officer	FY 2011	Ongoing		No new activities in FY13. Using draft materials prepared by the Public Safety Officer in FY14, illegal dumping guidance will be completed and added to the City webpage in the Code Enforcement section by January June 2015.

Action Plan Notes:

Goal III: Lead the College Park community in environmental conservation, protection, restoration, and energy efficiency.

Objective 3: Increase and enhance parks and green spaces.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3rd Quarter Updates)
a. Develop a citywide parks and recreational facility inventory in preparation for future improvements and new green spaces.	Planning Dept., Public Works, Rec. Board	FY 2012	Q4+	M-NCPPC support, funding for document preparation	City developed a parks and recreational facility inventory for City-owned facilities in FY13. No changes to the parks and recreation facilities since FY13. Item completed.
b. Explore options for community gardening at the Endelman property in North College Park. Discuss options with property owners.	Planning Dept., Public Works Green Team	Q1	Q4+	Community input	The Endelman property was the subject of a UM Community Planning Studio to create an "Urban Agriculture Station." The concept will be presented at a future Green Team meeting. This and other sites may be discussed.
c. Proceed with construction phasing of Duvall Field building with community input, and develop new, scaled-back plans for renovation of the field with resident and Boys & Girls Club input.	City Council, Planning Dept.	FY 2013	Q4+	Developer contribution or other funding.	Project scope has changed due to cost of plans as designed. Developer contribution delayed. City must determine new scope and phasing. The City has signed contracts to purchase a prefabricated building and for the engineering and site work. Once a notice to proceed is received from the State (due to State bond funding), the City will move forward with the project. The City received notice to proceed from the State. The site plan design and coordination with the manufacturer is underway.

Action Plan Notes:

Goal III: Lead the College Park community in environmental conservation, protection, restoration, and energy efficiency.

Objective 4: Divert waste from landfills by continuing to increase participation in reduce/reuse/recycle programs.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3 rd Quarter Updates)
a. Plan and execute a public education program to promote recycling, with a focus on newly accepted recyclables.	Public Works, CBE, Green Team	FY 2011	Ongoing	Printed materials; outreach opportunities; funding	Information on recycling is updated in the yearly Resident Information Guide, Character Generator, and on the website when needed. Public Works is working on an education campaign to inform residents of the change in the recycling code, which includes making recycling mandatory and prohibiting any type of plastic bag from being put in the blue recycling cart.
b. Promote increased business participation in recycling.	City Council, Public Works, CBE	FY 2011	Ongoing	Local businesses (e.g., DCPMA)	Council to discuss recommendations from CBE sub-committee in 4 th quarter of FY14. Business recycling grant program to launch in FY15. The City received two applications for the business recycling grant program. These will be evaluated, and the City will determine how to proceed with future applications (new deadline, rolling acceptance, etc.) The City Council awarded funding to two businesses. The Ad Hoc business recycling committee will discuss opening the grant for a second round and other options to increase business recycling. The Ad Hoc business recycling committee re-opened the grant in early February with a deadline of March 13th.
c. Update City's recycling policies and regulations regarding the types of materials to be recycled and the entities required to have facilities for recycling	City Council, Ad Hoc Committee on Recycling	FY2014	FY2015 Q2		DPW has drafted a revised recycling code. Changes will be submitted to the Council for consideration in the second quarter. The City Council has introduced a new code on recycling that updates the code to current practice. The public hearing is Feb. 10, 2015. The new code has been adopted. Public Works staff is currently working on educating residents on the changes to the code and what it means for them, as well as revising internal collection policies to deal

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3 rd Quarter Updates) with the changes to the code.

Action Plan Notes:

Goal IV: Neighborhoods that are safe, peaceful, attractive and retain their community character.

Objective 1: Effectively and fairly enforce city and county codes and ordinances.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3 rd Quarter Updates)
a. Explore options for expanding noise enforcement capabilities according to recommendations from the CPCUP Public Safety Workgroup.	City Council, Public Services	Q1	Q4+	CPCUP Public Safety Workgroup	Part-time code enforcement positions created in FY14 to add capacity for evening noise enforcement. The positions continue to be funded and filled in FY15 to add CEO staff capacity for evening noise enforcement. Item

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3 rd Quarter Updates)
					completed.
b. Review and implement, where applicable, NSQLWG priority level B and C recommendations and considerations related to code enforcement.	City Council	Q1	Q4	NSQLWG	New group will meet in 4 th quarter of FY14. C-MAST monthly meetings discuss code issues, collaborative action to address problems. Committee renamed the Neighborhood Quality of Life Committee. Seven sub-committees have been created to address specific recommendations in the report. A fall forum is planned for November 6, 2014. The forum was held and approximately 75 people attended. The Assistant State's Attorney has begun a series of meetings with property owners and tenants of properties with the greatest number of calls for service.
c. Educate residents and students about the expansion of the UMD Student Code of Conduct.	City Council	Q1	Q4	UMD, PGPD, Public Services	Knock and Talks, other steps taken to educate students and residents. A series of Knock and Talks were completed during the first week students returned to campus in the fall.

Action Plan Notes:

Goal IV: Neighborhoods that are safe, peaceful, attractive, and retain their community character.

Objective 2: Increase the rate of home ownership.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3 rd Quarter Updates)
a. Cultivate relationships with residential realtors to increase their knowledge of College Park's assets and positive attributes.	City Council, Economic Development	Ongoing	Ongoing		The City's Economic Development Coordinator does this via the Business Roundtable and ongoing activities. Planning staff recently prepared a newsletter promoting the New Neighbors Home Ownership program and distributed it to various realtors. The newsletter is planned to be a quarterly publication. In conjunction with the NQoL Homeownership Committee and UMD Office of Community Engagement, staff is working on a series of workshops to attract residents that will include participation from residential realtors.
b. Create an annual report of city accomplishments which will be used to market the city.	City Manager Designee, Economic Development	Q1	Q4+	Resources from the Marketing Campaign; feedback from City Council	The City produces an annual economic development report and also markets the City via the ShopCollegePark website. Staff will produce a broader two-page marketing report at the end of 2014 that can be used to market the City. The Economic Development Coordinator is preparing a 2014 Economic Development Annual Report, which will be presented to the City Council on February 5 th . Annual Report completed and presented. It is also posted on the City's website and was distributed to the business community listserv.

Action Plan Notes:

Goal IV: Neighborhoods that are safe, peaceful, attractive and retain their community character.

Objective 3: Preserve and promote neighborhood resources that build a sense of community for all residents.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3rd Quarter Updates)
a. Develop with residents and the Farmers' Market Committee a craft fair and farmers' market in the Hollywood Commercial District, and evaluate the Downtown and Hollywood programs after the 2014 season.	City Council	Q1	Q4		City is selecting a market manager for Spring - Summer 2014 market season for the Downtown Market and the Hollywood Market. The market manager was selected prior to the start of the season and has been assisting with both markets. Staff, the market manager, and a member of the Hollywood Market provided an update to Council. The City will exercise the option to continue with the current market manager for the upcoming season.
b. Work with the County and other municipalities to explore feasibility of a jointly funded and operated northern-area no-kill animal shelter.	City Council, Animal Welfare Committee	Q1	Q4	Prince George's Co. Dept. of the Environment	Council members exploring jointly-funded \$250,000 study with PGC and other municipalities for a northern-area shelter. Council approved a budget line item of \$25,000 to contribute to a study. Prior to proceeding with the study, the County and municipalities will identify the scope. Council authorized a contribution not to exceed \$25,000 to a feasibility study. The DPS Director was assigned to participate in the contract selection committee.
c. Advocate for development of indoor recreational facility in north College Park, preferably near Hollywood;	City Council	Q1	Q4	M-NCPPC	

Action Plan Notes:

Goal V: Expand the local economy and tax base with socially responsible development.

Objective 1: Encourage revitalization of the Route 1 corridor consistent with the desires and needs of the local community.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3rd Quarter Updates)
a. Develop and track inventory of sites available for rent and redevelopment.	Planning Dept.	Ongoing	Ongoing		Inventories are kept up to date on the city's website.
b. Work with developers to help identify businesses for new retail space.	Planning Dept.	Ongoing	Ongoing		This work is done routinely. Flyers highlighting several vacant retail spaces have been created and distributed to prospective tenants via email and mail. A new brochure is being designed by staff to market the City to potential tenants through a direct mail campaign and during the ICSC Retail Conference in February at National Harbor. City staff attended the ICSC Retail Conference in February at National Harbor and met with a variety of potential retail tenants. Additionally, staff created a new brochure that has been directly mailed to potential businesses.
c. Explore collaboration with the University of Maryland to market the city as a tourist destination.	City Council, Economic Development	Q1	Q4		This idea is being implemented through ATHA. City staff has met with the UMD Conference and Visitors Services office to discuss marketing opportunities in the Visitors Center. The two will continue to explore collaborative ideas.
d. Work with CPCUP on implementation of the University District Plan	Planning	Q1	Ongoing	Other property owners	UMD in process of receiving commercial property and in discussions with other property owners. A new Executive Director of CPCUP has been hired and is expected to be full-time in December. CPCUP has scheduled a meeting in January to discuss the RISE Zone program created by the State. Meeting held. UMD preparing application to become certified entity. Planning staff need to be included in CPCUP

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3 rd Quarter Updates)
					planning sessions in order to better coordinate implementation and fulfill this action.

Action Plan Notes:

Goal V: Expand the local economy and tax base.

Objective 2: Encourage revitalization of the Hollywood Commercial District.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3 rd Quarter Updates)
a. Complete design of the Hollywood Commercial District streetscape plan and explore options for funding.	Planning Dept.	Ongoing	Q4+	UM Landscape Architecture program; Consultants	<p>Project not completed, but \$50,000 is allocated in the CIP. Green street grant thru LID pending for Rhode Island Avenue, including the commercial district.</p> <p>Discussions with the consultant regarding the scope of work are ongoing. Surveys and other outreach activities are being prepared for the affected business and property owners. Community meeting will be held on January 28, 2015 to provide feedback on preliminary concepts. The consultants presented their conceptual design recommendations to the City Council on March 3, 2015 and received positive feedback. City staff is preparing for the next phase, which will include final design and engineering. Staff has also submitted an application to MHAA for funding to design and build gateway signs.</p>

Action Plan Notes:

Goal V: Expand the local economy and tax base.

Objective 3: Support and attract diverse locally-owned high-quality retail and restaurant businesses with unique character and a commitment to local quality of life.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3rd Quarter Updates)
a. Identify and promote available commercial space to prospective tenants.	Planning Dept.	Ongoing	Ongoing		This information is available on the city's website and is updated regularly.
b. Market downtown College Park as a destination location.	City Council, Economic Development	Ongoing	Ongoing		The Downtown Guide and Shop College Park website are the primary vehicles for marketing downtown along with the Farmers Market. Flyers highlighting several vacant retail spaces have been created and distributed to prospective tenants via email and mail. Staff is encouraging DCPMA to create a strategic plan that will outline short- and long-term goals for the group to pursue. If a plan is drafted it will be presented to the City Council at a future worksession. Staff and DCPMA are working with a graphic design class from the University to create a new logo/brand for Downtown College Park along with gateway signs to create a sense of place. DCPMA will select a winning design in April 2015.
c. Expand the sign grant program to include façade improvements.	City Council, Planning Dept.	Q1	Q4		Program guidelines were revised in fall 2013 and 6 new grants have been processed during FY 2015. Staff is preparing guidelines for a façade improvement program specifically for the Hollywood Commercial District. City working with two property owners on specific façade improvements. Staff created a façade improvement program specifically for the Hollywood Commercial District and recently

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3 rd Quarter Updates)
					awarded the first grant to a property owner that will complete work in April 2015.
d. Work with SBA and SBTDC to assist and market current College Park businesses and to attract new businesses.	Economic Development, City Council	Q1	Q4	Development plans	An SBTDC event was held in fall 2013 and 2014 for existing businesses and a new business was recruited with the help of a loan from the SBA. Staff will plan another event for summer/fall 2015.
e. Explore the creation of a marketing committee (potentially consisting of residents appointed by the Council) which would solely look at the potential to develop a marketing / business plan for the city to help attract business in the area.	Economic Development, City Council	Q1	Q4	Local business owners, Economic Development Professionals	Item was added in FY14 Action Plan. Staff would like Council direction on it.

Action Plan Notes:

Goal V: Expand the local economy and tax base.

Objective 4: Increase the diversity of job opportunities.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3rd Quarter Updates)
a. Encourage University incubator businesses to remain in College Park by marketing suitable available space.	Planning Dept.	Ongoing	Ongoing		The City is working with Prince George's County to develop suitable office space near the College Park Metro Station. The Hotel at the University of Maryland will include space for UMD incubator companies.
b. With UMD, strategize how to better leverage the University's resources to develop research-oriented businesses within the City.	Planning, City Council	Q1	Q4	UMD, CPCUP, RISE Zone program,	Continued support for locating federal agencies and supporting research in the area is one discussion item at the legislative dinner.
c. Work with Small Business Development Center to provide support to existing business owners and encourage new entrepreneurs to locate in College Park.	Planning Dept.	Ongoing	Ongoing		See above. An event was held in October to provide businesses with information on local and state funding sources.
d. Advocate for relocation of FBI to Greenbelt Station and development in the north core that maintains the quality of life for residents in north College Park.	City Council, Planning	Ongoing	Ongoing	U.S. Government, County	Council will request our elected leaders support the Greenbelt site for the FBI. A representative of the Greenbelt Metro Station development team will present an update to the Council on September 16, 2014. An additional update is scheduled in April.

Action Plan Notes:

Goal V: Expand the local economy and tax base.

Objective 5: Increase the diversity of available quality housing.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3rd Quarter Updates)
a. Identify developers to build corridor infill housing consistent with the Route 1 Corridor Sector Plan.	City Council, Planning Dept.	Ongoing	Q4+	Planning Board	Major new housing projects under construction, approved, and/or in approval process.
b. Encourage affordable graduate student housing in University development plans and encourage future developers to set aside a certain percentage of housing for graduate students in other project opportunities.	City Council	Ongoing	Ongoing		The Neighborhood Quality of Life Committee has created a sub-committee on Diversity of Student Housing Options.
c. Work with the UMD to identify appropriate sites for it to develop housing restricted to faculty, staff, and/or graduate students.	City Council, Planning	Ongoing	Ongoing	UMD	

Action Plan Notes:

Goal V: Expand the local economy and tax base.

Objective 6: Facilitate development in the College Park Metro Station area.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3 rd Quarter Updates)
<p>a. Work with WMATA on joint development projects.</p>	<p>Planning Dept., City Council</p>	<p>Ongoing</p>	<p>Ongoing</p>	<p>County Council, State Legislation</p>	<p>A new solicitation for the College Park Metro Station has been advertised. The solicitation for the College Park Metro Station received one response. Staff will be involved in the review of the submittal in September. WMATA issued a Joint Development Solicitation in April 2014, which received one response. However; the deal did not progress and WMATA expects to issue a new JDS in mid-2015. The City, along with the County EDC, WMATA, and UMD are organizing a joint event to promote the metro to developers in May.</p>
<p>b. Market public property in the Transit District Overlay Zone to the private sector.</p>	<p>Planning Dept.</p>	<p>Q1</p>	<p>Ongoing</p>	<p>UM, WMATA, Prince George's County</p>	<p>WMATA, PGC, and a private developer recently released a joint request for applications to develop approximately 8 acres near the College Park metro station. However, no responses were received and staff is in contact with the property owners to discuss next steps. The County expects to release a new RFQ for their 2+ acre property in mid-2015.</p> <p>The City, along with the County EDC, WMATA, and UMD are organizing a joint event to promote the metro to developers in May.</p>

Action Plan Notes:

Goal V: Expand the local economy and tax base.

Objective 7: Encourage revitalization of the Berwyn Commercial District.

Action Recommendations:

Major Action Steps	Responsibility	Begin Timeframe	Deadline	Other Resource Needs	Status Update (Bold Text 3rd Quarter Updates)
a. Evaluate Berwyn Commercial District zoning and consider expanding usage.	City Council, Planning Dept.	FY 2012	Ongoing	County Council	Proposed changes to the zoning will be part of the Alvin Jenkins settlement. Staff met with Mr. Jenkins to discuss each party's needs. Mr. Jenkins will prepare site plan showing proposed improvements.
b. Settle outstanding issues related to the completion of the Berwyn portion of the College Park Trolley Trail.	City Council, City Attorney	Ongoing	Ongoing		A final agreement to resolve these issues is being developed. Negotiations are still ongoing.

Action Plan Notes: